

Financial & Statistical Report

Fiscal Year 2025



Mike DeWine, Ohio Governor
Pamela Boratyn, ODOT Director



Department of
Transportation

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

Mike DeWine, Governor
Jim Tressel, Lt. Governor
Pamela Boratyn, Director

November 14, 2025

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 2025 Financial Report. The material represented highlights the department's activities from July 1, 2024, through June 30, 2025.

ODOT and its local partners maintain a network of roads, bridges, and highways valued at more than

\$134 billion. Ohio has the fifth largest interstate system at over 8,000 miles and the third highest number of bridges maintained by a State DOT in the country. ODOT maintains more than 43,000 lane miles of the state's roadway system and ranks sixth in the nation for volume of freight with over 1 billion tons shipped by all modes.

ODOT is a \$6 billion per year enterprise and invests approximately 90% of these dollars in system preservation through maintenance, engineering, construction, and snow and ice operations. In short, these funds are allocated to take care of the current transportation system.

In state fiscal year 2025, ODOT began approximately 590 new statewide projects worth about \$2.5 billion as well as 274 local transportation projects totaling \$496 million. The total investment of more than \$3 billion in 864 projects is the largest amount ever invested by the department in a single construction season.

Through those projects, ODOT invested more than \$500 million into reconstructing and repairing bridges and culverts as well as \$620 million in paving highways. The department advanced \$330 million 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 \$1.3 billion in large-scale major projects aimed at reducing congestion and improving road safety.

As the next generation of air mobility takes flight in Ohio, ODOT created an Advanced Air Mobility (AAM) division to integrate advanced aviation technologies with transportation technologies on the ground.

AAM is a newly emerging mode of air transportation to move both people and cargo, which requires new aircraft designs, flight technologies, and supporting infrastructure. ODOT's AAM Division will be co-located at the National Advanced Air Mobility Center of Excellence in Springfield with ODOT's Uncrewed Aircraft Systems (UAS) Center.

The DeWine Administration continues to make highway safety a top priority and has grown Ohio to have the largest highway safety program per capita than any other state, and the investments are working.

Traffic deaths and serious injuries across Ohio have declined three years in a row. In 2024, Ohio had 1,156 deaths and 7,454 serious injuries. Traffic deaths dropped by 7% and serious injuries dropped by about 1%. ODOT has also seen a dramatic increase in bicycle and pedestrian infrastructure projects – across all programs – which has fueled a three-year reduction in pedestrian-related deaths statewide.

ODOT has also continued to implement Governor DeWine’s vision to modernize and re-imagine dozens of rest areas around the state. In fiscal year 2025 ODOT completed 13 refreshed rest areas, adding much needed truck parking slots. We will continue this revitalization and a new truck parking initiative into FY 26.

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 consultants and contractors provide nearly all design and construction work with ODOT providing oversight to ensure the quality of work is performed. These valued partnerships are vital to the health of our transportation infrastructure and overall system.

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

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Transportation Funding Sources and Appropriation Use



Department of
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Transportation Funding Sources and Appropriation Uses

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

ODOT Funding Sources State Fiscal Years 2021 Through 2025

(With Regard to Fund Year) ⁽¹⁾ (Includes Public Transit, Aviation, Rail Commission, and Maritime Programs)

FUNDING SOURCES (Amounts in Millions)	2021	2022	2023	2024	2025
STATE FUNDING SOURCES					
Total State Motor Fuel Tax Revenue	\$ 2,598	\$ 2,671	\$ 2,630	\$ 2,720	\$ 2,744
Refunds & Transfers	\$ (97)	\$ (120)	\$ (137)	\$ (139)	\$ (152)
Local Share	\$ (965)	\$ (954)	\$ (924)	\$ (953)	\$ (983)
State Agency Draws	\$ (59)	\$ (62)	\$ (61)	\$ (78)	\$ (72)
State Bond Debt Retirement	\$ (156)	\$ (153)	\$ (158)	\$ (170)	\$ (149)
Total Deductions	\$ (1,277)	\$ (1,290)	\$ (1,279)	\$ (1,340)	\$ (1,356)
EV/Hybrid Registration Income	\$ 9	\$ 12	\$ 15	\$ 19	\$ 25
Other ODOT Income	\$ 146	\$ 224	\$ 282	\$ 269	\$ 169
General Revenue Fund (GRF) (Aviation, Transit, Rail, State Roads)	\$ 70	\$ 41	\$ 156	\$ 53	\$ 53
State Special Revenue (SSR) (Highway and Multi-Modal)	\$ 26	\$ 8	\$ 25	\$ 633	\$ 28 ⁽²⁾
Public Private Partnership Debt - State	\$ (10)	\$ (10)	\$ (10)	\$ (10)	\$ (10)
Federal GARVEE Bond Debt - State Match	\$ (21)	\$ (15)	\$ (15)	\$ (15)	\$ (15)
TOTAL FROM STATE FUNDING SOURCES	\$ 1,542	\$ 1,642	\$ 1,803	\$ 2,329	\$ 1,638
FEDERAL FUNDING SOURCES					
Dedicated Federal ⁽³⁾	\$ 31	\$ 193	\$ 238	\$ 747	\$ 496
Federal Highway Core Program ⁽⁴⁾	\$ 1,507	\$ 1,938	\$ 1,923	\$ 1,879	\$ 1,923
FAA, FTA, FRA (Aviation, Transit, Rail)	\$ 67	\$ 47	\$ 76	\$ 54	\$ 84
Public Private Partnership Debt - Federal	\$ (16)	\$ (17)	\$ (17)	\$ (17)	\$ (18)
Federal GARVEE Bond Debt	\$ (146)	\$ (117)	\$ (117)	\$ (128)	\$ (126)
TOTAL FROM FEDERAL FUNDING SOURCES	\$ 1,443	\$ 2,044	\$ 2,103	\$ 2,536	\$ 2,360
BOND FUNDING SOURCES					
State Highway Capital Improvement Bonds	\$ 69	\$ 25	\$ 105	\$ 62	\$ 62
GARVEE Bonds	\$ 75	\$ 17	\$ 87	\$ 51	\$ 123
Facilities Bonds (Encumbered)	\$ 4	\$ 1	\$ -	\$ 60	\$ 0
TOTAL FROM BOND FUNDING SOURCES	\$ 148	\$ 43	\$ 192	\$ 173	\$ 186
State Infrastructure Bank	\$ 9	\$ 25	\$ 21	\$ 18	\$ 10
Funding Provided by Local Government Participation	\$ 47	\$ 94	\$ 78	\$ 115	\$ 65
Prior Year Revenue Unexpended	\$ 2,139	\$ 2,343	\$ 2,658	\$ 2,932	\$ 3,789
TOTAL FUNDING SOURCES FOR ODOT	\$ 5,328	\$ 6,191	\$ 6,854	\$ 8,102	\$ 8,048

- ⁽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⁾ 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 Congressionally Directed Spending and Competitive Grants, Federal Lands Access Program, and Emergency Relief funding. Beginning in FY2024, Brent Spence Bridge received \$533M in federal grant funding and in FY2025 received an additional \$250M 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.

ODOT Appropriation Uses State Fiscal Years 2021 Through 2025

(With Regard to Fund Year) ⁽¹⁾ (Includes Public Transit, Aviation, Rail Commission, and Maritime Programs)

APPROPRIATION USES (Amounts in Millions)	2021	2022	2023	2024	2025
HIGHWAY OPERATING					
Payroll/Personal Services	\$ 509	\$ 528	\$ 556	\$ 595	\$ 635
Maintenance Contracts, etc. Other	\$ 30	\$ 34	\$ 369	\$ 33	\$ 39
Operating	\$ 258	\$ 316	\$ 344	\$ 318	\$ 357
Lands & Buildings Facilities Bonds	\$ 4	\$ 1	-	\$ 60	\$ 0 ⁽³⁾
Facilities Debt Service	\$ 17	\$ 17	\$ 17	\$ 22	\$ 21
NON-HIGHWAY OPERATING ⁽²⁾					
Payroll/Personal Services	\$ 4	\$ 4	\$ 5	\$ 7	\$ 6
Maintenance & Equipment	\$ 0	\$ 0	\$ 0	\$ 1	\$ 1 ⁽³⁾
TOTAL OPERATING	\$ 821	\$ 901	\$ 958	\$ 1,034	\$ 1,060
CAPITAL PROGRAMS					
System Preservation	\$ 1,400	\$ 1,472	\$ 1,867	\$ 1,976	\$ 2,286
Local Preservation	\$ 248	\$ 311	\$ 388	\$ 399	\$ 427
Emergency	\$ 38	\$ 8	\$ 22	\$ 2	\$ 11
Special Federal	\$ 38	\$ 390	\$ 70	\$ 373	\$ 51 ⁽⁴⁾
Major / New	\$ 187	\$ 210	\$ 230	\$ 214	\$ 303
Planning and Research	\$ 39	\$ 33	\$ 43	\$ 57	\$ 61
SIB Highways	\$ 9	\$ 25	\$ 21	\$ 18	\$ 8
SIB Aviation, Public Transit, Rail	\$ 0	-	-	-	\$ 2 ⁽³⁾
Local Match	\$ 47	\$ 94	\$ 78	\$ 115	\$ 65
Connect4Ohio/Rail Grade Crossing	\$ -	-	-	\$ 31	\$ 501
TOTAL CAPITAL	\$ 2,007	\$ 2,544	\$ 2,717	\$ 3,184	\$ 3,714
GRANT & LOAN PROGRAMS					
Aviation	\$ 5	\$ 6	\$ 8	\$ 11	\$ 12
Transit	\$ 126	\$ 75	\$ 94	\$ 75	\$ 108 ⁽⁵⁾
Rail	\$ 4	\$ 7	\$ 13	\$ 9	\$ 18
Maritime	\$ 23	\$ 1	\$ 22	-	\$ 10
State Road Improvements	\$ 0	-	\$ 110	-	\$ - ⁽⁶⁾
TOTAL GRANT / LOAN	\$ 157	\$ 89	\$ 247	\$ 94	\$ 148
TOTAL APPROPRIATION USES FOR ODOT	\$ 2,985	\$ 3,534	\$ 3,922	\$ 4,313	\$ 4,922
Current Year Revenue Unexpended	\$ 2,343	\$ 2,658	\$ 2,932	\$ 3,789	\$ 3,126
GRAND TOTAL APPROPRIATIONS USES FOR ODOT	\$ 5,328	\$ 6,191	\$ 6,854	\$ 8,102	\$ 8,048

- ⁽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. The increase in FY 2024 is a result of receiving additional discretionary grant funding for the Brent Spence Bridge project.
- ⁽⁵⁾ Transit Grant & Loan Program amounts for FY2021 were due to 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.

ODOT Statement of Cash Balances for State Fiscal Years 2024 and 2025

Activity between July 1st and June 30th (Without Regard to Fund Year) ⁽¹⁾

(Amounts in Thousands)	FY 2024	FY 2025	Net Change 2024 / 2025	% Change 2024 / 2025
BEGINNING CASH BALANCE	\$2,168,270	\$2,896,582	\$728,312	33.6%
REVENUE AND RECEIPTS				
Bond Revenue (Includes Premiums/Discounts)	\$188,000	\$132,000	(\$56,000)	-29.8%
Motor Vehicle Fuel Tax (net of all draws)	\$1,388,752	\$1,402,265	\$13,514	1.0%
Motor Vehicle Fuel Use Tax - IFTA	\$51,227	\$47,857	(\$3,370)	-6.6%
Turnpike Bonds	\$3,931	\$5,357	\$1,427	36.3%
Registrations, License fees, Permits	\$71,484	\$78,574	\$7,089	9.9%
Investment Income	\$78,338	\$87,569	\$9,232	11.8%
Federal Aid (Highway Related Receipts)	\$1,920,064	\$2,014,438	\$94,374	4.9%
Federal Aid - Stimulus (Highway, Forest Highway, Transit)	\$90	\$416	\$326	360.3%
Federal Aid (Transit, Aviation, and Rail)	\$78,099	\$84,168	\$6,070	7.8%
Local Government Participation	\$126,576	\$79,374	(\$47,202)	-37.3%
SIB Loan Revenue (Repayments and Fees)	\$28,289	\$25,831	(\$2,458)	-8.7%
Rail Loan Revenue (Repayments and Fees)	\$149	\$302	\$153	103.3%
From General Revenue	\$92,030	\$74,533	(\$17,497)	-19.0%
Other ODOT Income ⁽²⁾	\$789,126	\$63,553	(\$725,574)	-91.9%
GRAND TOTAL REVENUE AND RECEIPTS:	\$4,816,154	\$4,096,236	(\$719,918)	-14.9%
TOTAL CASH AVAILABLE	\$6,984,424	\$6,992,818	\$8,394	0.1%
DISBURSEMENTS				
OPERATING				
PERSONAL SERVICE				
Payroll (Includes Fringe, Overtime, Early Retirement, etc.)	\$540,547	\$577,879	\$37,331	6.9%
Purchased Personal Services	\$56,374	\$60,942	\$4,568	8.1%
Other (Tuition, Seminars, Awards)	\$86	\$94	\$9	10.4%
Subtotal Personal Service	\$597,007	\$638,915	\$41,908	7.0%
SUPPLIES AND MAINTENANCE				
General Maintenance				
Data Processing and Communication Equipment (Maintenance and Supplies)	\$7,986	\$7,756	(\$229)	-2.9%
Motor Vehicle and Aircraft Expense (Fuel, Lubricants, Tires, Parts, Repairs, etc.)	\$54,149	\$56,731	\$2,582	4.8%
Utilities (Natural Gas, Oil, Electric, Water/Sewage, Telephone)	\$22,804	\$23,425	\$621	2.7%
Building Maintenance (Repairs, Housekeeping, Supplies, etc.)	\$12,815	\$14,248	\$1,433	11.2%
Office Supplies and Equipment (Repairs, Maintenance, etc.)	\$5,563	\$5,712	\$149	2.7%
All Other General Maintenance and Supplies	\$29,267	\$31,890	\$2,623	9.0%
Subtotal General Maintenance	\$132,584	\$139,762	\$7,178	5.4%
Roadway Maintenance				
Lands and Buildings (includes Rest Area Janitorial)	\$109,396	\$176,537	\$67,141	61.4%
Roadway and Traffic Control Materials	\$35,174	\$33,956	(\$1,218)	-3.5%
Roads, Bridges, Trails, Walks, Ground Structures (includes Landscaping)	\$5,581	\$6,040	\$459	8.2%
Snow & Ice Materials	\$25,168	\$31,946	\$6,778	26.9%
Subtotal Roadway Maintenance	\$175,318	\$248,479	\$73,161	41.7%
EQUIPMENT				
Lands and Buildings (includes Rest Area Janitorial)	\$109,396	\$176,537	\$67,141	61.4%
Roadway and Traffic Control Materials	\$35,174	\$33,956	(\$1,218)	-3.5%
Roads, Bridges, Trails, Walks, Ground Structures (includes Landscaping)	\$5,581	\$6,040	\$459	8.2%
Snow & Ice Materials	\$25,168	\$31,946	\$6,778	26.9%
Subtotal Equipment	\$68,502	\$111,957	\$43,455	63.4%
CAPITAL				
HIGHWAY CONSTRUCTION				
System Preservation	\$1,839,246	\$1,914,532	\$75,285	4.1%
Local Preservation	\$405,453	\$398,652	(\$6,801)	-1.7%
Special Federal	\$90,686	\$89,843	(\$843)	-0.9%
Major / New	\$353,230	\$244,157	(\$109,073)	-30.9%
GARVEE Bonds	\$57,561	\$59,057	\$1,496	2.6%
Rail Crossings / Transload Facilities	\$13,385	\$20,264	\$6,878	51.4%
Statewide Programs	\$78,605	\$100,545	\$21,940	27.9%
Subtotal Highway Construction	\$2,838,166	\$2,827,050	(\$11,116)	-0.4%
SUBSIDIES / GRANTS				
Public Transportation ⁽³⁾	\$64,759	\$65,782	\$1,024	1.6%
Aviation	\$7,114	\$8,341	\$1,228	17.3%
Rail	\$2,253	\$4,919	\$2,667	118.4%
Other	\$362	\$513	\$151	41.8%
Special Federal (CARES, CRRSAA, ARPA) ⁽³⁾	\$8,278	\$2,426	(\$5,851)	-70.7%
Subtotal Subsidies/Grants	\$82,765	\$81,983	(\$782)	-0.9%
LOANS (Governmental/Non-Governmental Entities)	\$14,464	\$13,827	(\$637)	-4.4%
BOND PAYMENTS (Principal and Interest)	\$164,399	\$161,671	(\$2,728)	-1.7%
MISCELLANEOUS	\$5,257	\$3,213	(\$2,044)	-38.9%
REFUNDS	\$9,379	\$11,088	\$1,709	18.2%
GRAND TOTAL DISBURSEMENTS:	\$4,087,842	\$4,237,945	\$150,104	3.7%
ENDING CASH BALANCE:	\$2,896,582	\$2,754,873	(\$141,709)	-4.9%

(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 decrease in Other ODOT Income is due to ODOT receiving additional funding per HB 33 in FY2024. Most of the decrease is attributed to the Wayside Detector Grant (\$10M), Orphan Rail (\$1M), Rail Safety Crossing (\$100M), and Connect4Ohio (\$500M) being in FY2024 but not in FY2025.

(3) Beginning in FY2024, Special Federal includes CARES, CRRSAA, and ARPA funding.

Transportation Funding Sources



Department of
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Transportation Funding Sources - State

State

The State Motor Fuel Tax comprises approximately 86% 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 \$63.8 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 Motor Fuel Tax Distribution

Effective July 1, 2024 through June 30, 2025 Per O.R.C. 5735 (Source: Ohio Department of Taxation, Annual Report)

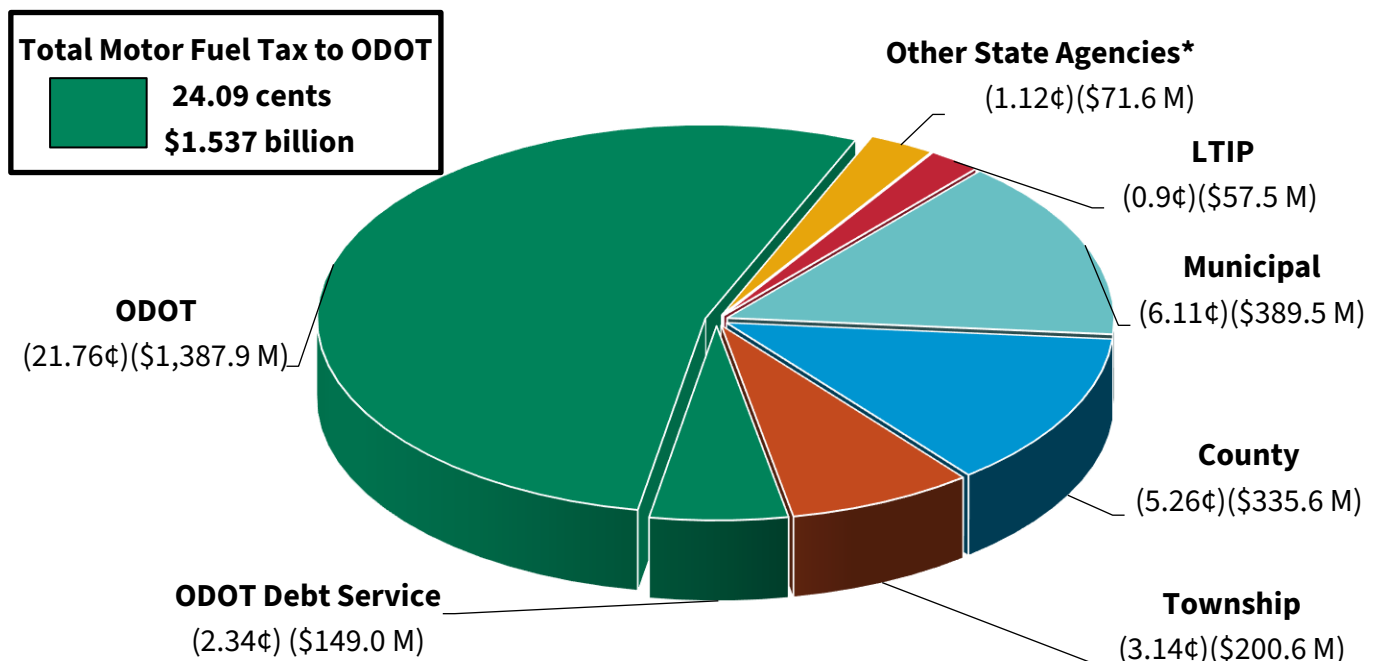
\$0.40625 Levy	ORC Section*	¢ per Gallon	State % Amount	Municipal % Amount	County % Amount	Township % Amount	LTIP % Amount
	5735.051 (A) * 5735.051 (A)(1) 5728.06(B) 5735.051 (A)(2)	0.9 ¢	100.0% 0.9¢	0.0% 0.0 ¢	0.0% 0.0 ¢	0.0% 0.0 ¢	0.0% 0.0 ¢
	5735.051 (A) 5735.051 (A)(2)(a)(i)	LTIP 1 ¢	0.0% 0.0 ¢	0.0% 0.0 ¢	0.0% 0.0 ¢	0.0% 0.0 ¢	100.0% 1.0 ¢
	5735.051 (A) 5735.051 (A)(2)(a)(iii)	14 ¢	75.0% 10.5 ¢	10.7% 1.5 ¢	9.3% 1.3 ¢	5.0% 0.7 ¢	0.0% 0.0 ¢
	5735.051 (A) 5735.051 (A)(2)(b)	1.1 ¢	0.0% 0.0 ¢	42.9% 0.47 ¢	37.1% 0.41 ¢	20.0% 0.22 ¢	0.0% 0.0 ¢
	5735.051 (B)	2 ¢	67.5% 1.35 ¢	13.9% 0.28 ¢	12.1% 0.24 ¢	6.5% 0.13 ¢	0.0% 0.0 ¢
	5735.051 (C) **	8 ¢	81.3% 6.5 ¢	8.0% 0.64 ¢	7.0% 0.56 ¢	3.8% 0.30 ¢	0.0% 0.0 ¢
	5735.051 (D)	1 ¢	100.0% 1.0 ¢	0.0% 0.0 ¢	0.0% 0.0 ¢	0.0% 0.0 ¢	0.0% 0.0 ¢
Gasoline	5735.051 (E)	10.5 ¢	55.0% 5.7 ¢	19.3% 2.0 ¢	16.7% 1.8 ¢	9.0% 1.0 ¢	0.0% 0.0 ¢
Diesel/Other	5735.051 (E)	19 ¢	55.0% 10.4 ¢	19.3% 3.7 ¢	16.7% 3.2 ¢	9.0% 1.7 ¢	0.0% 0.0 ¢
TOTALS			63.43%	14.93%	12.93%	6.97%	1.74%
Gasoline		38.5 ¢	25.95 ¢	4.89 ¢	4.31 ¢	2.35 ¢	1.0 ¢
Diesel/Other		47 ¢	30.65¢	6.59 ¢	5.71 ¢	3.05 ¢	1.0 ¢

* 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 2025, this was approximately \$16.9M in total. In addition to revenue from the cents per gallon tax, \$169M from the former Highway Patrol Draw was added to this section and distributed to local governments in proportion to the % shares shown.

Ohio Motor Fuel Tax FY 2025 Distribution - \$2,591,772,296

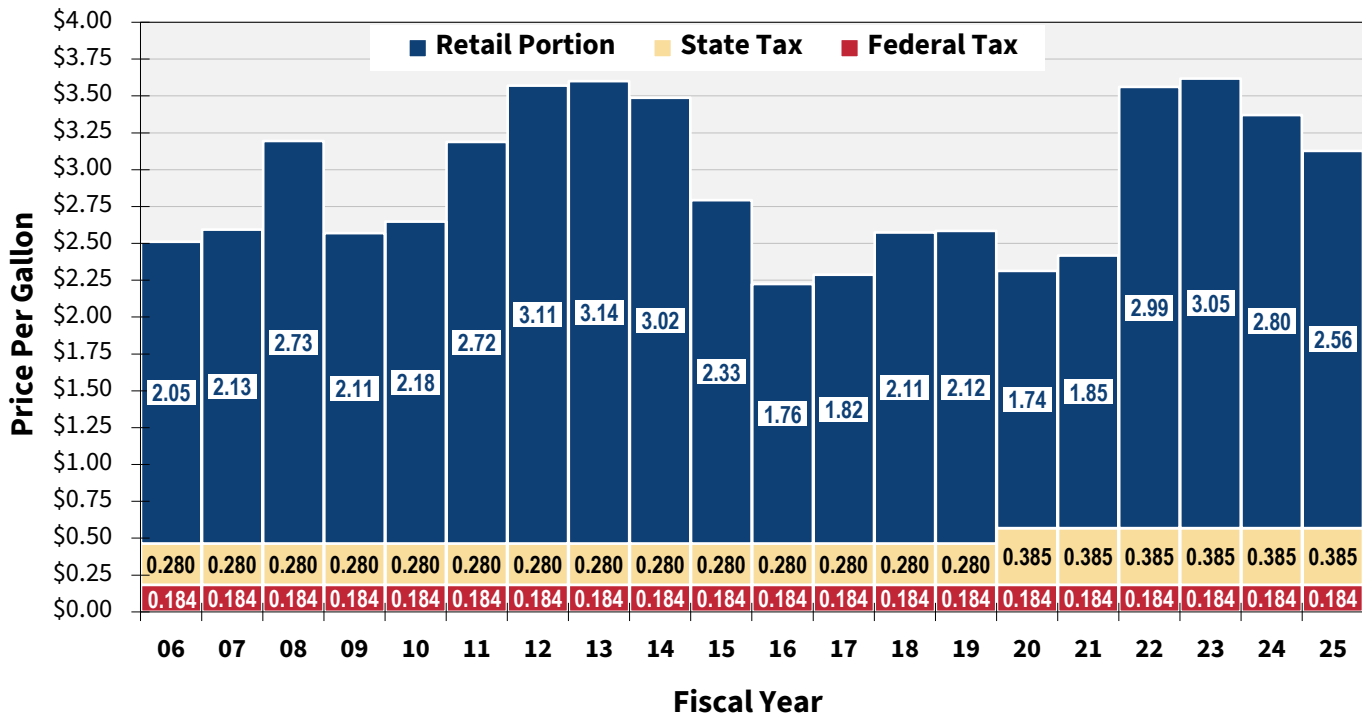
\$0.38 per Gallon Gasoline & \$0.47 per Gallon Diesel



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

Ohio Motor Fuel Price History FY 2006 - 2025

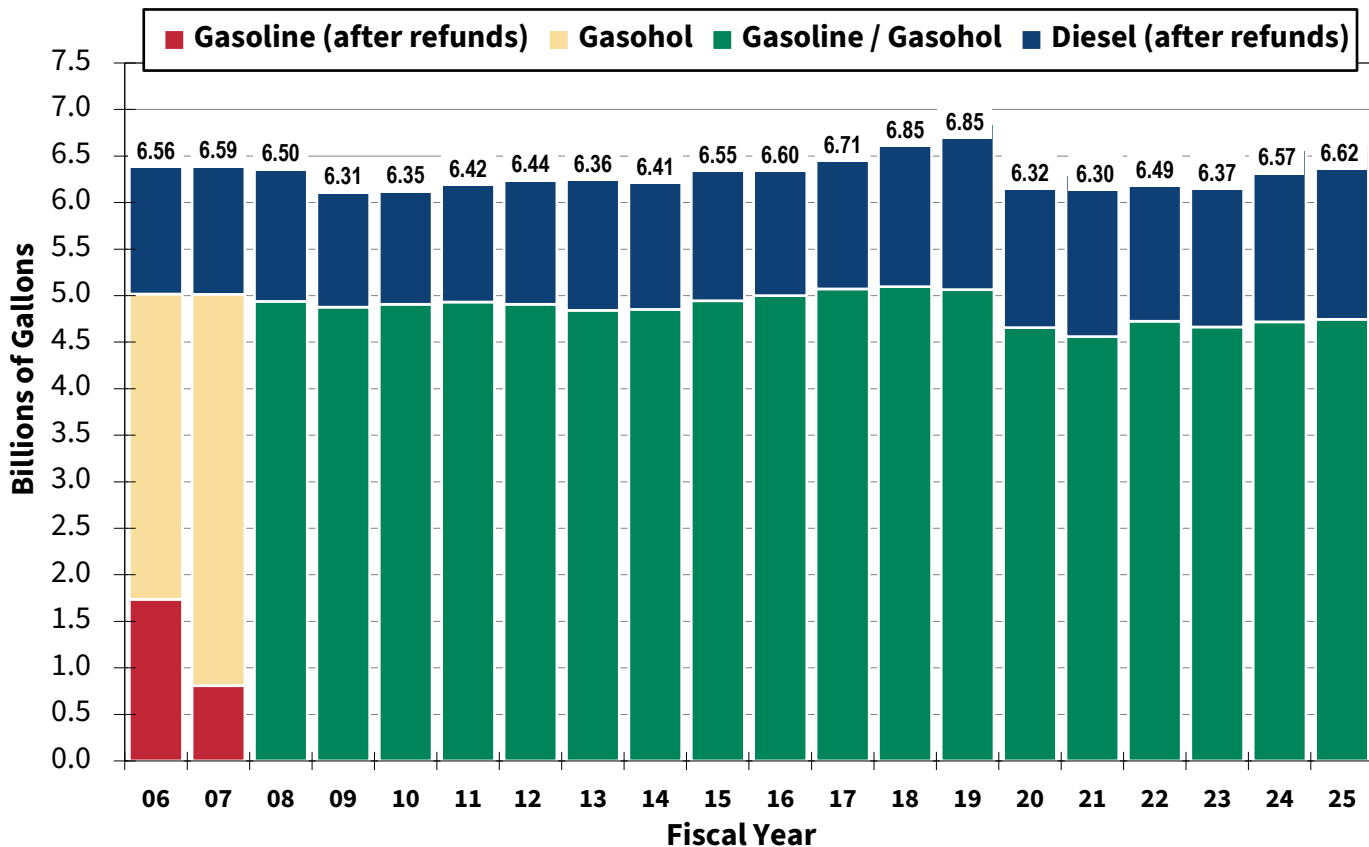
Price Components (Gasoline Only)



Source: US Department of Energy (Midwest Region - All grades, All formulations - averaged by FY)

Ohio Motor Vehicle Fuel Billions of Gallons Taxed FY 2006 – 2025

All Gallons Net of Refunds



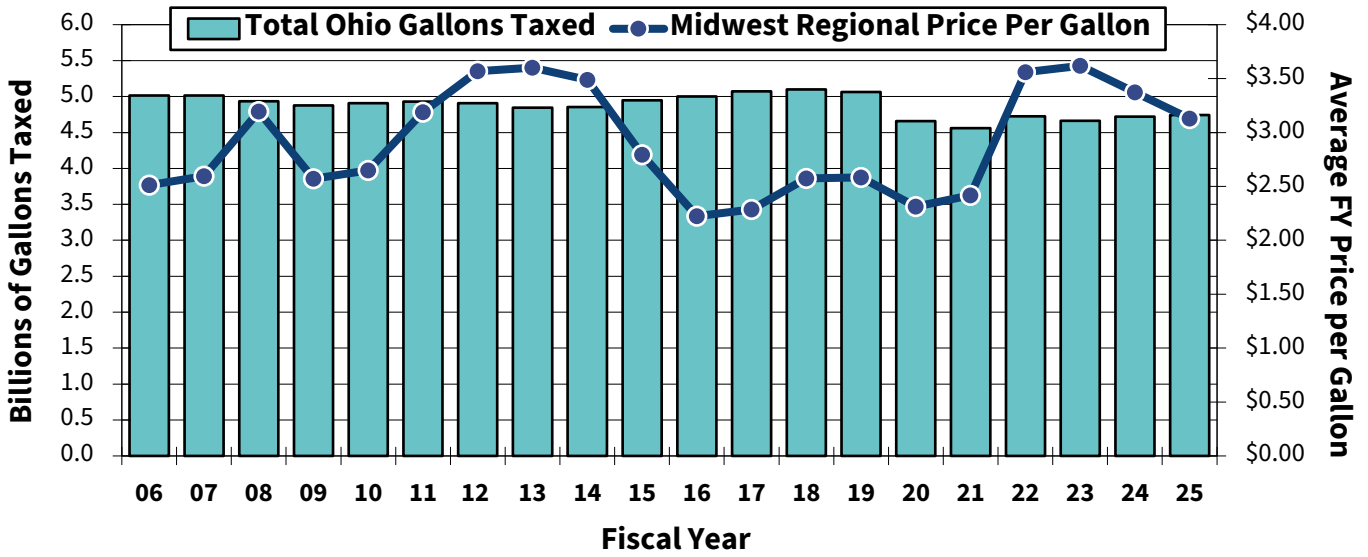
Note: For FY08 and forward, detailed Gasohol information is not available. Gasoline and Gasohol are combined.

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

Overall motor fuel gallons consumed from FY07 through FY09 decreased by 4.4%. From FY09 to FY19, consumption increased by 8.6%. In FY20 & FY21, consumption decreased 7.8% and 0.2%, respectively, because of the impact of COVID-19 pandemic. FY22 consumption increased 2.98% as COVID-19 pandemic restrictions were lifted. FY23 saw a slight decrease in consumption as fuel prices continued to hold at a higher price level. FY24 consumption increased 3.13% as average fuel prices dropped throughout the year. FY25 consumption increased 0.74% as average fuel prices dropped throughout the year.

Price per Gallon Vs. Total Gallons Taxed FY 2006 - 2025

(Gasoline Only - All Grades)

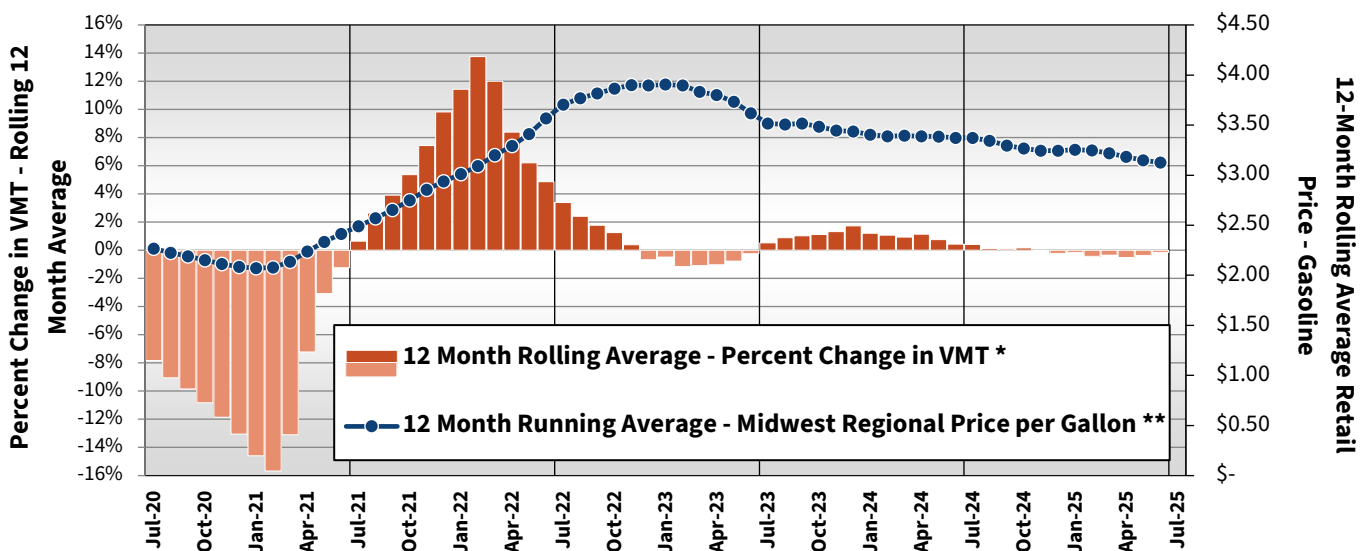


Source: US Dept of Energy

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 dipped. FY24's average of \$3.37/gallon decreased compared to FY23's \$3.62/gallon while consumption began to increase. FY25's average of \$3.13 decreased compared to FY24's \$3.37/gallon while consumption saw a small increase.

Average Price Per Gallon Vs. Percent Change in Monthly Vehicle Miles Traveled (VMT)

FY 2021 - 2025



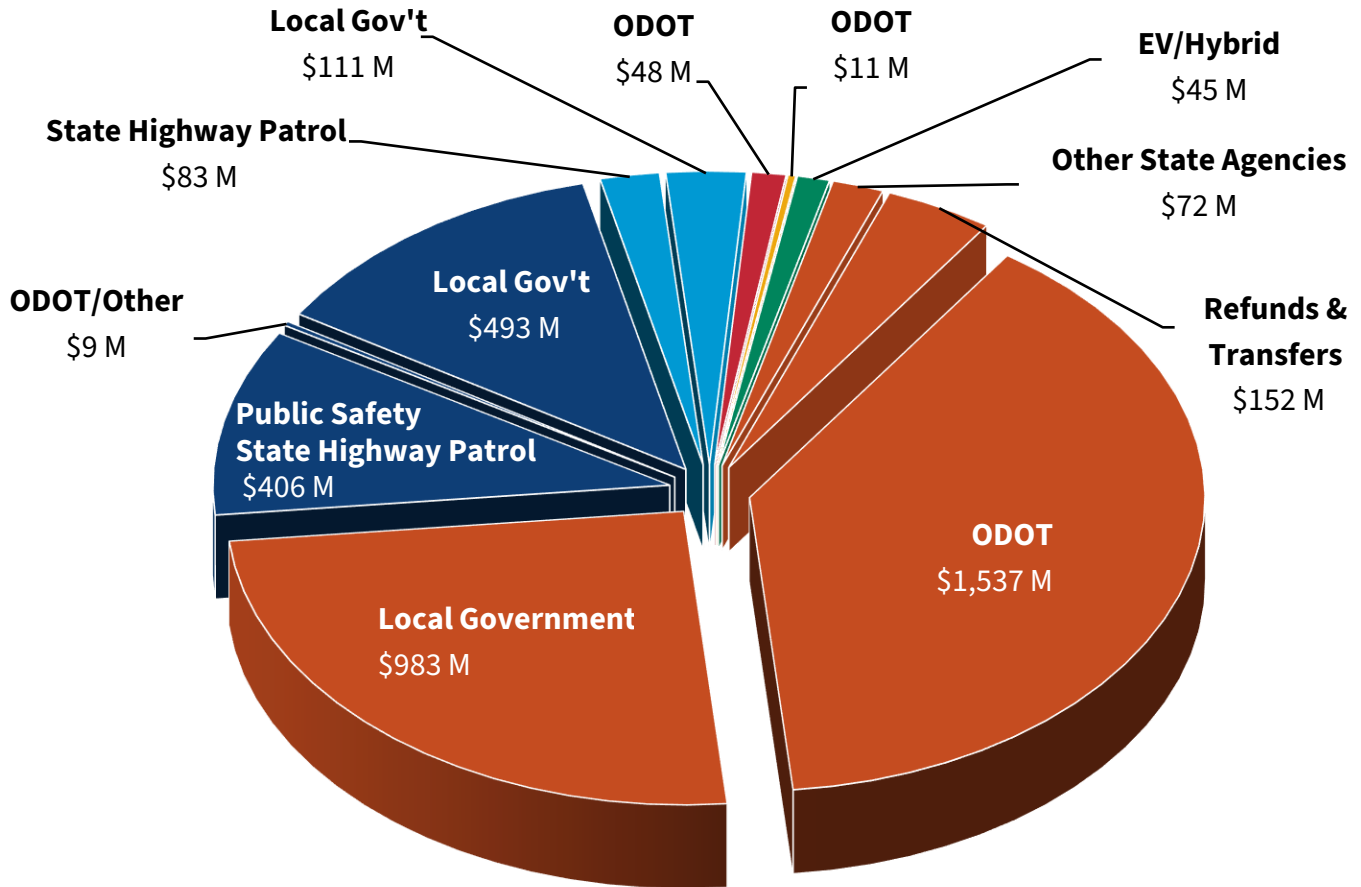
* Source: FHWA - Traffic Volume Trends - All Ohio Roads ** Source: US Dept of Energy - Gasoline Prices - Midwest Region

The graph above illustrates the effect that fuel price fluctuations have on the number of miles driven on Ohio roadways. As prices rise sharply, miles traveled decrease, and as prices fall sharply, miles traveled increase. FY21 continued to see downwards trends 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 miles traveled 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. FY25 saw a slight decrease in vehicle miles traveled even as the price per gallon continued to decline.

Transportation Funding Sources - State

FY 2025 State Highway Funding Sources and Allocations

Total Funds – \$3.95 Billion (actual)



TOTAL TO ODOT - \$1.62 Billion | (DEBT SERVICE) - \$149 Million

Source/Allocation (in Millions)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
ODOT	\$1,477	\$1,535	\$1,508	\$1,550	\$1,537
Local Government (Includes LTIP)	\$965	\$954	\$924	\$953	\$983
Refunds & Transfers	\$97	\$120	\$137	\$139	\$152
Other State Agencies	\$59	\$62	\$61	\$78	\$72
Total Motor Fuel Tax	\$2,598	\$2,671	\$2,630	\$2,720	\$2,744
Local Government	\$490	\$482	\$483	\$485	\$493
Public Safety (includes Deputy Registrars)	\$169	\$168	\$170	\$170	\$198
State Highway Patrol	\$206	\$206	\$204	\$204	\$209
ODOT	\$1	\$1	\$2	\$2	\$2
Other	\$8	\$7	\$7	\$7	\$7
Total Vehicle Registrations / Titles	\$874	\$865	\$866	\$868	\$908
ODOT	\$9	\$12	\$15	\$19	\$25
Local Government	\$8	\$10	\$12	\$15	\$20
EV/Hybrid Registrations	\$17	\$21	\$26	\$34	\$45
Local Government	\$106	\$112	\$112	\$111	\$111
State Highway Patrol	\$79	\$83	\$83	\$82	\$83
Total Truck Registrations/Permits	\$184	\$196	\$195	\$194	\$194
ODOT	\$45	\$55	\$55	\$51	\$48
Total Motor Fuel Use Tax	\$45	\$55	\$55	\$51	\$48
Public Works	\$29				
ODOT	\$10	\$74	\$121	\$103	\$11
Total Petroleum Activity Tax (PAT)*	\$38	\$74	\$121	\$103	\$11
Total	\$3,757	\$3,882	\$3,893	\$3,969	\$3,950
Total Allocated to ODOT	\$1,543	\$1,677	\$1,699	\$1,725	\$1,622
Total for ODOT Debt Service	(\$156)	(\$153)	(\$158)	(\$170)	(\$149)
Net for ODOT Highway Programs	\$1,387	\$1,524	\$1,542	\$1,555	\$1,473

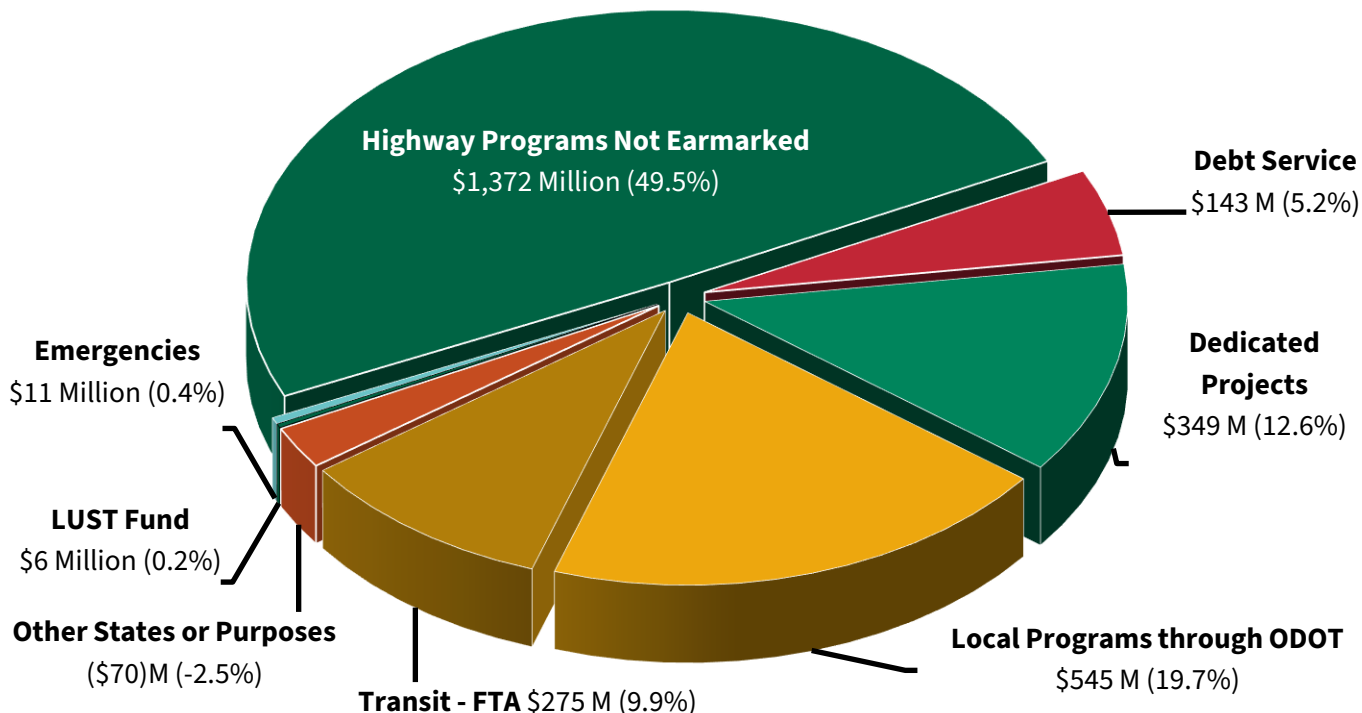
* PAT on motor fuel limited to highway purposes since Dec. 2012.

Federal

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 2025 Federal Highway Trust Fund Contributions

\$2.63 Billion Federal Funding



Ohio's FY 2025 Federal Highway Formula funding levels are based on the fourth 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 2025 Ohio received \$2.4 billion in funding from the Highway Account and \$275.0 million from the Mass Transit Account.

\$1,372 Million for ODOT Highway Programs Not Earmarked

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

\$143 Million for Debt Service

This represents the Federal funding needed for the 2025 debt service on the GARVEE bonds issued for various Major New, Major Rehabilitation, Major Bridge, and Portsmouth Bypass Public Private Partnership.

\$349 Million for Dedicated Projects

This represents the Federal funding dedicated to annual Congressionally Directed Spending (Earmarks) and Competitive Grant programs.

\$545 Million for Local Programs

Although ODOT was required to pass-through about \$166 million in Federal funding to local governments, by discretion ODOT provided \$545 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.

\$275 Million for Mass Transit

About \$275 million, in total, was made available to Ohio for Mass Transit Programs, from the Mass Transit Account of the Federal Highway Trust Fund.

\$11 Million for Emergency Relief

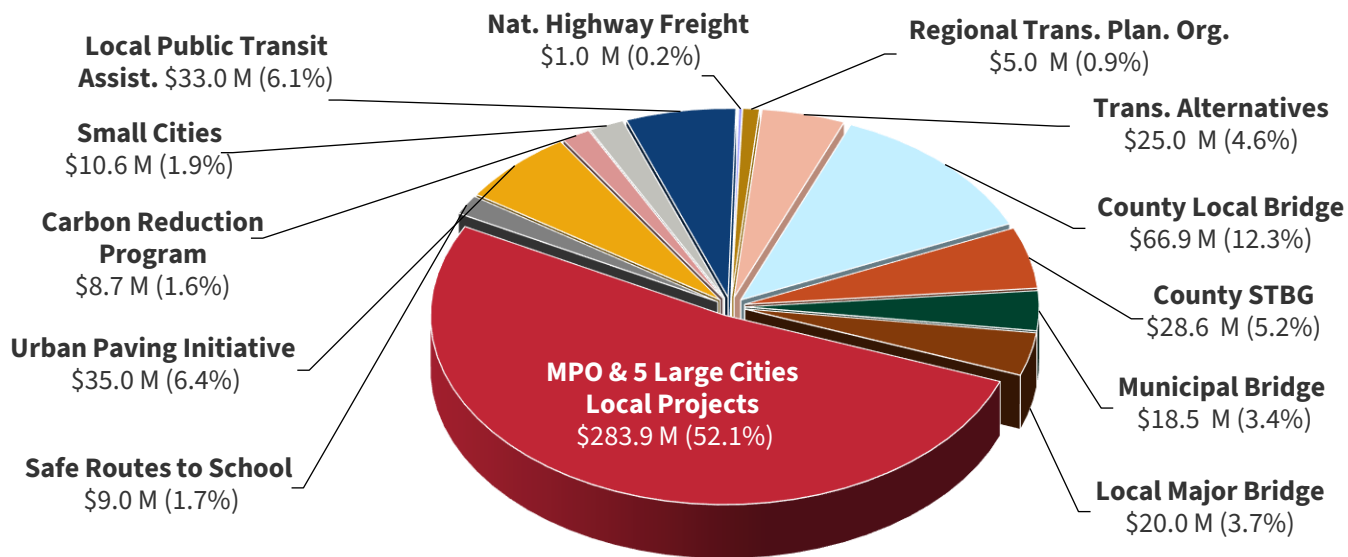
FHWA provides funds for emergency repairs and permanent repairs on Federal-aid highways that have suffered serious damage due to natural disasters or catastrophic failure from an external cause.

\$64 Million 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 \$373 million more from the Highway account (resulted from Brent Spence Bridge discretionary grant) and about \$303 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 2025 Traditional Federal-Aid Highway Funding

\$545 Million Allocated to Local Government Programs



\$283.9 Million - MPO / Large Cities

ODOT was required to pass through about \$191 million in Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), Carbon Reduction, and MPO Planning Program funds to Ohio’s urban areas. In addition to the required suballocation, ODOT also provides additional Congestion Mitigation & Air Quality funds to Large MPOs as well as additional STBG, Transportation Alternatives, and Urban Planning funds to Small MPOs and Large Cities. In total, approximately \$93 million additional funding is provided above the required amount.

\$9.0 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 51 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.

\$25.0 Million - Transportation Alternatives

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

\$66.9 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).

\$28.6 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 FY25 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.

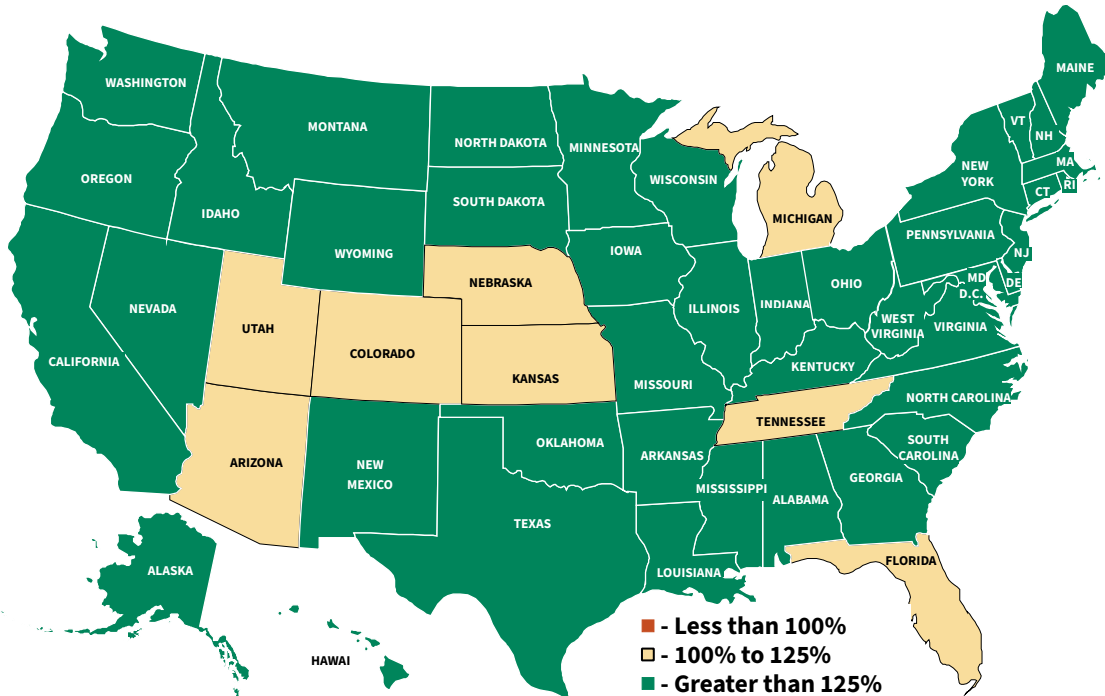
\$8.7 Million - Carbon Reduction Program (Non-MPO)

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

States Rate of Return/Fair Share

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 limitations more than 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 FY25 formula obligation limitation each state received from the Highway Account, to the FY23 estimated contribution into the Highway Account of the highway trust fund.

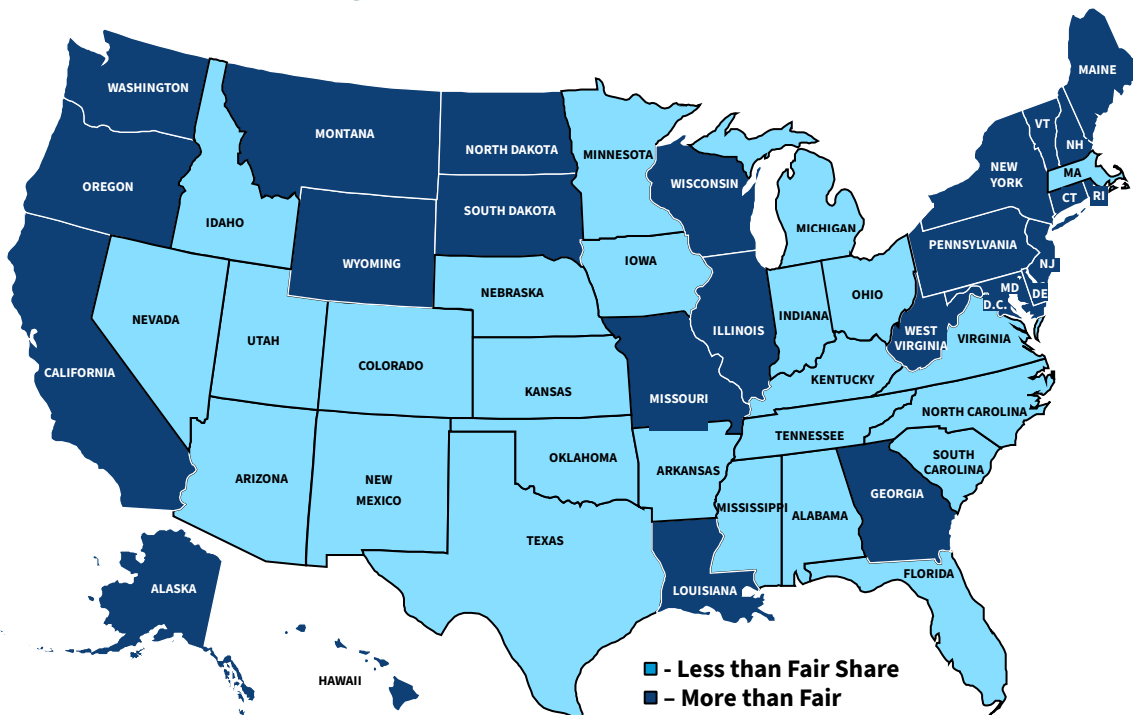
Federal Obligation Limitation Highway Account Dollars Rate of Return for FY 2025*



* FY 2023 Contributions | FY25 Obligation Limitation

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 to the corresponding revenue year.

Federal Fair Share Highway Account Relative Rate of Return for FY 2025*



* FY 2023 Contributions | FY25 Obligation Limitation

Bonds

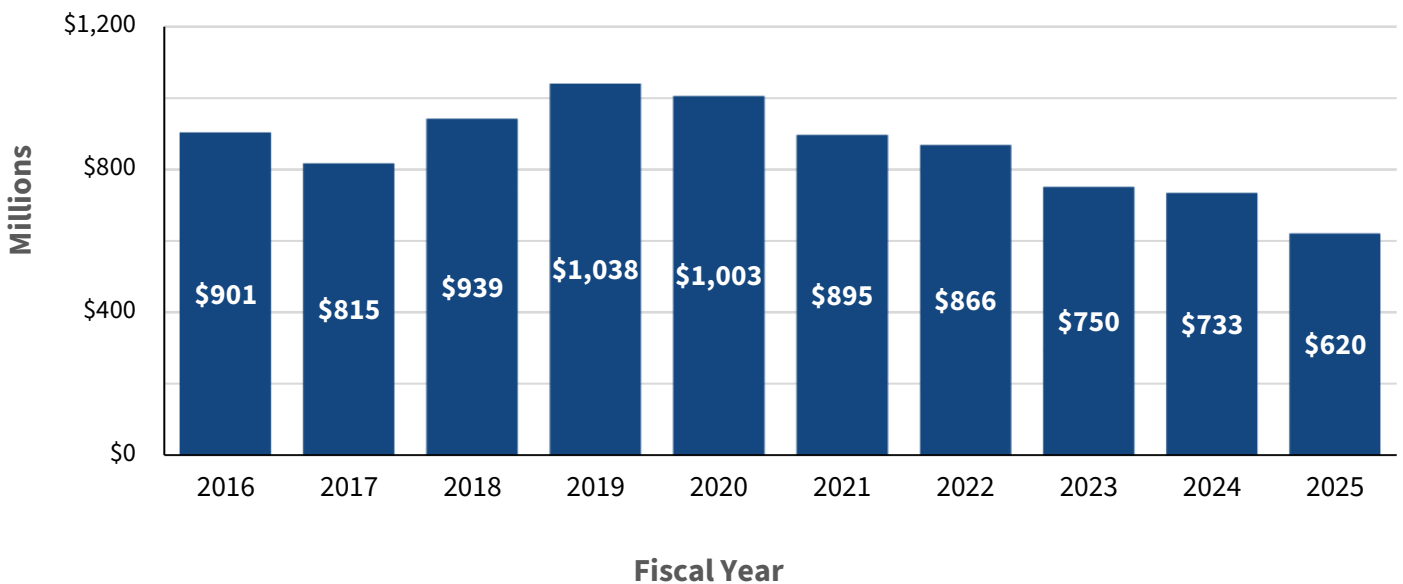
ODOT uses two types of Highway Bonds: those that are retired with State Highway Revenue, and those that are retired with a combination of Federal Highway Revenue and State Highway Revenue. Both types of bonds are issued by the Treasurer of State’s Office. Currently, ODOT State Highway Bonds are issued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

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.

Total State Bond Principal Outstanding

State Highway Bonds Only
 \$1.2 Billion Outstanding Principal Limitation on Section 2m HCAP Bonds



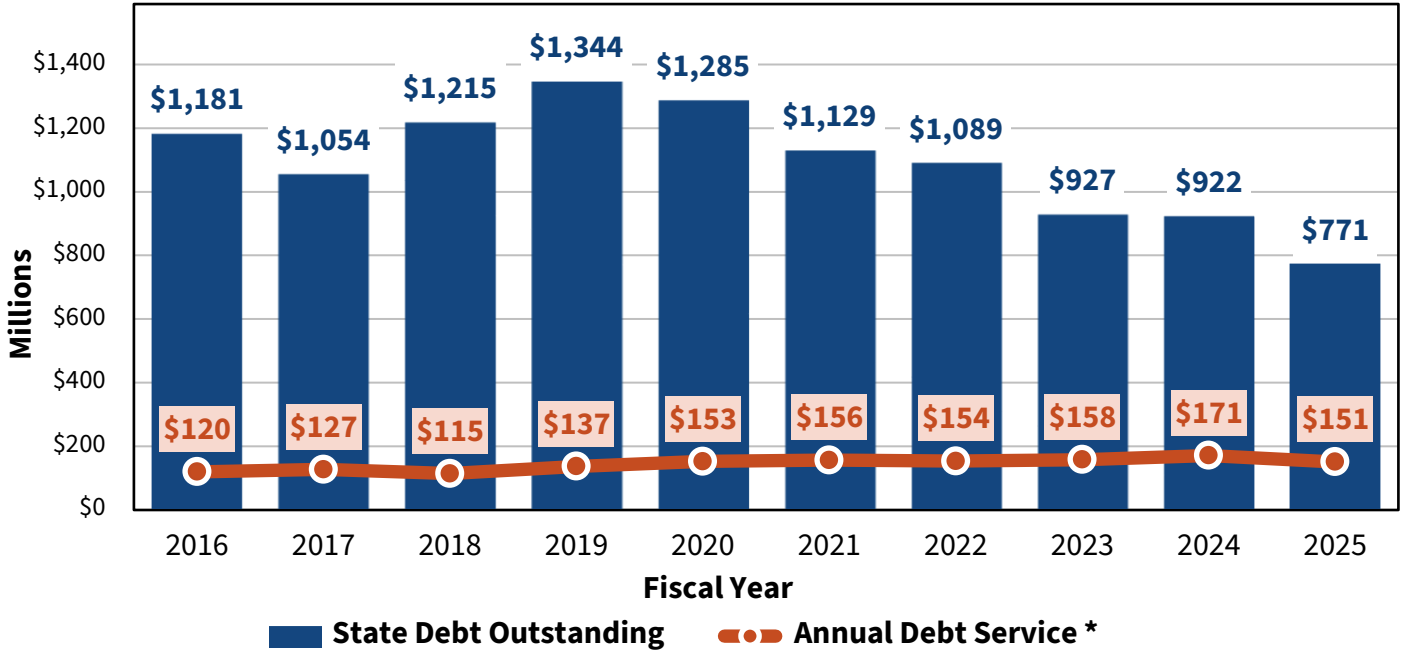
Transportation Funding Sources: Bonds

Bonding Authority Balances

Section 2m - Highway Capital Improvements Obligations

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
2025	\$220,000,000		-	\$189,000,000	\$0	\$468,405,000
TOTAL	\$6,600,000,000	TOTAL	\$4,048,000,000	\$2,552,000,000	\$3,579,595,000	\$468,405,000

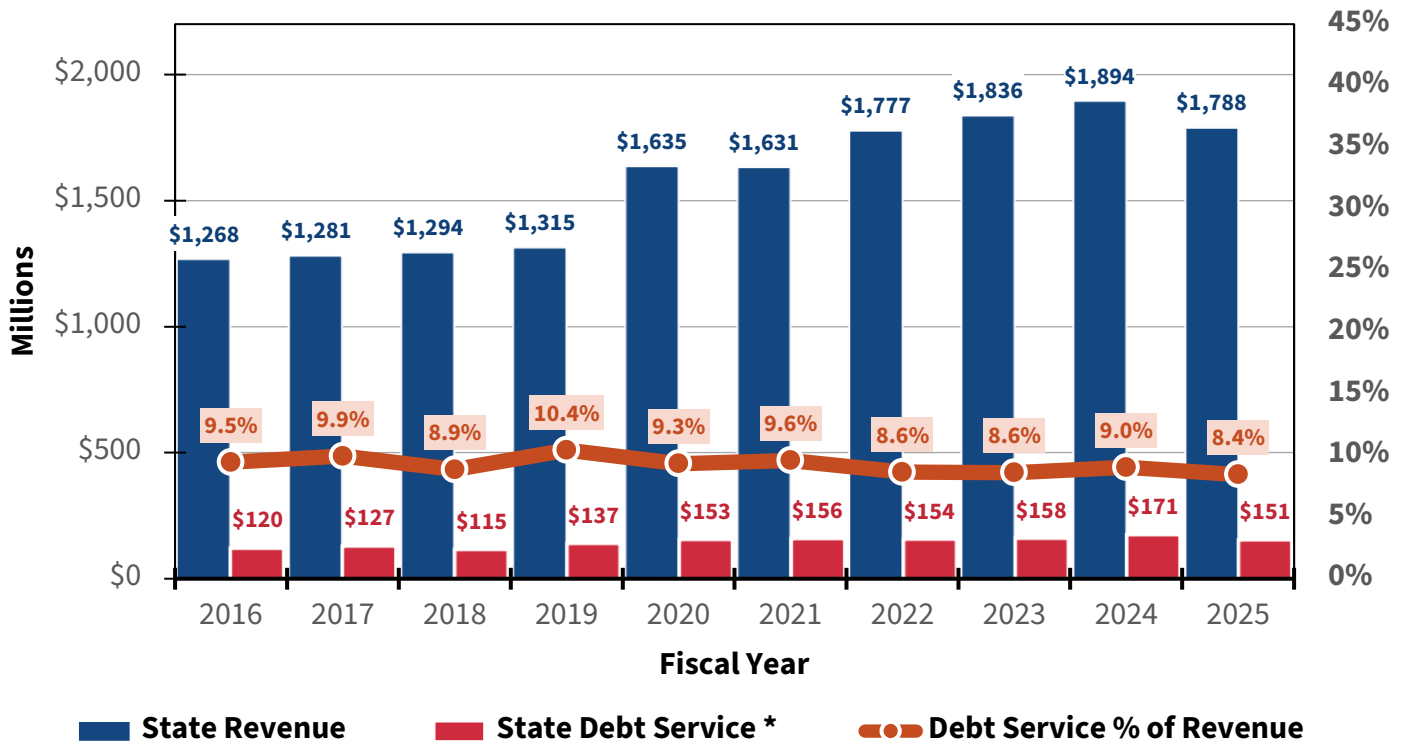
State Bonds Outstanding Debt and Debt Service
(Principal and Interest)



* The annual debt service amounts on State bonds are based on the debt service payment schedules. The annual debt service amounts do not include offsets from investment income earned or proceeds from bond premiums.

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

Percentage of State Revenue Dedicated to State Debt Service

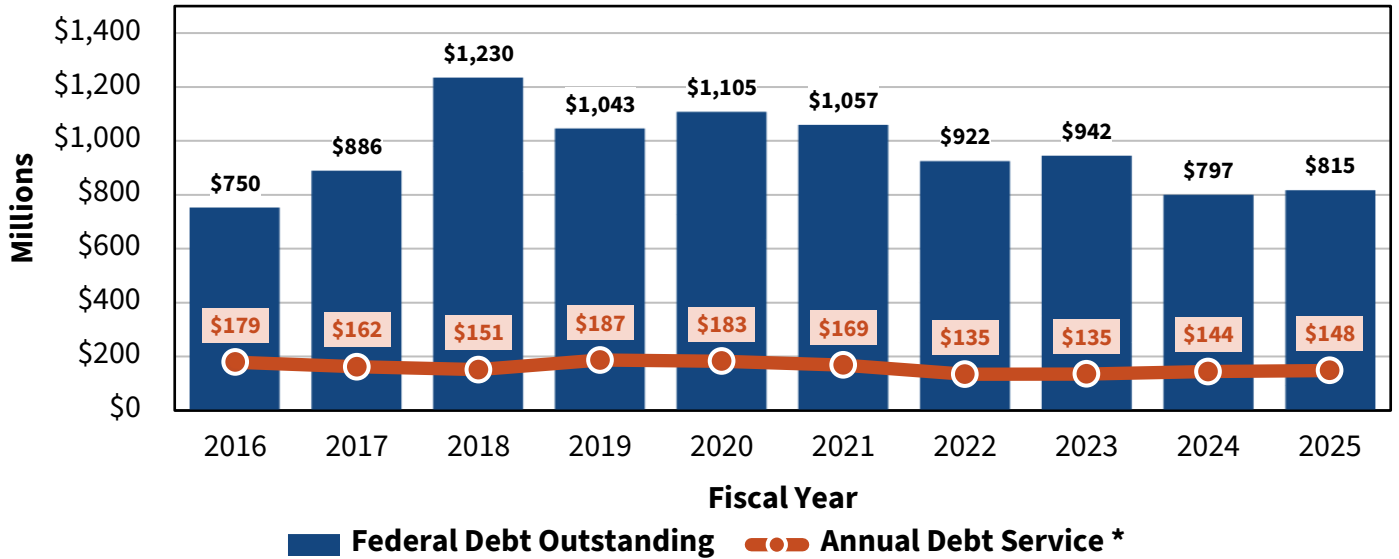


* The annual debt service amounts on State bonds are based on the debt service payment schedules. The annual debt service amounts do not include offsets from investment income earned or proceeds from bond premiums.

Transportation Funding Sources: Bonds

The second type of bond 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.

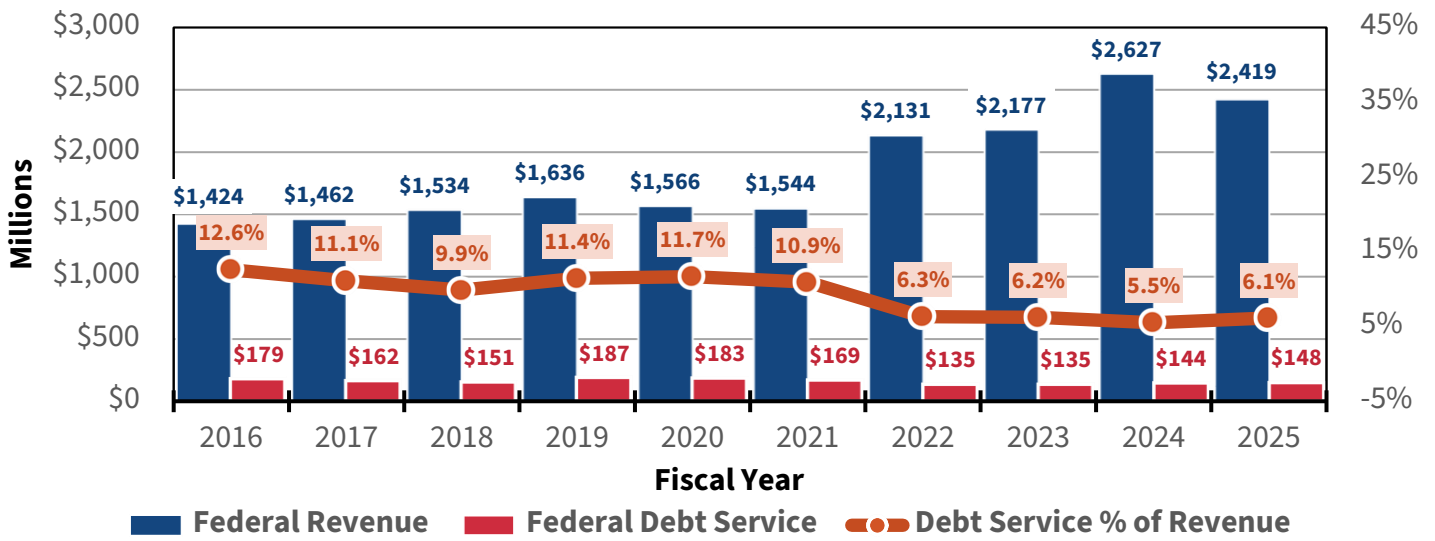
Federal Bonds Outstanding and Debt Service
(Principal and Interest)



* The annual debt service amounts on Federal bonds are based on the debt service payment schedules. The annual debt service amounts do not include offsets from investment income earned or proceeds from bond premiums. In addition, the debt service amounts include 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.

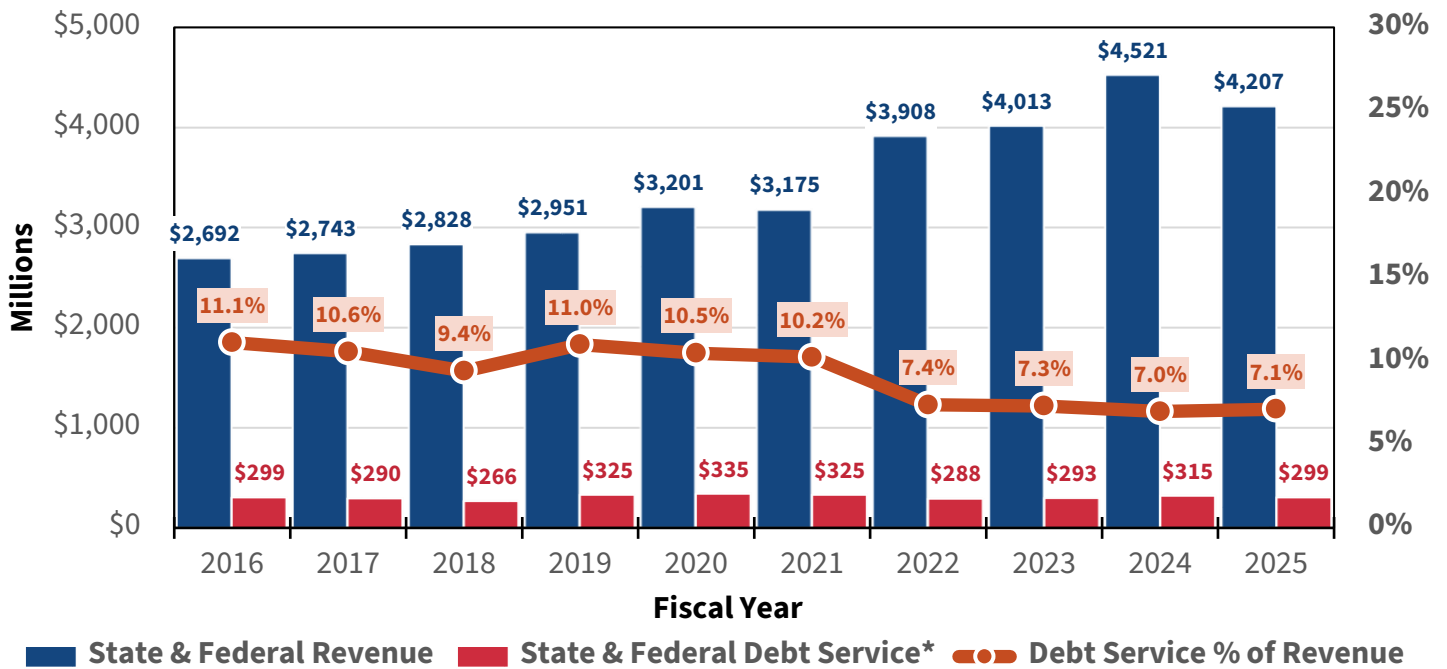
Percentage of Federal Revenue Dedicated to Federal Debt Service



* The annual debt service amounts on Federal bonds are based on the debt service payment schedules. The annual debt service amounts do not include offsets from investment income earned or proceeds from bond premiums.

Transportation Funding Sources: Bonds

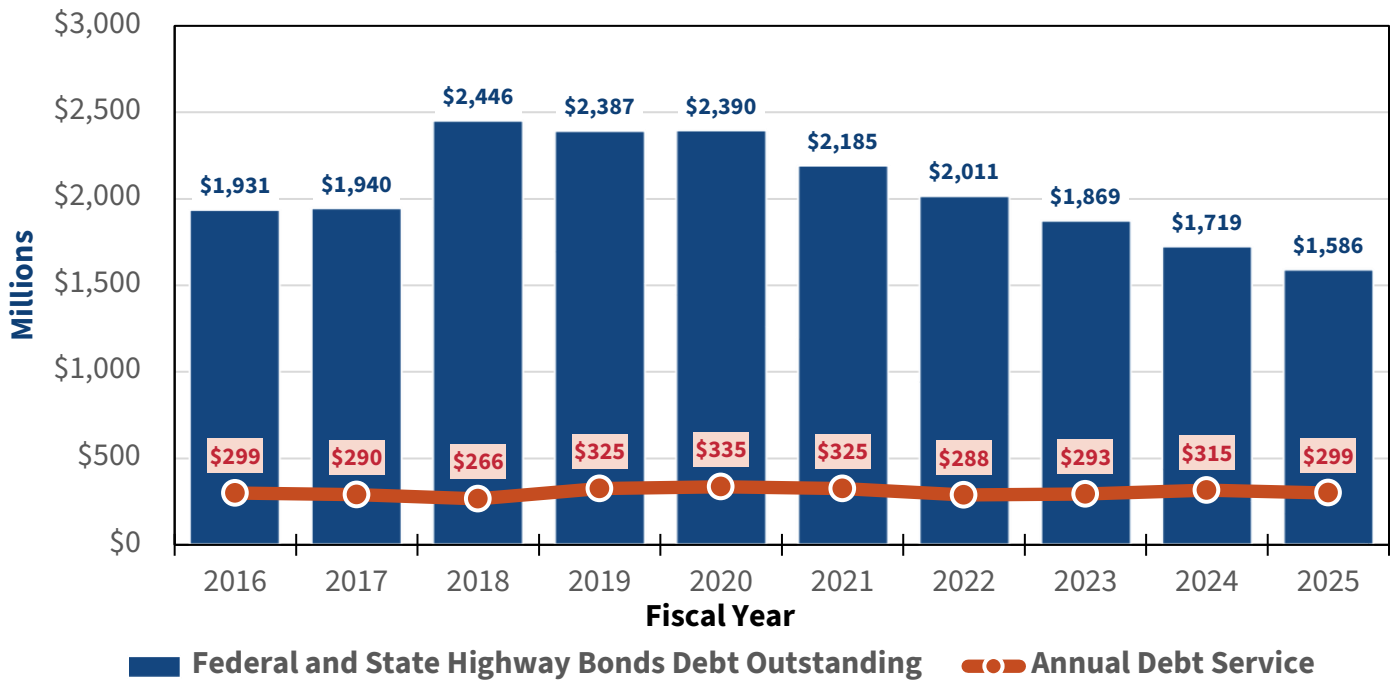
Percentage of State & Federal Revenue Dedicated to State & Federal Debt Service



* The annual debt service amounts on State and Federal bonds are based on the debt service payment schedules. The annual debt service amounts do not include offsets from investment income earned or proceeds from bond premiums.

A portion of State and Federal Motor Fuel Tax revenue is used to pay down ODOT's total bond debt (principal and interest). At the end of FY 2025, ODOT had approximately \$1.6 billion dollars in outstanding principal and interest, where 48.6% represents the State bond debt and 51.4% represents Federal bond debt.

Federal and State Highway Bonds Total Debt Outstanding and Annual Debt Service (Principal and Interest)



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 \$135.1 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 2025 totaling \$21.4 million.

Transportation Appropriation Uses



Department of
Transportation

Transportation Appropriation Uses: Operating

Operating

Overall, operating expenses increased in FY 2025 by \$25.8 million, or 2.5%, compared to FY 2024. Payroll and personal services increased by \$40.6 million, or 6.8%. Snow and ice increased by \$7.9 million, or 30.8%, because of a more severe winter there was an increase in the number of salt tons purchased in FY 2025. In FY 2025, trucks and other heavy equipment increased by \$20.0 million, or 97.1%, because of purchasing heavy equipment, passenger cars, and light duty trucks.

ODOT Appropriation Uses – Operating

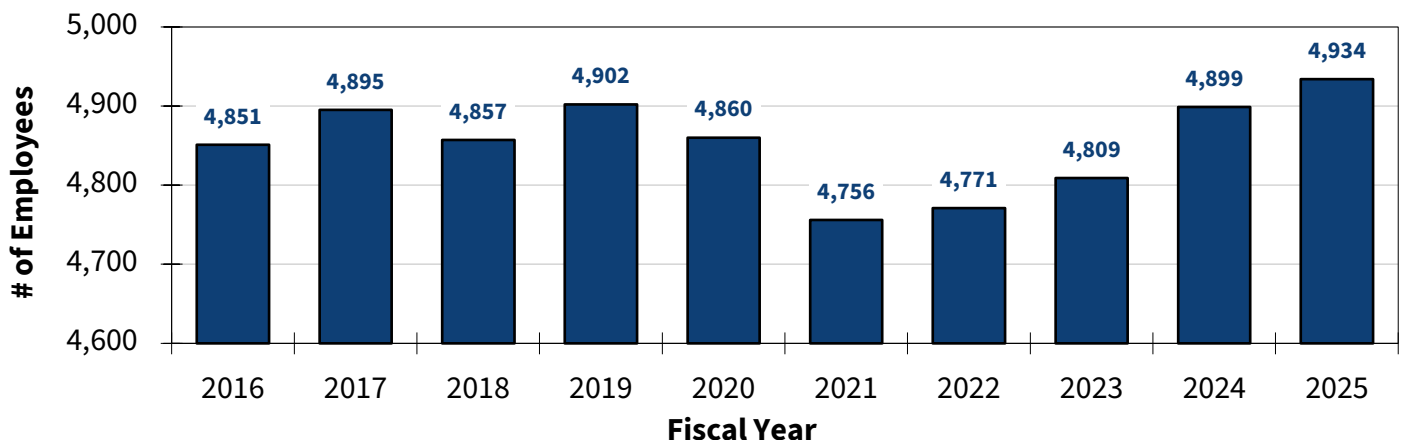
(Includes ODOT, Public Transit, Aviation, and Rail Commission) *(With Regard to Fund Year)*

USES (Amounts in Millions)	2020	2021	2022	2023	2024	2025
PAYROLL & PERSONAL SERVICE	\$529.9	\$512.6	\$532.6	\$560.6	\$601.1	\$641.8
Gross Wages (Excludes Paid Leave)	\$267.1	\$261.3	\$275.5	\$285.5	\$298.8	\$321.0
Employer Benefits (PERS, Health Ins, Workers Comp, etc.)	\$163.6	\$157.2	\$163.8	\$167.9	\$180.6	\$188.0
Fringe Benefits (Paid Leave - Vacation, Sick, Holiday, etc.)	\$42.2	\$45.5	\$46.7	\$53.1	\$49.2	\$52.2
Overtime (Excludes Fringe)	\$12.4	\$13.1	\$12.8	\$11.0	\$11.7	\$16.4
Personal Service/Other	\$44.6	\$35.5	\$33.8	\$43.0	\$60.8	\$64.1
MAINTENANCE AND MATERIALS	\$147.6	\$139.8	\$155.3	\$165.4	\$174.1	\$184.2
Roadway	\$33.4	\$31.9	\$30.8	\$37.1	\$39.5	\$40.3
Utility, Telephone, Shipping	\$14.9	\$12.3	\$17.4	\$14.7	\$15.6	\$16.1
Motor Vehicle Parts & Supplies	\$27.4	\$25.9	\$29.5	\$32.1	\$37.0	\$38.4
Motor Vehicle Fuel	\$14.3	\$15.9	\$21.1	\$21.9	\$18.9	\$20.7
Buildings & Equipment	\$21.3	\$19.8	\$21.3	\$25.4	\$27.4	\$29.0
Office Supplies, Travel, Print	\$4.4	\$6.1	\$5.5	\$5.0	\$5.4	\$5.9
Interstate Transfer Vouchers	\$23.3	\$20.3	\$21.2	\$20.8	\$20.8	\$22.2
Other	\$8.4	\$7.5	\$8.5	\$8.4	\$9.4	\$11.5
SNOW AND ICE	\$53.8	\$35.3	\$41.6	\$30.6	\$25.8	\$33.8
EQUIPMENT	\$36.0	\$31.3	\$30.6	\$46.9	\$47.0	\$37.4
Data Processing / Telecommunications	\$3.8	\$4.4	\$7.8	\$4.9	\$11.9	\$5.9
Other	\$32.2	\$26.9	\$22.8	\$42.0	\$35.2	\$31.5
OIH CUSTODIAL	\$17.7	\$18.5	\$18.1	\$20.2	\$20.8	\$21.7
TRUCKS & OTHER HEAVY EQUIPMENT	\$25.7	\$2.8	\$12.0	\$14.6	\$20.6	\$40.6
LANDS & BUILDINGS {Includes Facilities Bonds}	\$30.4	\$33.5	\$58.4	\$65.4	\$86.8	\$37.0
BUILDING DEBT SERVICE (Includes Hilltop)	\$16.5	\$16.5	\$16.5	\$16.5	\$21.6	\$21.4
MAINTENANCE CONTRACTS	\$34.3	\$30.2	\$34.4	\$36.3	\$33.0	\$39.0
MISCELLANEOUS OPERATING	\$1.7	\$0.5	\$1.4	\$1.1	\$3.6	\$3.4
TOTAL OPERATING COSTS	\$893.5	\$821.0	\$900.9	\$957.6	\$1,034.3	\$1,060.1

The Department's staff level has been reduced from 7,800 employees in FY 1994 to 4,934 employees in FY 2025. 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 were used to help cover the increased operating costs in other areas such as fuel, salt, and utilities.

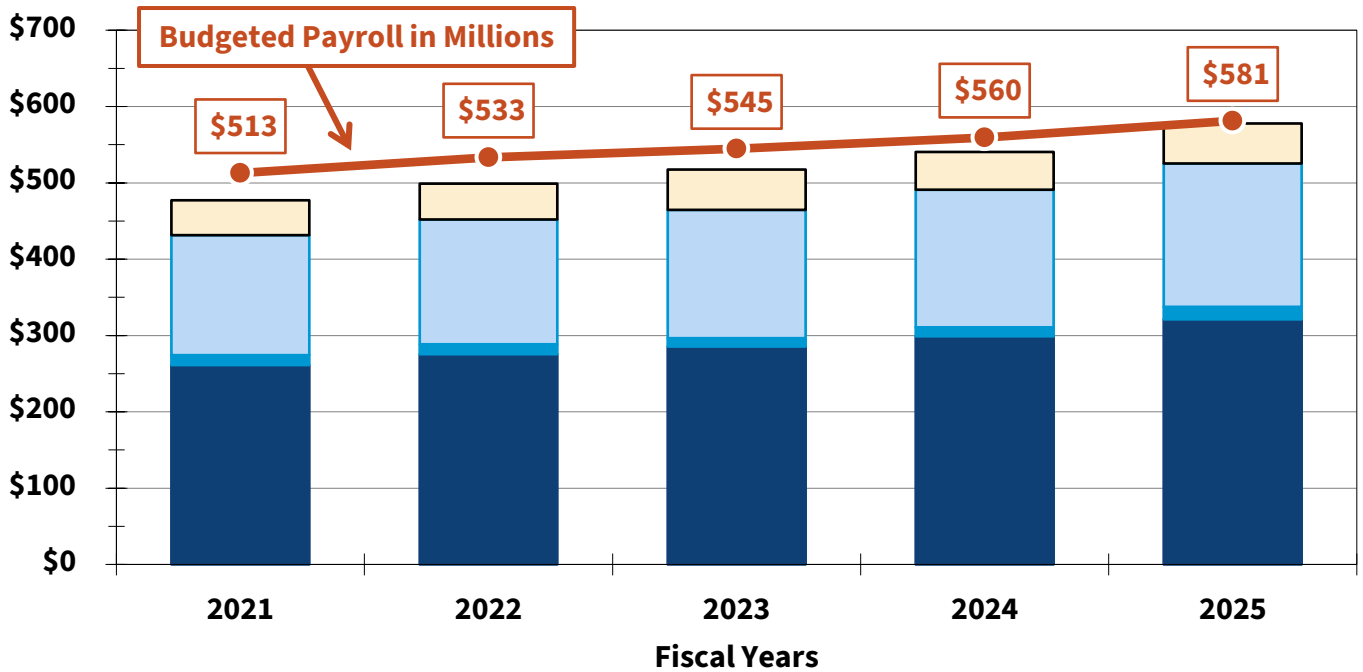
Full-Time Permanent Personnel

Total Number at Payroll Ending Date



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.

Salaries, Fringe, and Benefits

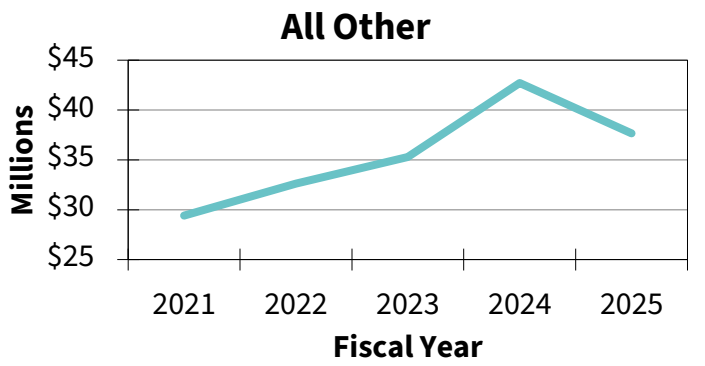
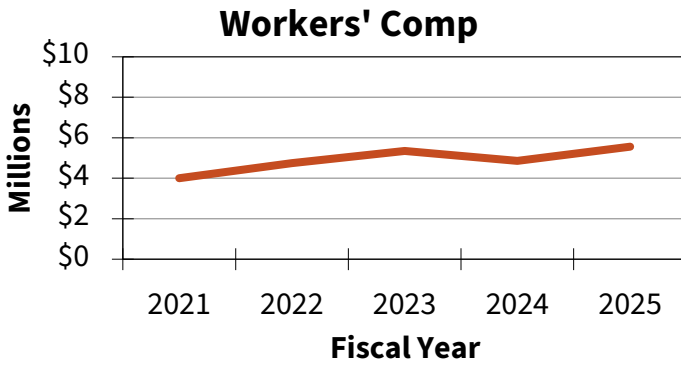
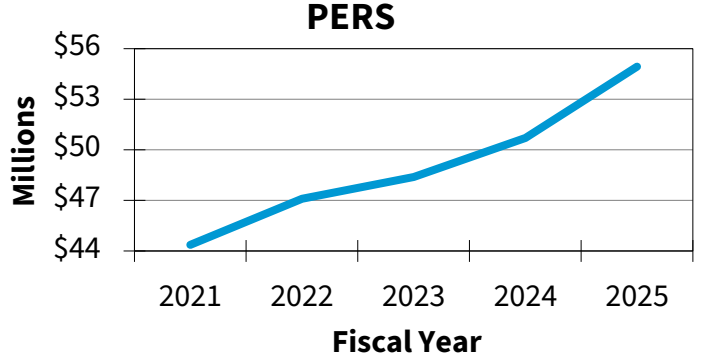
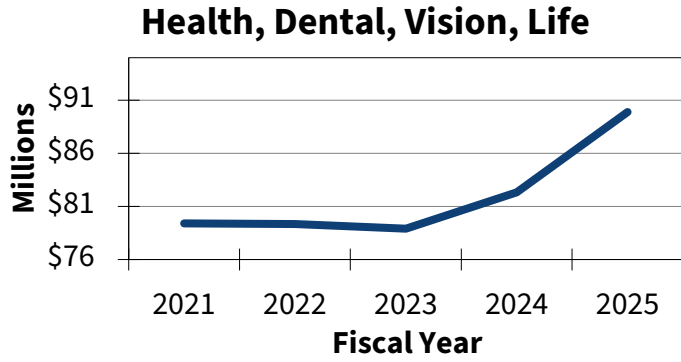


Payroll is the largest component of the operating expenses. These costs also include ODOT supplemental staff. In FY 2021, there was a 3% wage increase for bargaining unit employees and cost savings days for exempt employees. In FY 2022, FY 2023 and FY2024, there was a 3% wage increase for bargaining unit and management employees. In FY 2025, there was a 5% wage increase for bargaining unit and management employees.

FISCAL YEAR	2021	2022	2023	2024	2025
Employer Fringe ¹	\$45.5	\$46.7	\$53.1	\$49.2	\$52.2
Employer Paid Benefits ¹	\$157.2	\$163.8	\$167.9	\$180.6	\$188.0
Overtime ^{1,2,4}	\$13.1	\$12.8	\$11.0	\$11.7	\$16.4
Gross Wages ^{1,3}	\$261.3	\$275.5	\$285.5	\$298.8	\$321.0
Total Payroll	\$477.1	\$498.8	\$517.5	\$540.3	\$577.6

- ¹ Payroll costs have increased over the previous five years due to the following:
 - 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
 - 2025 - a 5% wage increase for bargaining unit and management employees
- ² Overtime was higher in FY 2025 due to harsher winter.
- 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 realized.
- ⁴ FY 2023-FY2024 had light winters not needing as much overtime as previous Fiscal Years.

Employer Paid Benefits



FISCAL YEAR	2021	2022	2023	2024	2025
Health Care, Dental, Vision, Life ¹	\$79.4	\$79.3	\$78.9	\$82.3	\$89.9
PERS ²	\$44.4	\$47.1	\$48.4	\$50.7	\$54.9
Workers' Comp ³	\$4.0	\$4.8	\$5.4	\$4.9	\$5.6
All Other ⁴	\$29.4	\$32.6	\$35.3	\$42.7	\$37.7
Total	\$157.2	\$163.8	\$167.9	\$180.6	\$188.0

¹ In FY 2023, healthcare was similar to FY 2021 and FY 2022. In FY 2024, healthcare costs increased by approximately 4.3%. In FY 2025, healthcare costs increased by approximately 9.2%.

² In FY 2022, FY 2023 and FY 2024 there was an increase each year in PERS due to the 3% wage increase. In FY 2025, there was an increase in PERS due to the 5% wage increase.

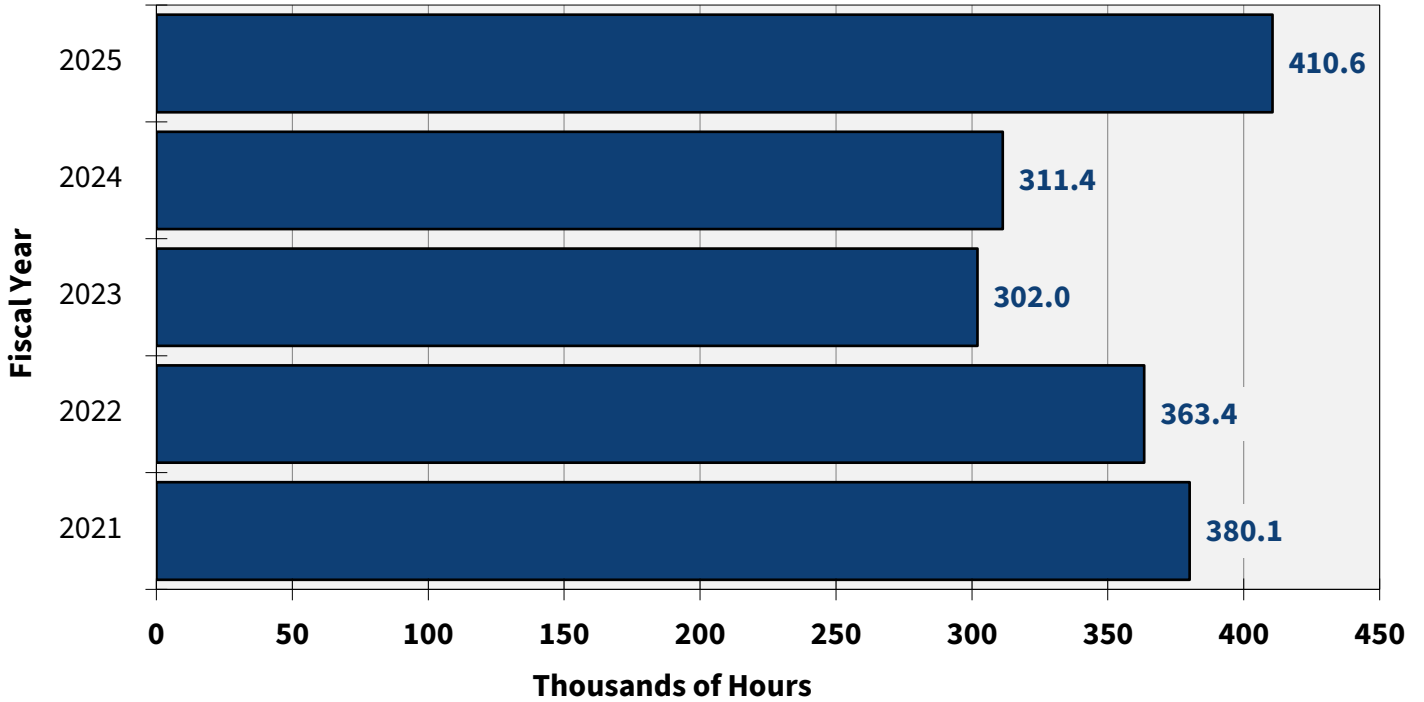
³ Annual fluctuations in ODOT's Workers' Compensation rates are the primary cause for variances from year to year. Between FY 2021 through FY 2025, the Workers' Compensation rate decreased to 1.2267%, increased to 1.3608%, increased to 1.4631%, decreased to 1.2876%, and increased to 1.3607%. During this 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.

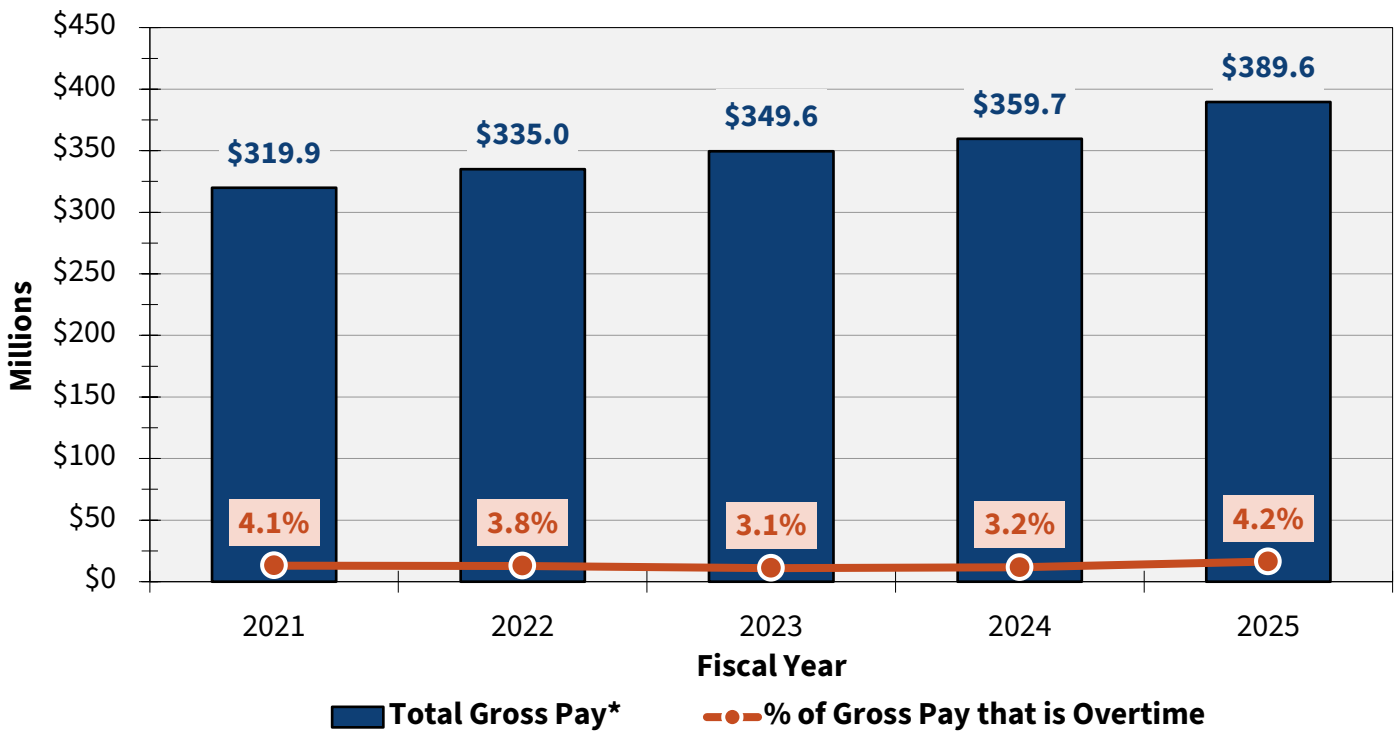
Overtime Pay

The fluctuation in overtime hours is largely dependent on the severity of Ohio’s winters. Fiscal Year 2021 and 2025 were higher than normal due to a harsh winter with multiple snow and ice events, while Fiscal Years 2022-2024 were milder and required less overtime for the Department. Fiscal Year 2023 had the lowest overtime hours, even when compared to the most recent mild winter years.

Hours of Overtime Paid



Overtime as a Percentage of Gross Pay



Fiscal Year	Overtime Dollars	Total Gross Pay*	% of Overtime out of Total Gross Pay
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%
2025	\$16.4	\$389.6	4.2%

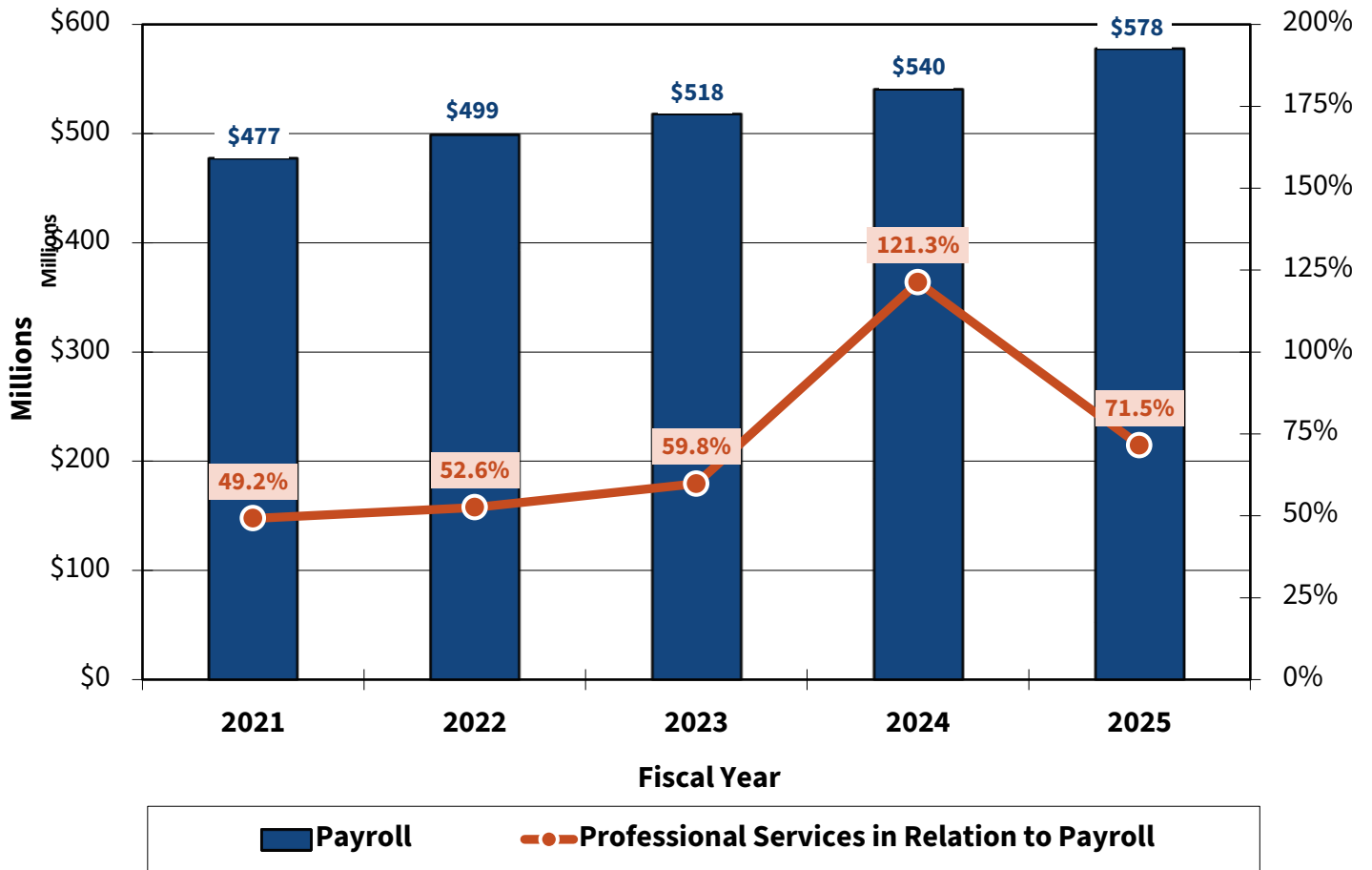
*Total Gross Pay = Gross Wages+Overtime+Fringe Benefits

Professional Services

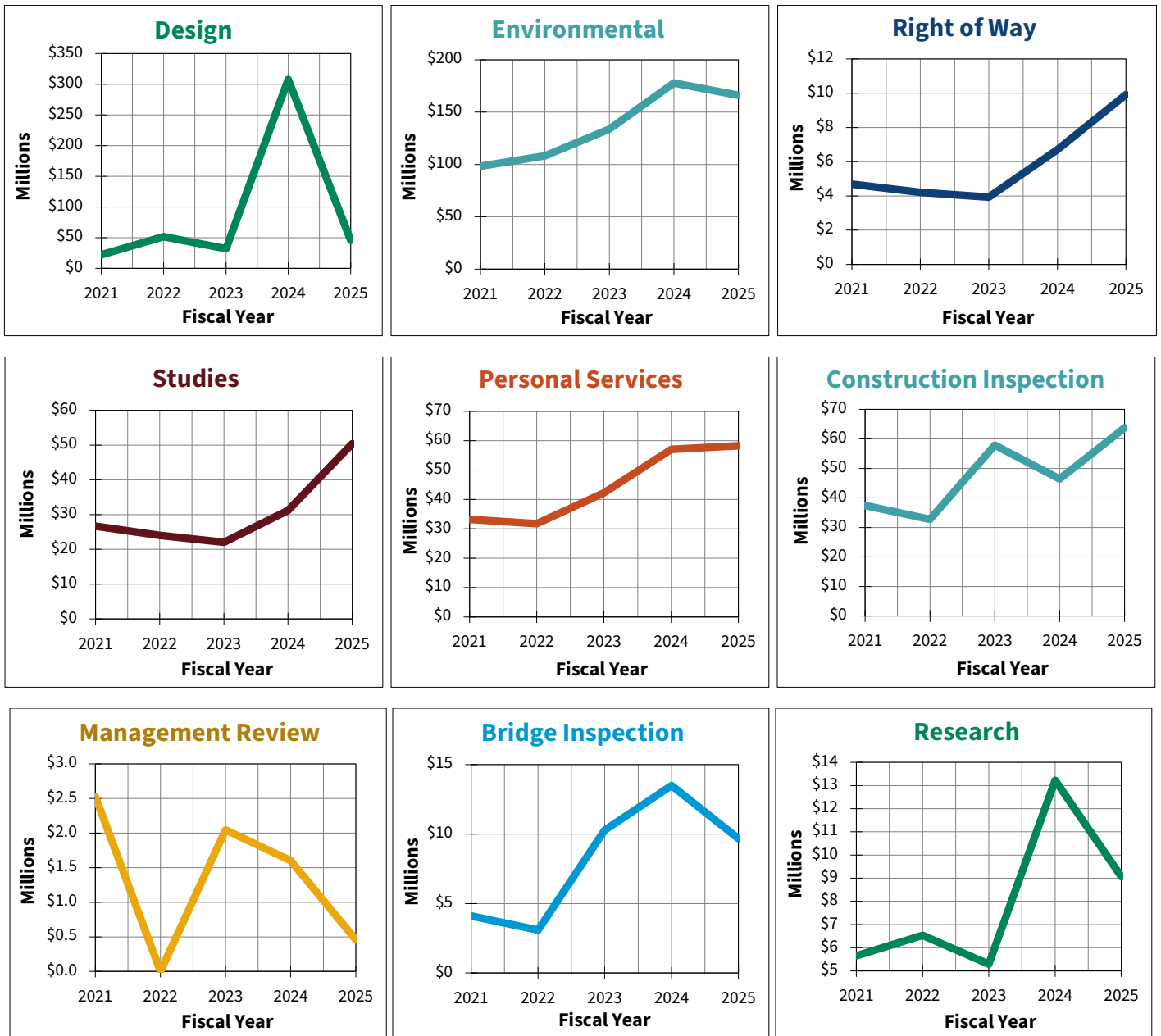
Along with its full-time employees, ODOT uses outside services to complete tasks such as design work for construction projects, construction inspections, right of way acquisition and administrative services. These costs have averaged 71.8% in relation to ODOT’s total payroll costs from 2021 to 2025; however, there was significant increase of 61.5% in 2024 compared to 2023 mostly due to the Brent Spence Bridge Corridor Project.

**Professional Services vs. Payroll
District and Central Office Combined**

As of June 30, 2025



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 decreased 38.0% or \$253.6M in Fiscal Year 2025 when compared to Fiscal Year 2024. The following projects contributed to a majority of the variance in the categories with significant change.

Design (Decreased 85.2% or \$262.6M)

- District 8 - \$270M – design build of Brent Spence Bridge Corridor project in FY2024.

Right of Way (Increased 45.4% or \$3.1M)

- District 3 - \$6.7M – right of way costs for the Erie County US-6 Connectivity Corridor project in FY2025.

Studies (Increased 41.3% or \$14.7M)

- Statewide - \$8.7M – perform load ratings on ODOT maintained bridges, update to the Ohio Freight Plan, and develop Access Ohio 2050 in FY2025.

Construction Inspections (Increased 35.1% or \$16.6M)

- District 7 - \$1.7M – project inspections in FY2025.
- District 8 - \$3.1M – project inspections in FY2025.
- District 10 - \$4.9M – convert a 2-lane to 4-lane on US-33 in Athens and Meigs counties in FY2025.
- District 12 - \$2M – replace the existing pavement along IR-90 in FY2025.

Bridge Inspections (Decreased 31.4% or \$4.4M)

- Statewide - \$5.2M – perform load ratings on ODOT maintained bridges in FY2024.

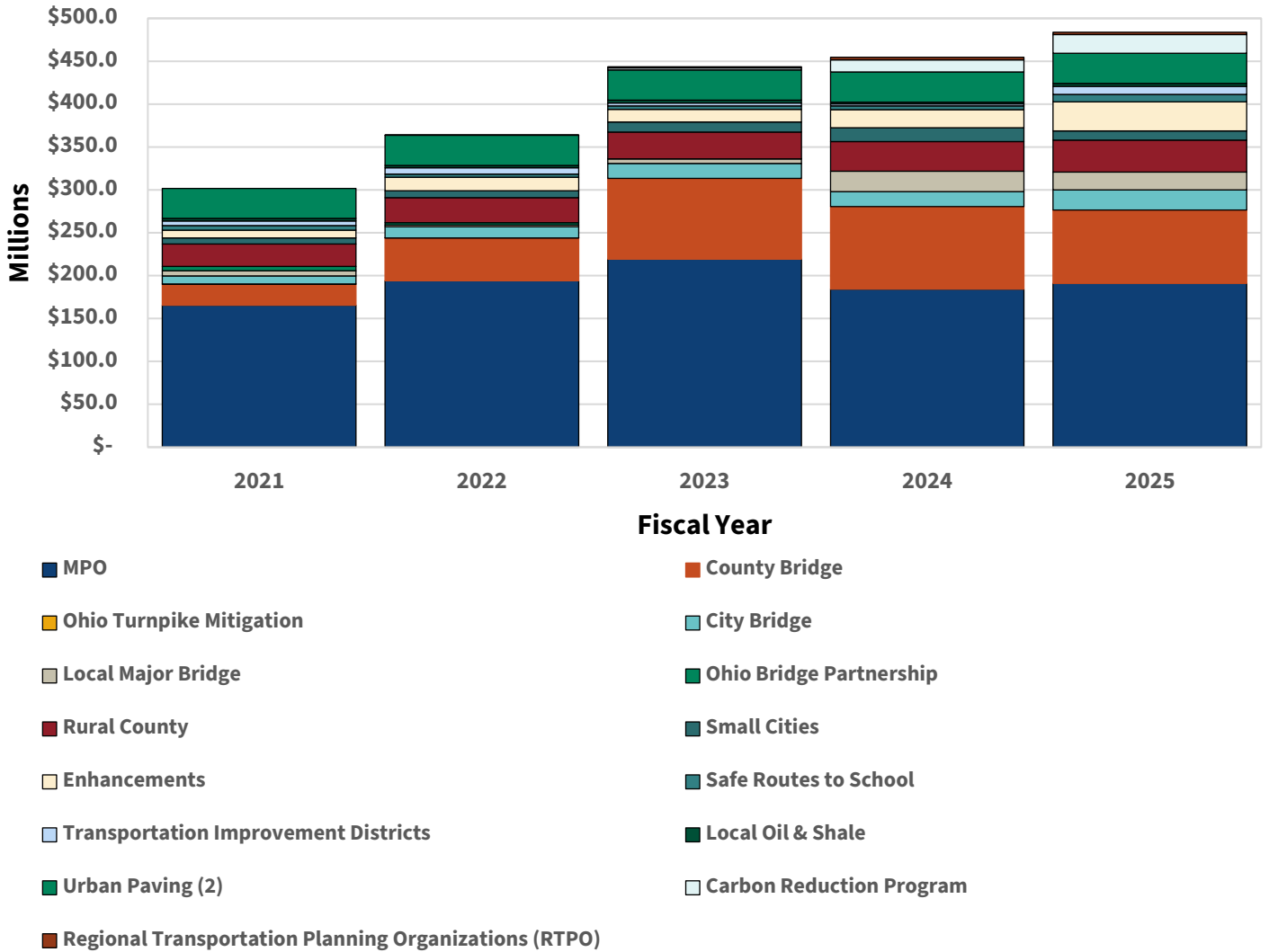
Research (Decreased 32.4% or \$4.3M)

- Statewide - \$4.5M – research on a robotic assistant, sediment efficiency on construction projects, Advance Transportation and Congestion Management Technologies Deployment Truck Platooning, and Automated Truck Mounted Attenuator in FY2024.

Capital

Local Programs Summary: Appropriation Uses

(With Regard to Fund Year)⁽¹⁾



Appropriation Uses (\$ in Millions)	2021	2022	2023	2024	2025
MPO	\$ 165.5	\$ 194.0	\$ 219.2	\$ 184.2	\$ 191.1
County Bridge	\$ 24.6	\$ 49.9	\$ 94.2	\$ 96.2	\$ 85.4
Ohio Turnpike Mitigation	\$ 0.2	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
City Bridge	\$ 9.4	\$ 13.1	\$ 17.5	\$ 17.7	\$ 23.6
Local Major Bridge	\$ 6.3	\$ 1.9	\$ 5.3	\$ 23.7	\$ 20.7
Ohio Bridge Partnership	\$ 4.8	\$ 2.9	\$ 0.0	\$ 0.0	\$ 0.0
Rural County	\$ 26.2	\$ 29.1	\$ 31.1	\$ 34.5	\$ 37.1
Small Cities	\$ 7.2	\$ 8.1	\$ 11.7	\$ 16.2	\$ 10.9
Enhancements	\$ 9.1	\$ 15.8	\$ 15.0	\$ 21.1	\$ 33.8
Safe Routes to School	\$ 5.4	\$ 3.7	\$ 3.8	\$ 4.2	\$ 9.0
Transportation Improvement Districts	\$ 5.2	\$ 7.3	\$ 3.5	\$ 2.4	\$ 9.3
Local Oil & Shale	\$ 3.0	\$ 2.8	\$ 3.5	\$ 2.3	\$ 3.4
Urban Paving ⁽²⁾	\$ 35.0	\$ 35.0	\$ 35.0	\$ 35.0	\$ 35.0
Carbon Reduction Program	\$ 0.0	\$ 0.0	\$ 2.3	\$ 14.1	\$ 21.9
Regional Transportation Planning Organizations (RTPO)	\$ 0.0	\$ 0.3	\$ 1.6	\$ 2.9	\$ 2.5
LOCAL PROGRAM TOTAL	\$ 301.7	\$ 364.0	\$ 443.7	\$ 454.5	\$ 483.6

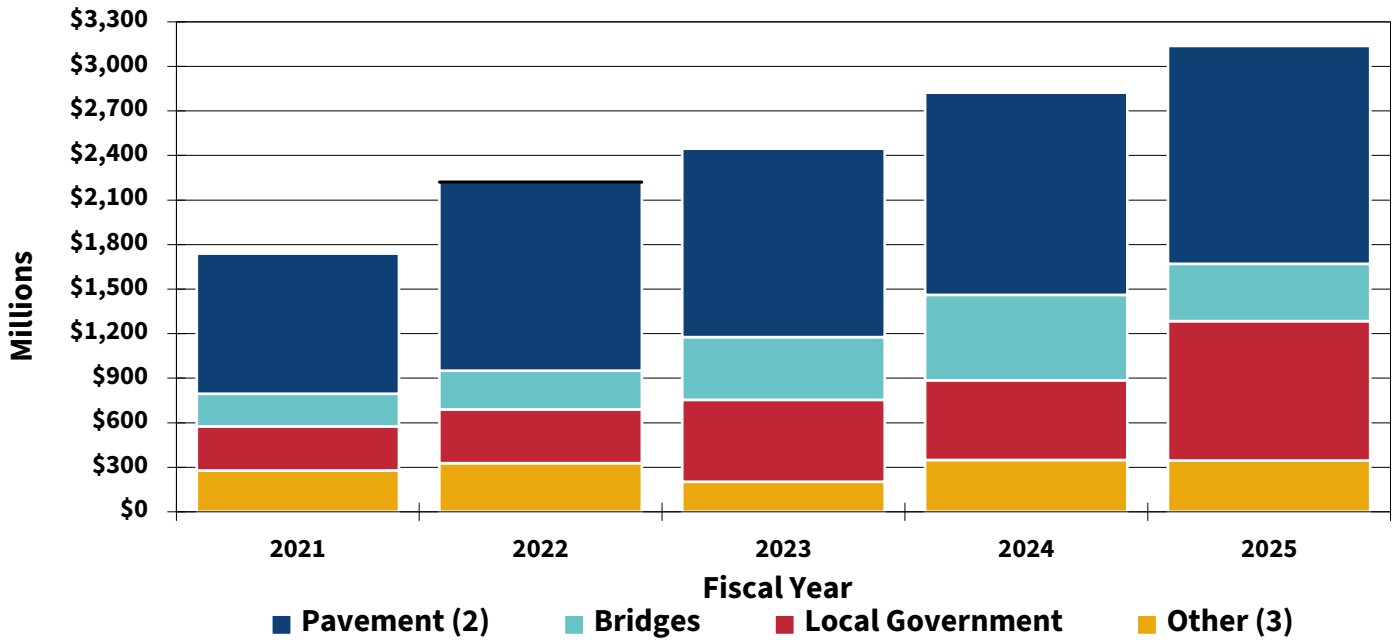
⁽¹⁾ Actual usage of legislatively approved appropriations for that fund year, established in the approved Legislative Budget, without regard to when the activity occurred.

⁽²⁾ ODOT budgeted figures are 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 51 of the Appendix.

Transportation Appropriation Uses: Capital

Contracts Awarded by State Fiscal Year ⁽¹⁾



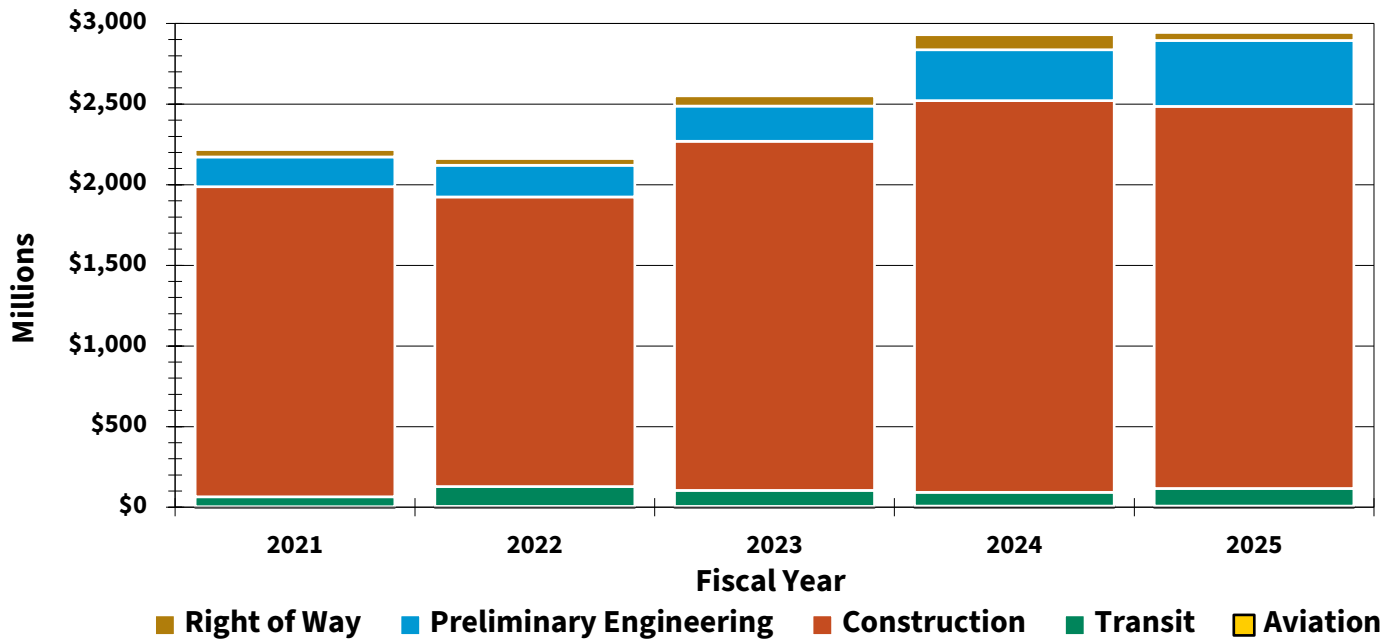
⁽¹⁾ The totals in the chart above do not include Preliminary Engineering or Right of Way. Brief descriptions of each category can be found in the Appendix on page 43.

⁽²⁾ Pavement includes Major / New Construction since FY 2020.

⁽³⁾ Other includes the contracts awarded by Transit and Aviation totaling \$116.5 million.

Capital Expenditures by State Fiscal Year

(Without regard to fund year)



Capital Expenditures	2021	2022	2023	2024	2025
Right of Way	\$ 45	\$ 43	\$ 64	\$ 93	\$ 51
Preliminary Engineering	\$ 185	\$ 195	\$ 219	\$ 315	\$ 408
Construction	\$ 1,924	\$ 1,797	\$ 2,164	\$ 2,431	\$ 2,369
Highway Related Total	\$ 2,153	\$ 2,035	\$ 2,447	\$ 2,839	\$ 2,828
Transit	\$ 62	\$ 122	\$ 100	\$ 86	\$ 110
Aviation	\$ 3	\$ 6	\$ 5	\$ 6	\$ 6
Modal Total	\$ 64	\$ 128	\$ 105	\$ 92	\$ 117
Grand Total	\$ 2,218	\$ 2,163	\$ 2,552	\$ 2,931	\$ 2,945

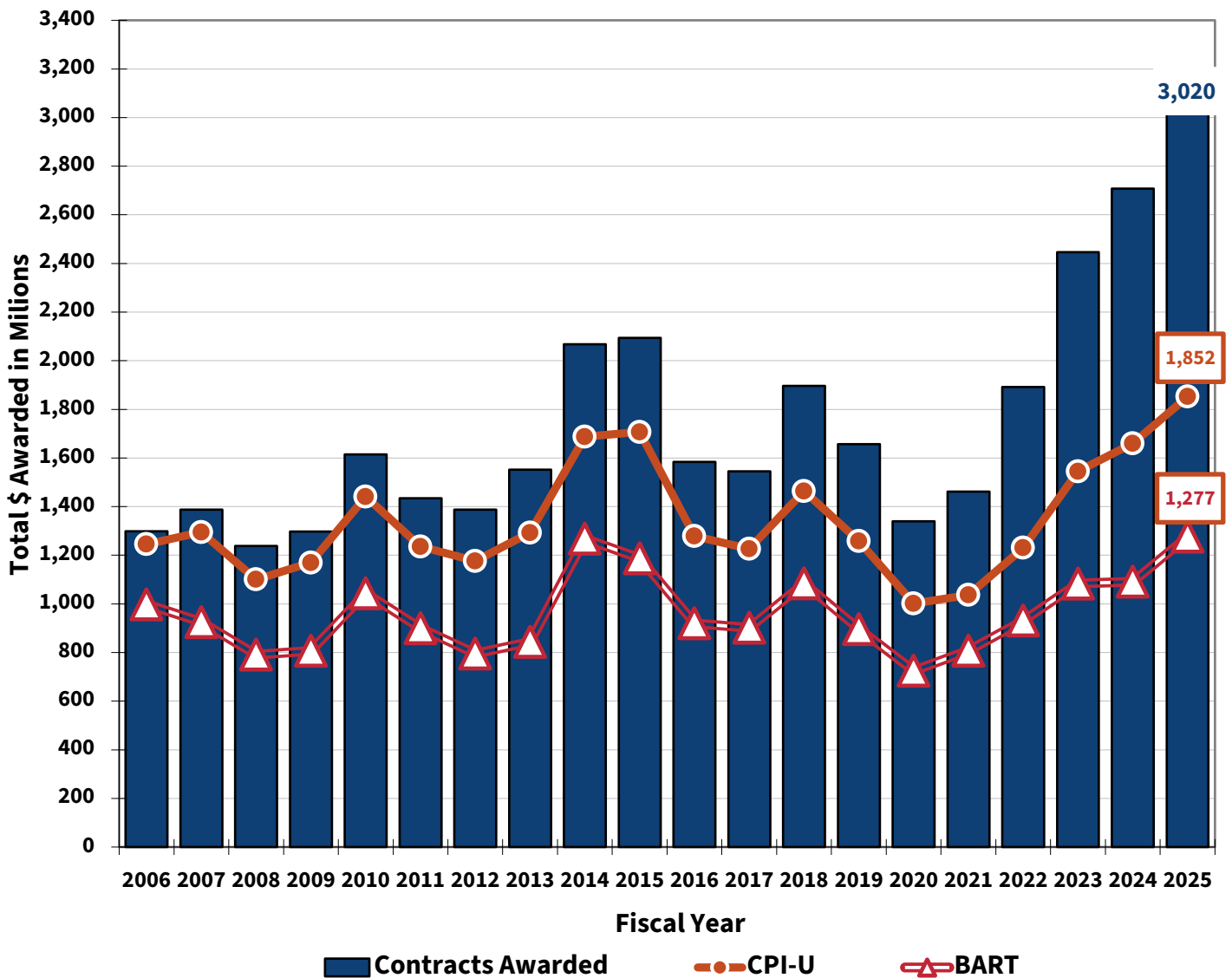
With contracts awarded over the past few years reaching record-breaking numbers, capital expenditures have followed suit, averaging \$2.56 billion of actual expenditures for the past five years.

Transportation Appropriation Uses: Capital

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 \$693.6 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 increased roughly \$107.9 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 through FY 2025, 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

(In Millions)

Fiscal Year	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Awarded	\$ 1,299	\$ 1,387	\$ 1,238	\$ 1,297	\$ 1,615	\$ 1,434	\$ 1,388	\$ 1,552	\$ 2,068	\$ 2,094

Fiscal Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Awarded	\$ 1,584	\$ 1,544	\$ 1,897	\$ 1,657	\$ 1,340	\$ 1,462	\$ 1,892	\$ 2,447	\$ 2,707	\$ 3,020

State Infrastructure Bank



Department of
Transportation

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 23 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 23, 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.

The State Transportation Infrastructure Bond Fund (GRF account) was established in September 2006. The program carries a rating of AA+ from Standard & Poor's that was reaffirmed in April 2025. The program funds projects that do not qualify as federally eligible. The program has approximately \$48.4m in bond issuance capacity available.

The Federal Title 23 Transportation Infrastructure Bond Fund (Title 23 account) was established in July 2008. The program carries a rating of AA from Fitch. A \$1 million program reserve was issued April 2023. This bond fund program is for projects that are Title 23 federally 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.

2025 SIB Snapshot

The portfolio of the SIB for Fiscal Year 2025 included seven loans for a total of \$5,900,422. Since inception, the SIB program has issued 300 loans in the amount of \$772.1 million and 12 bond issuances in the amount of \$94.4 million; totaling \$866.6 million for the SIB loan and bond programs. The bank has assisted communities with 238 highway, four railroad, two transit, 20 aviation, one bikeway and 47 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 51 small cities that are eligible can 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 23 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 58 of the Appendix (Transportation Funding Sources).

Combined Statement of SIB Revenues and Expenditures

FUNDS 2120 & 2130 BALANCES FOR YEAR ENDING JUNE 30, 2025

Beginning Cash Balance:	\$ 142,835,924
Revenues:	
Investment Earnings	\$ 5,963,351
Principal Loan Repayment (FHWA)	8,656,039
Interest Payment on Loan (FHWA)	96,723
Principal Loan Repayment (GRF)	3,237,145
Interest Payment on Loan (GRF)	792,888
Principal Loan Repayment (2nd Generation)	8,386,754
Interest Payment on Loan (2nd Generation)	1,999,993
Principal Loan Repayment (State Motor Fuel)	2,240,166
Interest Payment on Loan (State Motor Fuel)	356,296
Principal Loan Repayment (0% Small Cities)	30,820
Administrative Fees	34,208
Total Revenues	\$ 31,794,384
Expenditures:	
Federal Highway Funds	\$ 711,653
General Revenue Funds	3,695,814
Motor Fuel Tax Funds	6,653,200
Second Generation/Title 23 Funds	9,436,621
0% Small Cities	259,582
Total Expenditures	\$ 20,756,870
Ending Cash Balance:	\$ 153,873,438

Balance Sheet For SIB Funds 2020 & 2130

FOR YEAR ENDING JUNE 30, 2025

Assets and Other Debits:

Assets:

Uncommitted Cash	\$ 109,686,468
Cash Reserve for Approved Loans Already Encumbered	14,844,777
Cash Reserve for Approved Loans Not Yet Encumbered	29,342,193

Total Cash on Hand: \$ 153,873,438

Receivables:

Loans Already Disbursed:

Principal Due	\$ 126,413,504
Interest Due	27,189,486
Administrative Fees	199

Total Receivables: \$ 153,603,189

Total Assets: \$ 307,476,627

Equity:

Original Seed Money:

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

Total Original Seed Money: \$ 142,000,000

Investment Earnings	\$ 76,995,470
Interest from Loans	88,481,157

Total Equity: \$ 307,476,627

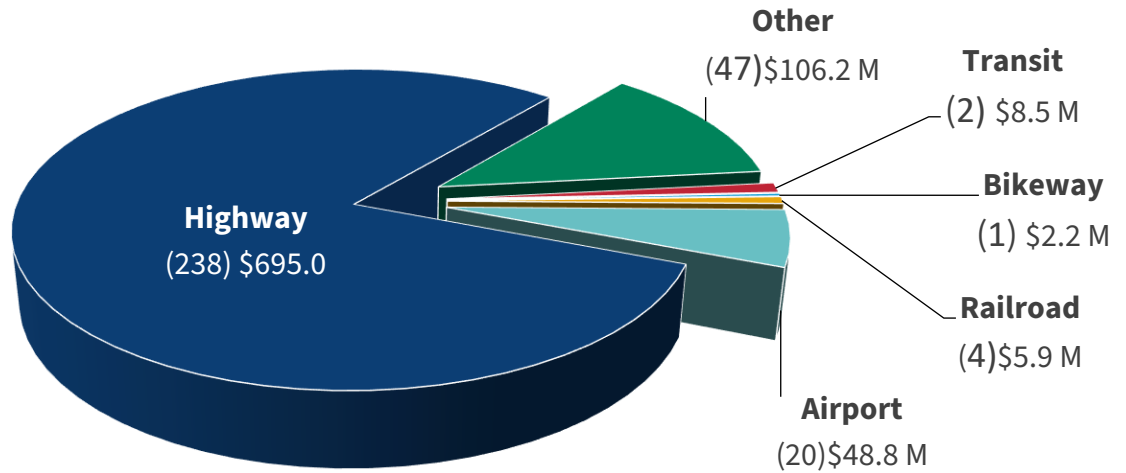
State Fiscal Year	1996-2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total *
# of Loans	180	13	12	17	18	10	7	8	18	10	7	300
\$ of Approved Loans (in millions)	\$546.0	\$15.9	\$28.0	\$40.8	\$23.1	\$19.3	\$5.5	\$28.0	\$36.3	\$23.2	\$5.9	\$772.1
# of Bonds	7	1	1	1	2	-	-	-	-	-	-	12
\$ of Approved Bonds (in millions)	\$45.6	\$7.9	\$4.7	\$15.7	\$20.5	-	-	-	-	-	-	\$94.4

Number of Loans:	300	Amount of Approved Loans:	\$772.1
Number of Bonds:	12	Amount of Approved Bonds:	\$94.4
Total:	312	Total:	\$866.6

* 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, 2025

Total \$866.6 Million



The State Infrastructure Bank approved seven loans during SFY 2025, totaling \$5.9 million. Four loans are for highway purposes, one loan is for aviation purposes, and two loans are for other purposes. There were no bonds approved during SFY 2025. The SIB has approved a total of 312 loans and bonds since the inception of the program, totaling approximately \$866.6 million.

SIB Loans and Bonds Issued

SINCE PROGRAM INCEPTION APPROVED, ACTIVE AND PAID OFF LOANS AND BONDS as of June 30, 2025

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	0.98%	-	3	9	-	-	-
2	Bowling Green	15	2	\$ 51,881,050	5.99%	-	5	10	-	1	1
3	Ashland	28	1	\$ 39,849,567	4.60%	-	11	17	-	1	-
4	Akron/Canton	51	3	\$ 112,009,364	12.93%	-	18	33	-	2	1
5	Jacksontown	33	1	\$ 74,253,538	8.57%	-	17	16	-	1	-
6	Columbus	17	1	\$ 99,461,486	11.48%	-	7	10	-	1	-
7	Dayton	35	1	\$ 89,938,090	10.38%	1	16	18	-	1	-
8	Cincinnati	21	3	\$ 132,584,183	15.30%	-	7	14	-	2	1
9	Chillicothe	12	-	\$ 15,320,096	1.77%	-	4	8	-	-	-
10	Marietta	10	-	\$ 18,490,843	2.13%	-	2	8	-	-	-
11	New Philadelphia	29	-	\$ 26,739,793	3.09%	-	13	16	-	-	-
12	Cleveland	37	-	\$ 197,514,023	22.79%	-	9	28	-	-	-
ALL	TOTAL	300	12	\$ 866,558,397	100.00%	1	112	187	-	9	3

Average loan amount is \$2,573,828 | 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.

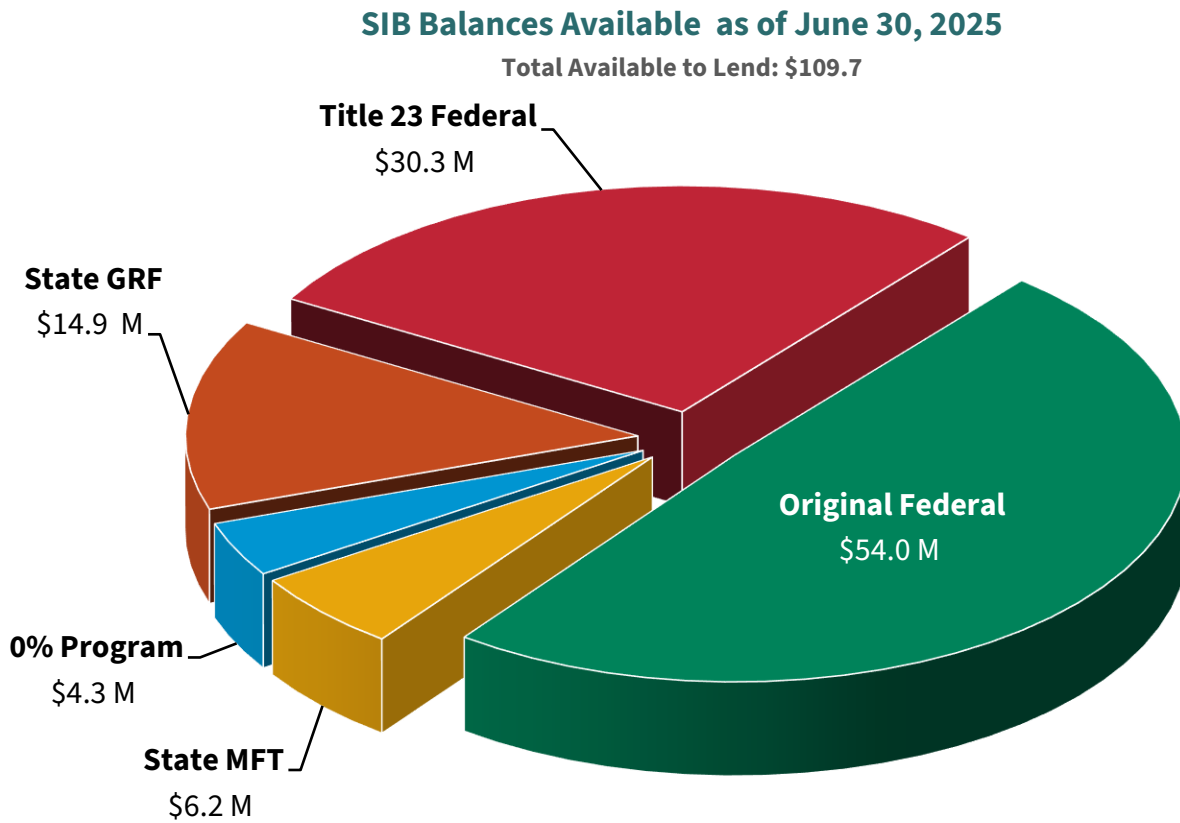
SIB Loans Approved in FY 2025:

BORROWER	PROJECT	LOAN AMOUNT
Ross County	Charleston Pike Bridge	\$804,000
Ross County	Musgrove Road Bridge	\$502,000
Coshocton County	TR 252-0.01 Bridge	\$232,000
West Carrollton	River District Phase 1A	\$1,333,611
Tuscarawas Village	Heritage Drive Sidewalks	\$216,811
Fayette County	Airport Hangar Project	\$2,208,000
West Milton Village	SR 581 Project	\$604,000
TOTAL		\$5,900,422

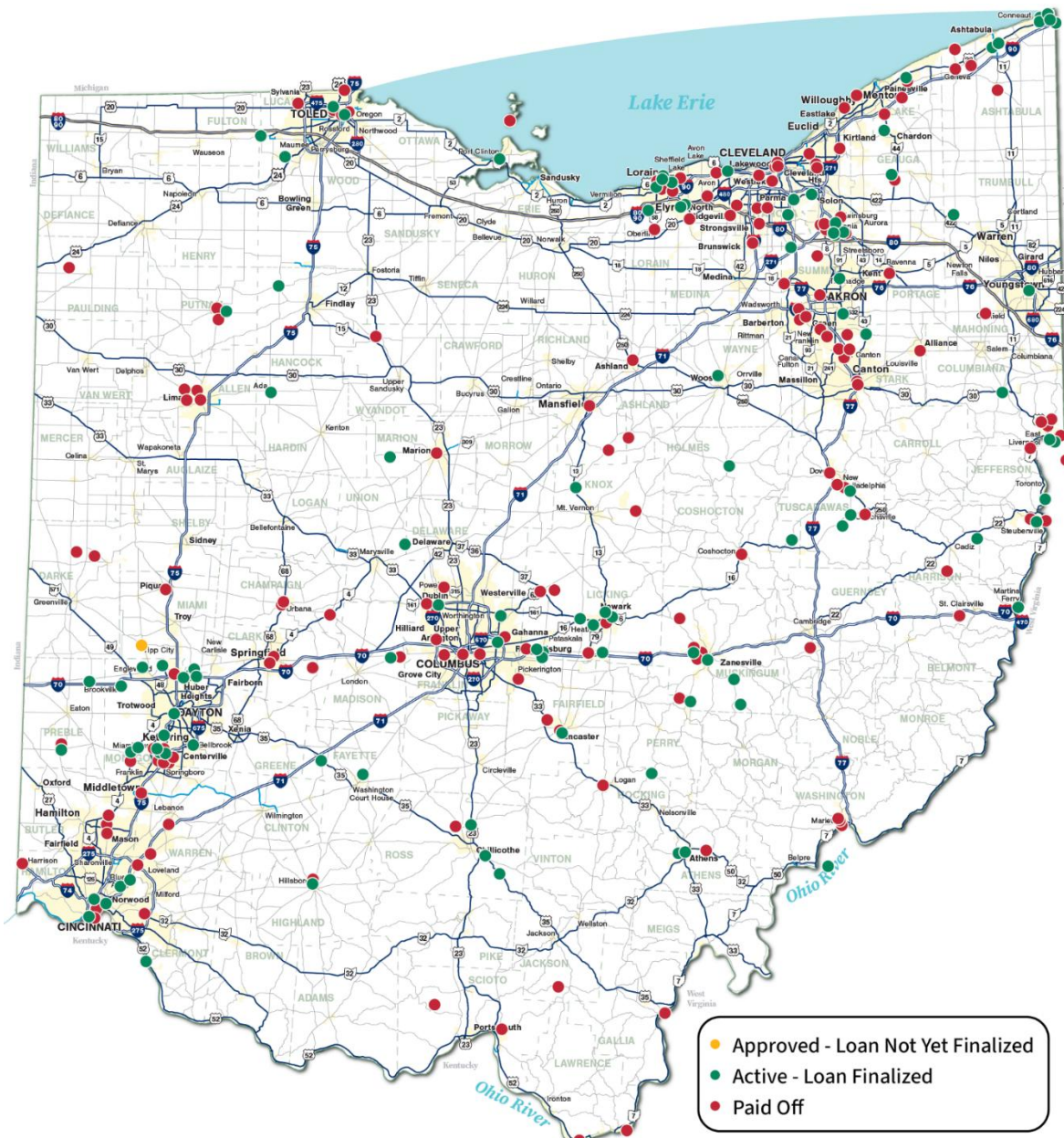
Note: The Loan Amount reflects the total principal approved by the SIB committee. The amount does not reflect the actual amount disbursed during the fiscal year.

State Infrastructure Bank

The graph below depicts the SIB cash balances as of June 30, 2025, 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 Loan/Bond Locations as of June 30, 2025



SIB Projects Update

Fayette County, Airport Hangar Project

This SIB loan is for a project located in Fayette County, Ohio. This loan is for the construction of a 10,000 SF corporate aircraft hangar located within Fayette County Airport. Demand for the hangar has increased due to the construction of the Honda EV battery plant in Fayette County. The airport is owned by Fayette County, and the hangar is expected to increase income to the County and provide the ability to attract and retain businesses.

Total Estimated Project Costs: \$2,228,000 SIB Loan Amount: \$2,208,000

Tuscarawas Village, Heritage Drive Sidewalks Project

This SIB loan was issued to the Village of Tuscarawas, in Tuscarawas County, Ohio. The loan is needed to partially finance the construction of new sidewalks within the Village. The sidewalks will be located along the streets of Heritage Drive, East Avenue, East Cherry Street, Church Street, and Orchard Street.

Total Estimated Project Costs: \$1,089,505 SIB Loan Amount: \$216,811

City of West Carrollton, River District Phase 1A Project

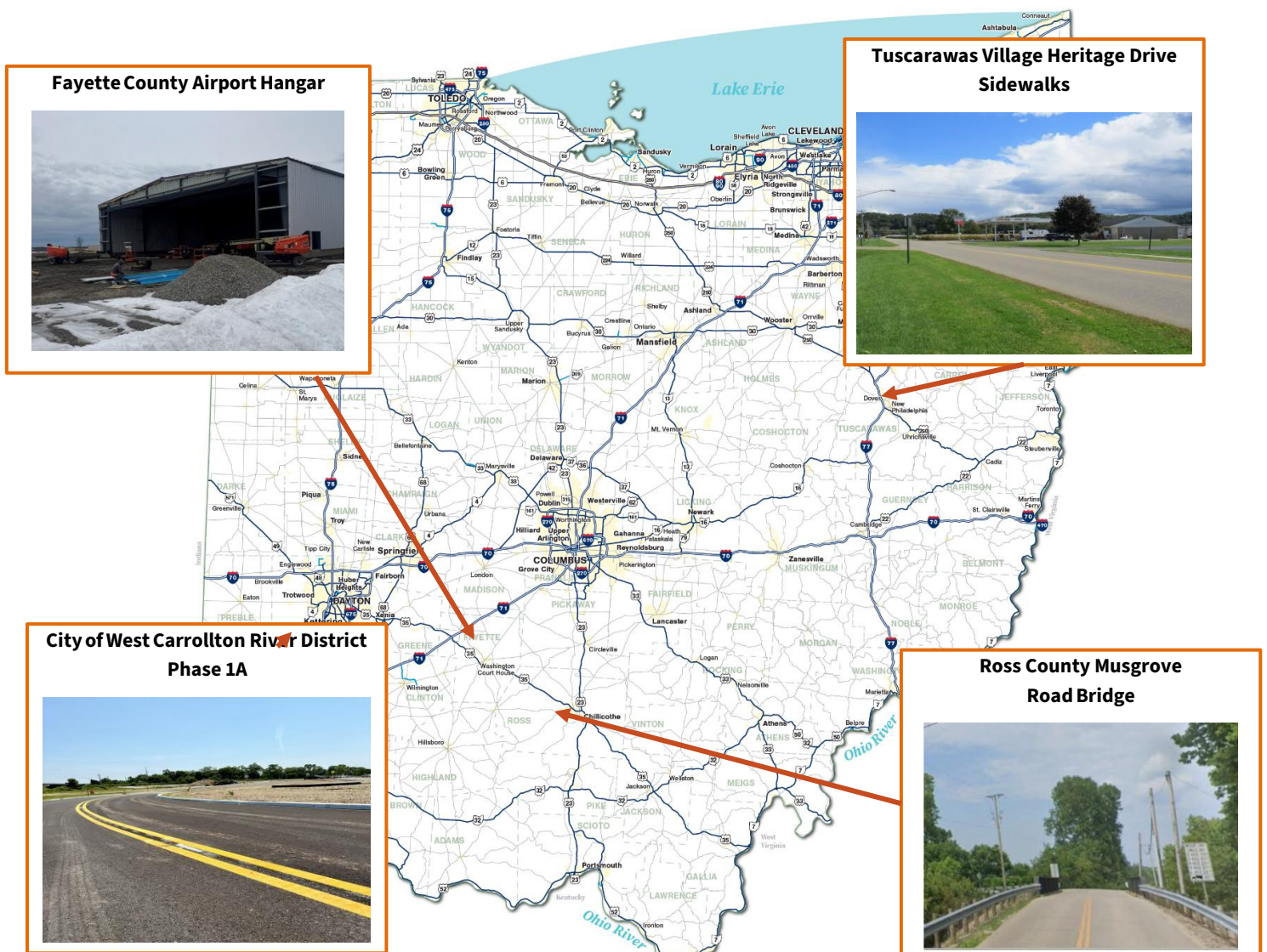
With this SIB loan, the City of West Carrollton, in Montgomery County, Ohio, will construct an access road that will connect Manchester Road to a 10-acre project site lying to the east of Manchester Road, adjacent to the I-75 Exit 47 interchange. The project will allow for the re-development of the site in conjunction with the larger River District Infrastructure project.

Total Estimated Project Costs: \$2,019,000 SIB Loan Amount: \$1,333,611

Ross County, Musgrove Road Bridge Project

This SIB loan is for a project located within Ross County, Ohio. The project will be to construct the replacement of the Musgrove Road Bridge. The Musgrove Road Bridge is a single span bridge that extends over the CSX railroad on Musgrove Road (CR213). The project will include the realignment of Musgrove Road and the intersection at Lancaster Road and is designed to meet CSX railroad requirements.

Total Estimated Project Costs: \$4,231,000 SIB Loan Amount: \$505,000



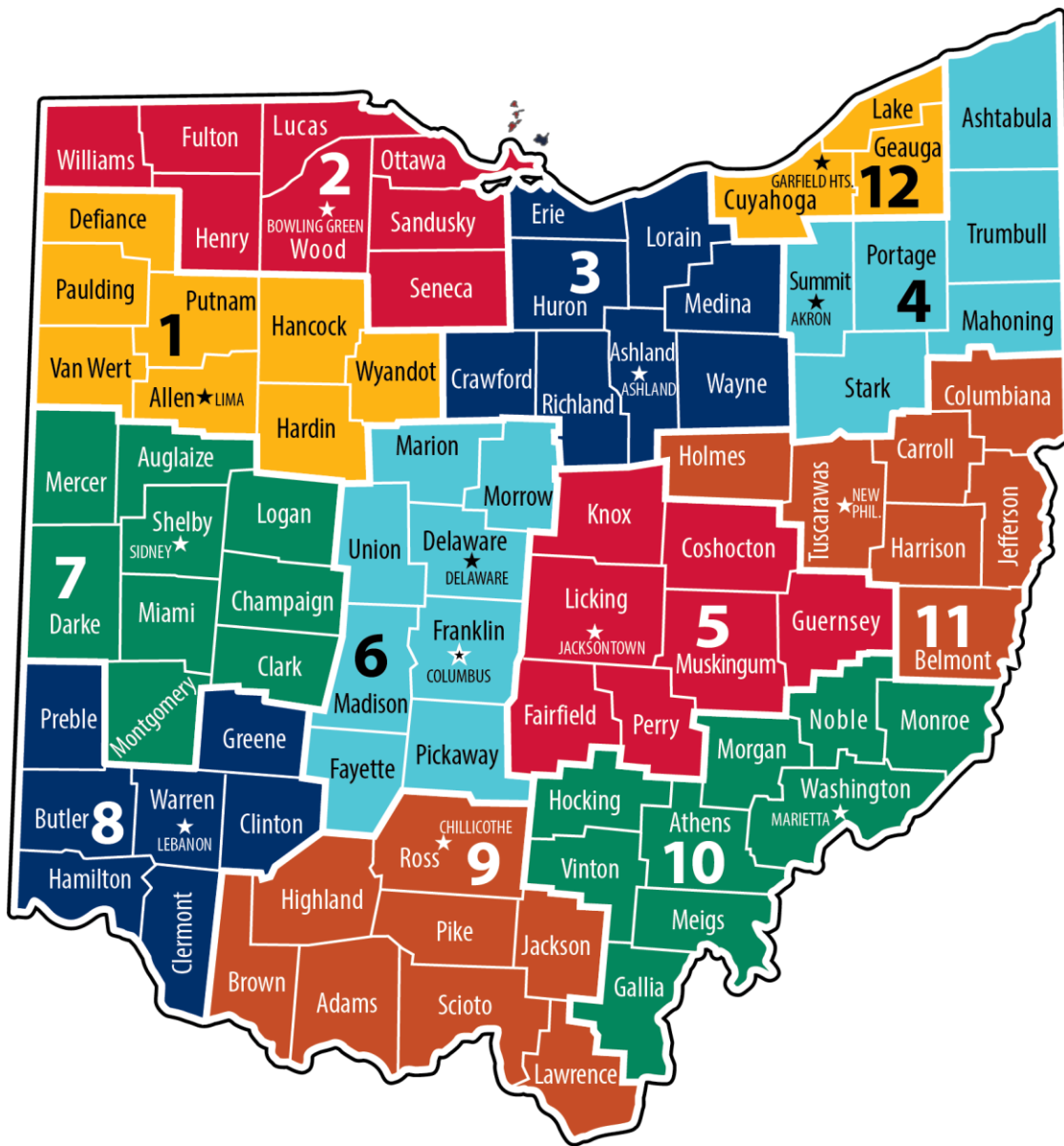
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Appendix



Department of
Transportation

ODOT 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

Central Office

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

ODOT Web Site:

transportation.ohio.gov

District 8

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

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

Motor Fuel Tax Source and Distribution

Of Ohio 38.5¢ And 47¢ Per Gallon 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 54 - Sec. 757.10 136th 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		<i>Prior to distribution reduce by:</i>	5735.05(A)(1)
		(1) Monthly \$100,000 allocation to the Grade Crossing Fund	5735.051(A)(1)
	5.29%	(2) Monthly amount of tax used as a credit against fuel use tax (IFTA) to Highway Operating Fund 7002 (3) Credit % (subtotal less Grade Crossing Fund and FUT Allocation) to Highway Operating Fund 7002	5728.06 (B) 5735.051(A)(2)
	93.17%	Then Credit to Gasoline Excise Tax Fund 7060 Distribute to 6.7% to Local Transportation Improvement Program Fund 7052 Distribute Gallons sold on Ohio Turnpike * \$0.05 to the Ohio Turnpike Commission	5735.051(A)(2)(a) 5735.051(A)(2)(a)(i) 5735.051(A)(2)(a)(ii)
	10.70%	<u>Balance Remaining on the 15th of each month:</u> Cities (% total city registrations less \$745,875 to the Highway Operating Fund)	5735.051(A)(2)(a)(iii)(I)
	9.30%	Counties (equally less \$745,875 to the Highway Operating Fund)	5735.051(A)(2)(a)(iii)(II)
	5.00%	Townships (equally less \$263,250 credited to the Highway Operating Fund)	5735.051(A)(2)(a)(iii)(III)
	75.00%	<u>Balance Remaining on the 15th of each month:</u> Highway Operating Fund Less HCAP Bond Service Fund 7072 (September - February)	5735.051(A)(2)(a)(iii)(IV) 5735.051(A)(3)
	6.83%	Credit to Gasoline Excise Tax Fund 7060	5735.051(A)(2)(b)
	42.86%	Cities based on registrations compared to all cities	5735.051(A)(2)(b)(i)
	37.14%	Counties equally	5735.051(A)(2)(b)(ii)
	20.00%	Townships equally	5735.051(A)(2)(b)(iii)
\$0.02			5735.05(A)(2)
	67.50%	Credit to Highway Operating Fund 7002	5735.051(B)(1)
	32.50%	Credit to Gasoline Excise Tax Fund 7060	5735.051(B)(2)
	42.86%	Cities based on registrations compared to all cities	5735.051(A)(2)(b)(i)
	37.14%	Counties equally	5735.051(A)(2)(b)(ii)
	20.00%	Townships equally	5735.051(A)(2)(b)(iii)
\$0.08			5735.05(A)(3)
	81.25%	Credit 13/16 to Highway Operating Fund (7002) Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(C)(1)(b) 5735.051(C)(3)(c)
	18.75%	Credit 3/16 to Gasoline Excise Tax Fund (7060)	5735.051(C)(1)(a)
	42.86%	Cities based on registrations compared to all cities Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(C)(2) 5735.051(C)(3)(a)
	37.14%	Counties equally -ORC 5735.051(B)(3) Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(C)(2) 5735.051(C)(3)(b)
	20.00%	Townships, the greater of: Equally divided (or) 70% of distribution based on 50% lane miles + 50% registrations	5735.051(C)(2)
\$0.01			5735.05(A)(4)
	100.00%	Credit to Highway Operating Fund	5735.051(D)
\$0.12625		Weighted Avg of Gasoline \$0.105 & Diesel \$0.19 rate increases (75%/25% approx. proportion)	5735.05(B)
	55.00%	Credit to Highway Operating Fund 7002	5735.051(E)(1)
	45.00%	Credit to Gasoline Excise Tax Fund 7060	5735.051(E)(2)
	42.86%	Cities based on registrations compared to all cities Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(E)(2)(a)
	37.14%	Counties equally -ORC 5735.051(B)(3) Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(E)(2)(b)
	20.00%	Townships, the greater of: Equally divided (or) 70% of distribution based on 50% lane miles + 50% registrations	5735.051(E)(2)(c)
\$0.40625			

Note: For FY25, after revenue was deposited according to the above formula, the following annual transfer amounts were required out of the Highway Operating Fund (7002): \$169 million to Gasoline Excise Tax Fund (7060); \$25.2 million to Roadwork Development Fund (4W00); and \$400,000 to Deputy Inspector General for ODOT Fund (5FA0)

State Motor Vehicle Registration Fees Distribution

ORC 4501, 4503 & 4504

Passenger Vehicle

FEE TOTAL: \$31 (plus \$5.00 registrar fee)

AMOUNT	DISTRIBUTED TO
\$11	To Department of Public Safety - Highway Purposes Fund ¹

\$20 Balance Distributed as Follows:

PERCENT	DISTRIBUTED TO	ADDITIONAL DISTRIBUTION DETAILS (if applicable)
34%	To County or Municipality in which vehicle is registered	-
61%	To Counties as Per Next Column:	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)

FEE TOTAL: OHIO FEES RANGE FROM \$355 TO \$1,340 AND VARY ACCORDING TO WEIGHT

AMOUNT	DISTRIBUTION TO
\$30	To Department of Public Safety - Highway Purposes Fund ¹

Balance Distributed as Follows:

PERCENT	DISTRIBUTED TO	ADDITIONAL DISTRIBUTION DETAILS (if applicable)
42.6%	To Department of Public Safety - Highway Purposes Fund	-
57.4%	To Local Governments as Per Next Column:	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}

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

Balance Distributed as Follows:

PERCENT	DISTRIBUTED TO	ADDITIONAL DISTRIBUTION DETAILS (if applicable)
42.6%	To Department of Public Safety - Highway Purposes Fund	-
57.4%	To Local Governments as Per Next Column:	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 4501.06
- (2) 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 4503.65
- (3) Ohio IRP Apportioned Commercial Trucks and Tractors are not subject to Local permissive fees under ORC Sections 4504.02, 4504.06, 4504.15, 4504.16, 4504.17, 4504.171, 4504.172, 4504.18, and 4504.24
- (4) Beginning in registration year 2019, \$25 is the maximum permissive tax amount, which can be a combination of county, township and/or municipal levies. ORC 4504.24 provides counties with 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 are distributed to the municipality, and 30% of collections from non-municipal residents are distributed to the township, or, if the county enacts 4504.16, 30% of collections from non-municipal residents are distributed to the township. (May be increased or decreased by township resolution and county approval.)

Federal-Aid Highway Program Apportionment Formulas

Bipartisan Infrastructure Law(BIL) was signed into law (P.L. 117-58) November 15, 2021

Aka: Infrastructure Investment and Jobs Act(IIJA)

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 FY25, the fourth year of the BIL, the initial amount authorized for apportionment is \$55.7 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 ⁽¹⁾	National Total FY \$ B	Specified Ratio
CMAQ [23 U.S.C. 104(b)(4)]	<i>Listed below⁽¹⁾</i>	22 2.54	$\frac{\text{State's FY20 CMAQ apportionment}}{\text{All States' FY20 CMAQ apportionments}}$
		23 2.59	
		24 2.64	
		25 2.69	
		26 2.75	
NHFP [23 U.S.C. 104(b)(5)]	<i>Listed below⁽¹⁾</i>	22 1.37	$\frac{\text{State's total apportionment for FY}}{\text{All States' total apportionments for FY}}$
		23 1.40	
		24 1.43	
		25 1.46	
		26 1.49	
PL [23 U.S.C. 104(b)(6)]	<i>Listed below⁽¹⁾</i>	22 0.44	$\frac{\text{State's FY20 PL apportionment}}{\text{All States' FY20 PL apportionments}}$
		23 0.45	
		24 0.46	
		25 0.46	
		26 0.47	

⁽¹⁾Formula: National total for program X specified ratio

Step 2. Distribute remainder among NHPP, STBG, HSIP, CRP, and PROTECT Formula Program

Program	Formula ⁽²⁾	% Specified for Program
NHPP [23 U.S.C. 104(b)(1)]	<i>Listed below⁽²⁾</i>	59.0771195921461%
STBG [23 U.S.C. 104(b)(2)]	<i>Listed below⁽²⁾</i>	28.7402203421251%
HSIP [23 U.S.C. 104(b)(3)]	<i>Listed below⁽²⁾</i>	6.7060514131625%
CRP [23 U.S.C. 104(b)(7)]	<i>Listed below⁽²⁾</i>	2.5626696456564%
PROTECT Formula Program [23 U.S.C. 104(b)(8)]	<i>Listed below⁽²⁾</i>	59.0771195921461%

⁽²⁾Formula: 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%).

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)]	<ul style="list-style-type: none"> • \$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): <ul style="list-style-type: none"> ○ 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]	<ul style="list-style-type: none"> • \$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.

Federal Transit Program Apportionment Formulas

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

Enhanced Mobility of Seniors and Individuals with Disabilities Formula Grants *STATUTE (Title 49 U.S. Code): 49 U.S.C. § 5310, IIJA*

FACTORS	WEIGHT
Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities according to the latest available U.S. Census data.	100%
<i>Also adopts former New Freedom funding allocations:</i>	
<ul style="list-style-type: none"> To designated recipients in urbanized areas with a population over 200,000. 	60%
<ul style="list-style-type: none"> To states for small urbanized areas. 	20%
<ul style="list-style-type: none"> To states for rural areas. 	20%

Rural Areas Formula Grants *STATUTE 49 U.S.C. § 5311 / IIJA § 30006*

FACTORS	WEIGHT
State's land area/population in rural areas.	83.15%
State's land area/revenue vehicle miles/ low-income individuals in rural areas with populations less than 50,000.	16.85%

Urbanized Area Formula Grants *STATUTE 49 U.S.C. § 5307, § 5340*

FACTORS	WEIGHT
<ul style="list-style-type: none"> 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%

Metropolitan and Statewide Planning Programs *STATUTE (Title 49 U.S. Code): 49 U.S.C. §§ 5303- 5305, IIJA §§ 30002-30004*

FACTORS	WEIGHT
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%

State of Good Repair Formula Grants *STATUTE (Title 49 U.S. Code): 49 U.S.C. § 5337, IIJA § 30016, IIJA Division J*

FACTORS	WEIGHT
Fixed Guideway: 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.	97.15%
Motorbus: Based on revenue vehicle miles and directional route miles of buses reported to NTD.	2.85%

Bus and Bus Facilities Formula Grants *STATUTE (Title 49 U.S. Code): 49 U.S.C. § 5339, IIJA § 30018, IIJA Division J*

FACTORS	WEIGHT
<ul style="list-style-type: none"> 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%

Illustrative State Safety Oversight Formula Grants *STATUTE (Title 49 U.S. Code): 49 U.S.C. § 5329 / IIJA § 30012*

FACTORS	WEIGHT
Base Tier: Fixed amount provided per eligible state.	20%
Oversight Modal Tier: Fixed amount per rail mode per each Rail Fixed Guideway Public Transportation System.	20%
Service Tier: Based on vehicle passenger miles	60%

Appropriations Package

H.R. 1968, Full-Year Continuing Appropriations and Extensions Act, 2025
signed into law March 15, 2025

Overview

The Transportation-HUD component of the budget is based on a Continuing Resolution in FY 2025. The Act holds funding levels approximately the same in FY 2025 as they were in FY 2024. Funding is prioritized for programs that improve the safety, reliability, and efficiency of the transportation system

Highways and Bridges

Program	Amount
Obligation Limitation for BIL Contract Authority Programs	\$61.3B

Highways and Bridges General Funds

Program	Amount
New Spending Beyond BIL Levels	\$61.3B
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

Rail

Program	Amount
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	\$100M
State Partnership for Intercity Passenger Rail	\$75M
Railroad Research and Development	\$54M
Safety and Operations	\$267.8M

Maritime

Program	Amount
Cable Security Fleet	\$10M
Operations and Training	\$267.8M
State Maritime Academy Operations	\$125.8M
Assistance to Small Shipyards	\$8.8M
Safety and Operations	\$267.8M

Transit

Program	Amount
Obligation Limitation for BIL Contract Authority Programs	\$14.0B
Transit Infrastructure Grants	\$45.6M
Technical Assistance & Resources to Tribes through the National Rural Transportation Assistance Program	N/A
Ferry Boat Grants	N/A
Operation and Maintenance of Bus Testing Facilities	N/A
Support to Accelerate the Adoption of Zero Emission Buses in Public Transit	N/A
Community Project Funding/Congressionally Directed Spending	N/A
Ferry Service for Rural Communities	N/A
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

Note: Breakdown of Transit Infrastructure Grants Not Available (N/A) for FY2025

Aviation

Program	Amount
Obligation Limitation for BIL Contract Authority Programs	\$4.0B
FAA's Essential Air Service Program	\$450.0M
FAA Operations	\$13.1B
FAA Facilities and Equipment	\$3.6B
Research, Engineering and Development	\$280.0M
Grants in Aid for Airports	\$532.4M

RAISE

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

Safety

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

Maintenance Responsibility Guidelines

State / US Routes Maintenance Items	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 Maintenance Item	Ohio Revised Code Section(s)	Outside of Village or City	Within Village Corp Limits	Within City Corp Limits
Interstate Routes (all aspects including bridges and culverts above and below Interstate)	23 USC 101 23 USC 116	ODOT	ODOT	ODOT

- (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 ¹	Major Maintenance Responsibility ²
Interstate	Any	ODOT	ODOT	ODOT
State Route ³	Interstate	ODOT	City/Village	ODOT
State Route ³	State Route ³	ODOT	City / Village	ODOT
State Route ³	County Road	ODOT	City / Village / County	ODOT
State Route ³	City / Village Road	ODOT	City / Village	ODOT
State Route ³	Railroad	ODOT	City / Village	ODOT
State Route ³	Abandoned RR /Private Road	ODOT	City / Village	ODOT
State Route ³	Water / Ditch	ODOT	City / Village	ODOT
State Route ³	Other (utility, pedestrian, building)	ODOT	City / Village	ODOT
County Road	Interstate	ODOT	ODOT	ODOT
County Road	State Route ³	ODOT	City / Village / County	ODOT
City / Village	Interstate	ODOT	City / Village	ODOT
City / Village	State Route ³	ODOT	City / Village	ODOT
Railroad 49 CFR Part 237	Interstate	ODOT	Railroad ⁴	Railroad ⁴
Railroad 49 CFR Part 237	State Route ³	ODOT	Railroad ⁴	Railroad ⁴
Other (utility, pedestrian, building)	Interstate	ODOT	Other / City / Village	Other / City / Village
Other (utility, pedestrian, building)	State Route ³	ODOT ODOT	Other / City / Village	Other / City / Village

OUTSIDE MUNICIPALITY (ORC 5501.11)

Route on Bridge	Route Under Bridge	Inspection Responsibility	Routine Maintenance ¹	Major Maintenance Responsibility ²
Interstate	Any	ODOT	ODOT	ODOT
State Route ³	Interstate	ODOT	ODOT	ODOT
State Route ³	State Route ³	ODOT	ODOT	ODOT
State Route ³	County Road	ODOT	ODOT	ODOT
State Route ³	City / Village Road	ODOT	ODOT	ODOT
State Route ³	Railroad	ODOT	ODOT	ODOT
State Route ³	Abandoned RR /Private Road	ODOT	ODOT	ODOT
State Route ³	Water / Ditch	ODOT	ODOT	ODOT
State Route ³	Other (utility, pedestrian, building)	ODOT	ODOT	ODOT
County Road	Interstate	ODOT	ODOT	ODOT
County Road	State Route ³	ODOT	County	ODOT
Township Road	Interstate	ODOT	ODOT	ODOT
Township Road	State Route ³	ODOT	County	ODOT
Railroad 49 CFR Part 237	Interstate	ODOT	Railroad ⁴	Railroad ⁴
Railroad 49 CFR Part 237	State Route ³	ODOT	Railroad ⁴	Railroad ⁴
Other (utility, pedestrian, building)	Interstate	ODOT	Other	Other
Other (utility, pedestrian, building)	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 most 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 2025

(Amounts expressed in millions)

Districts 1–6

WORK TYPE	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6
PAVEMENT	\$ 21.41	\$ 43.69	\$ 54.55	\$ 67.16	\$ 30.93	\$ 60.49
2-LANE (Amount)	\$ 7.80	\$ 41.84	\$ 26.49	\$ 20.11	\$ 13.55	\$ 12.31
GREATER THAN 2-LANES (Amount)	\$ 13.07	\$ 1.85	\$ 16.33	\$ 29.04	\$ 4.73	\$ 4.12
INTERSTATE (Amount)	\$ -	\$ -	\$ 11.72	\$ 17.28	\$ 4.12	\$ 43.72
OTHER PAVEMENT (Amount)	\$ 0.53	\$ -	\$ -	\$ 0.72	\$ 8.53	\$ 0.34
TOTAL LANE MILES	169.73	740.98	557.30	682.10	495.90	344.32
BRIDGES	\$ 15.52	\$ 5.99	\$ 8.87	\$ 26.05	\$ 8.92	\$ 83.88
CULVERTS	\$ 0.32	\$ 0.64	\$ 3.59	\$ 3.18	\$ 0.93	\$ 1.09
LOCAL GOVERNMENT PROJECTS	\$ 8.87	\$ 51.37	\$ 23.28	\$ 100.21	\$ 16.70	\$ 27.97
SAFETY/EMERGENCY	\$ 11.46	\$ 8.39	\$ 43.64	\$ 10.24	\$ 13.64	\$ 1.22
NEW/MAJOR CONSTRUCTION	\$ 4.35	\$ 36.87	\$ 120.33	\$ 60.99	\$ 60.91	\$ 192.73
OTHER PROJECT TYPES ⁽¹⁾	\$ 7.96	\$ 21.50	\$ 8.29	\$ 21.44	\$ 11.62	\$ 21.29
HIGHWAY RELATED TOTAL	\$ 69.90	\$ 168.46	\$ 262.54	\$ 289.27	\$ 143.65	\$ 408.67
TRANSIT ⁽²⁾	\$ 5.02	\$ 11.54	\$ 6.32	\$ 7.09	\$ 17.84	\$ 10.67
AVIATION	\$ 0.20	\$ 0.64	\$ -	\$ 0.13	\$ 0.85	\$ 0.94
MODAL TOTAL	\$ 5.21	\$ 12.18	\$ 6.32	\$ 7.21	\$ 18.69	\$ 11.61
GRAND TOTAL	\$ 75.11	\$ 180.64	\$ 268.86	\$ 296.48	\$ 162.34	\$ 420.27

Districts 7–12

WORK TYPE	DISTRICT 7	DISTRICT 8	DISTRICT 9	DISTRICT 10	DISTRICT 11	DISTRICT 12	TOTAL
PAVEMENT	\$ 49.57	\$58.84	\$ 40.23	\$ 39.08	\$ 35.63	\$ 18.32	\$ 519.91
2-LANE (Amount)	\$ 26.17	\$ 14.56	\$ 15.38	\$ 27.40	\$ 27.44	\$ 6.63	\$ 239.68
GREATER THAN 2-LANES (Amount)	\$ 13.70	\$ 13.64	\$ 24.01	\$ 0.73	\$ 7.12	\$ 9.54	\$ 137.90
INTERSTATE (Amount)	\$ 8.57	\$ 24.12	\$ -	\$ 2.78	\$ -	\$ 2.15	\$ 114.47
OTHER PAVEMENT (Amount)	\$ 1.12	\$ 6.52	\$ 0.85	\$ 8.18	\$ 1.06	\$ -	\$ 27.86
TOTAL LANE MILES	597.65	289.17	241.90	229.62	301.71	326.35	4,976.72
BRIDGES	\$ 19.06	\$ 65.75	\$ 6.43	\$ 7.95	\$ 12.59	\$ 97.08	\$ 358.09
CULVERTS	\$ -	\$ 5.48	\$ 3.83	\$ 3.39	\$ 1.86	\$ 3.43	\$ 27.73
LOCAL GOVERNMENT PROJECTS	\$ 33.63	\$ 99.84	\$171.70	\$ 295.97	\$ 65.37	\$ 43.77	\$ 938.67
SAFETY/EMERGENCY	\$ 7.01	\$ 26.37	\$ 6.10	\$ 16.31	\$ 7.58	\$ 31.62	\$ 203.58
NEW/MAJOR CONSTRUCTION	\$ 4.22	\$ 91.02	\$ -	\$ 1.85	\$ 10.52	\$ 229.97	\$ 813.76
OTHER PROJECT TYPES ⁽¹⁾	\$ 3.36	\$ 17.90	\$ 9.84	\$ 12.57	\$ 12.33	\$ 10.59	\$ 158.68
HIGHWAY RELATED TOTAL	\$ 116.84	\$ 365.20	\$ 238.14	\$ 377.12	\$ 145.87	\$ 434.78	\$ 3,020.43
TRANSIT ⁽²⁾	\$ 10.28	\$ 9.60	\$ 10.15	\$ 7.70	\$ 5.62	\$ 8.36	\$ 110.16
AVIATION	\$ 1.20	\$ 0.84	\$ 0.07	\$ 0.75	\$ 0.25	\$ 0.52	\$ 6.38
MODAL TOTAL	\$ 11.47	\$ 10.44	\$ 10.21	\$ 8.46	\$ 5.86	\$ 8.88	\$ 116.55
GRAND TOTAL	\$ 128.31	\$ 375.64	\$ 248.35	\$ 385.57	\$ 151.74	\$ 443.66	\$ 3,136.97

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's Public Transportation Transit Projects Map


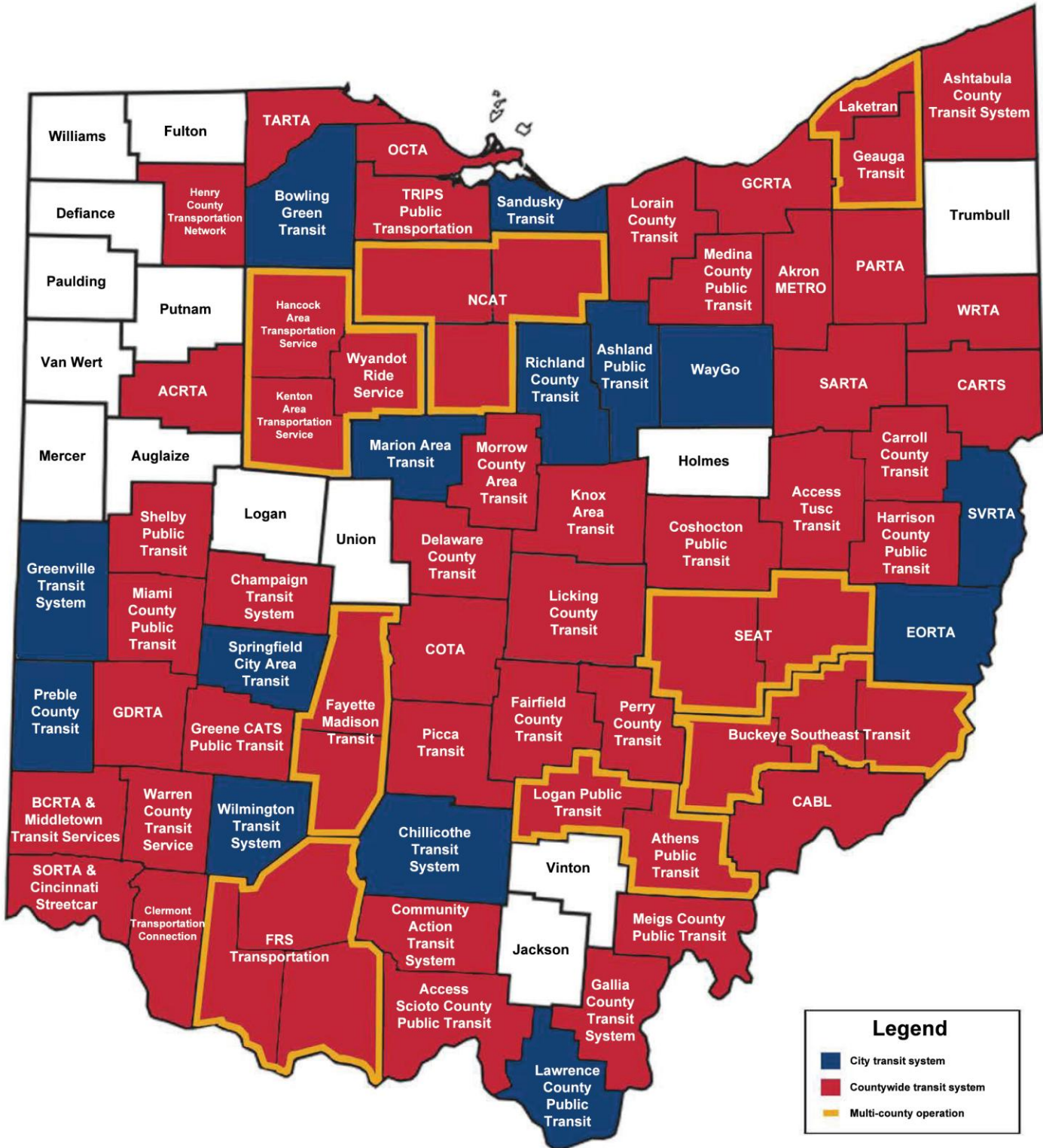
Allen County Regional Transit Authority (ACRTA)
 Provided \$400K to expand operations with Allen County



Greater Cleveland Regional Transit Authority (GCRTA)
 Provided \$9.2M to replace GCRTA railcars with ones that can be used on both heavy & light rail




Wooster-Wayne Community Transit (WAYGO)
 Provided \$147K to the City of Wooster's new county-wide transit service for 2 new vehicles

Legend

- City transit system
- Countywide transit system
- Multi-county operation

Southwest Ohio Regional Transit Authority (SORTA)
 Provided \$1.6M to replace 7 existing Light Transit Vehicles for SORTA's Micro Transit Service



Butler County Regional Transit Authority (BCRTA)
 Provided \$1.25M for a new bus storage and washing facility



Jackson County Transit
 Provided \$410K for 5 new vehicles to establish Jackson County's new public transit system

Ohio's General Aviation Map & 2025 Airport Improvements

Akron Fulton International – Replacement of Windcone

Butler County Regional – Rehabilitate Runway 11-29 Lighting

Lake County Exec. – Obstruction Removal (Trees) Runways 5 & 23

Licking County Regional – Rehabilitate Runway 9-27 Lighting

Wilmington Air Park – Runway 4L ILS Glide Slope Replacement

Union County – Replace AWOS and Power Cable

Ohio University – Replace AWOS

Erie-Ottawa International – Rehabilitate Taxiway B Lighting

Wood County Regional – Replace AWOS III P/T

Darke County – Replace AWOS

James A. Rhodes – Rehabilitate Runway Pavement Markings

Bluffton - Rehabilitate Taxiway Lighting

Holmes County – Replace AWOS III P/T

Cuyahoga County – Apron Rehabilitation, Phase 3

Knox County - Rehabilitate Runway 10-28 Lighting

Ohio State Univ. – Improve Airfield Drainage Runway

Morrow County - Rehabilitate Runway Lighting

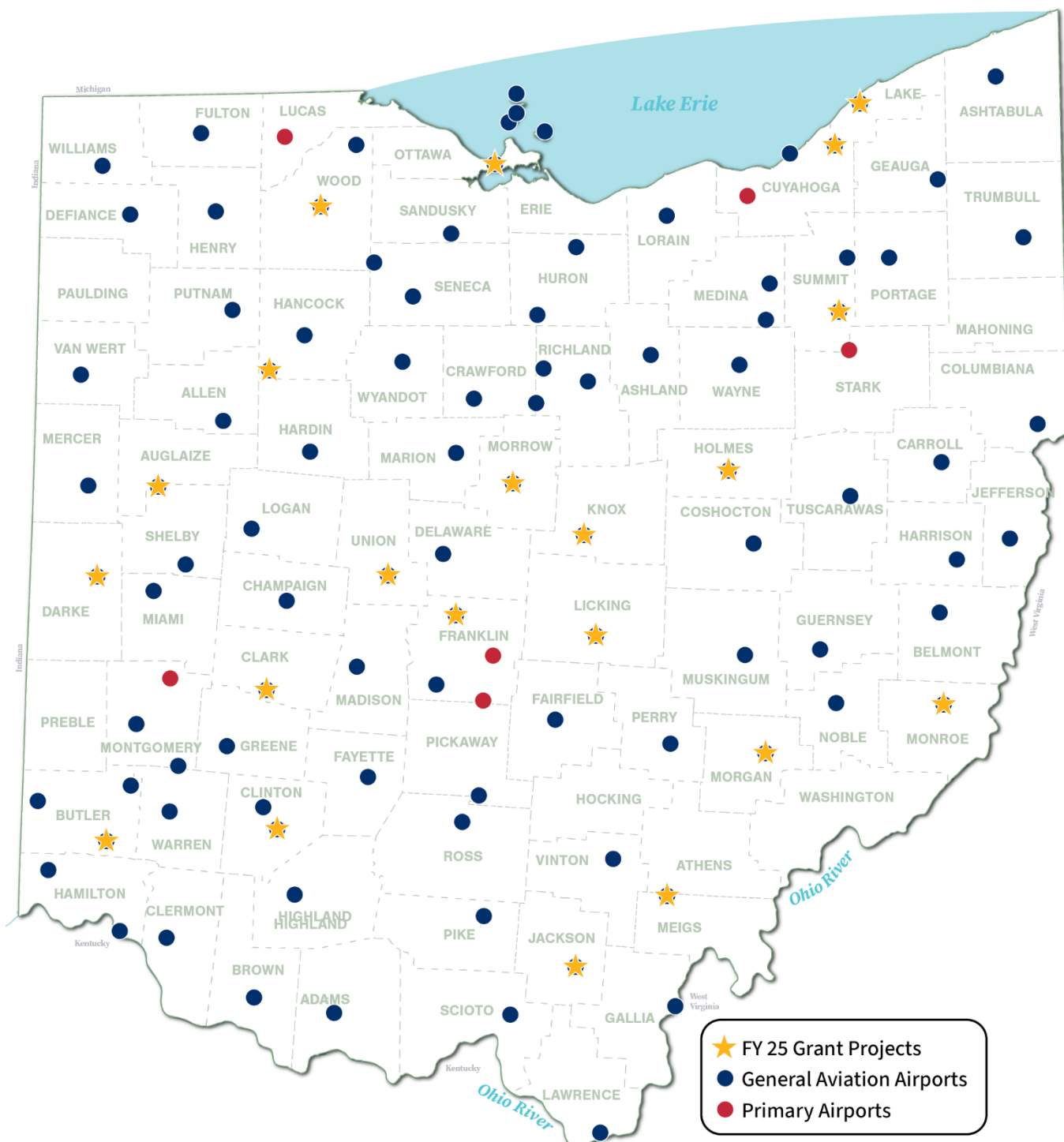
Licking County Regional – Replace REILs Runway 9-27

Monroe County – Rehabilitate Runway Pavement Markings

Neil Armstrong – Rehabilitate Apron Pavement, Phase 3

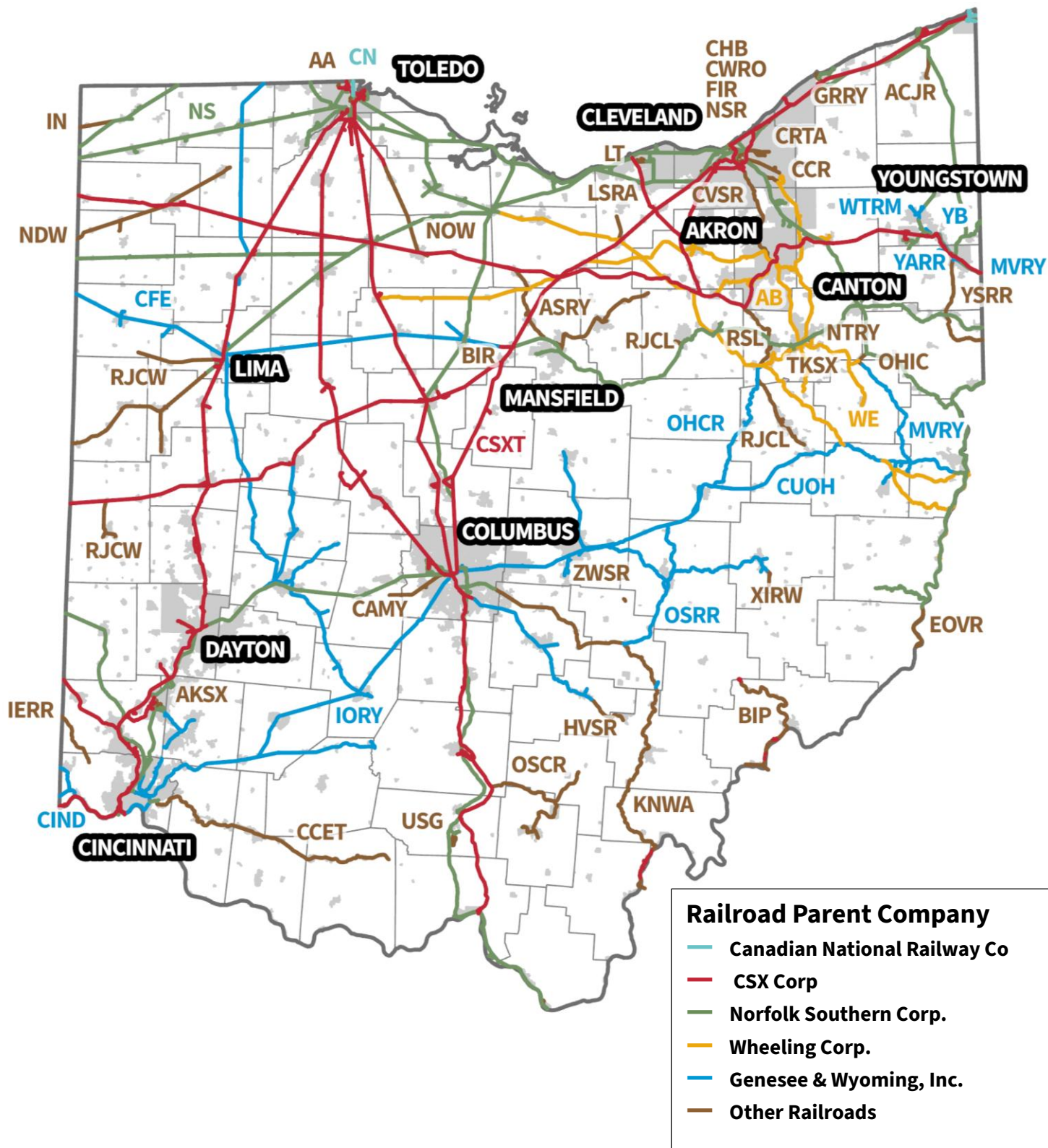
Springfield-Beckley Muni. – Rehab. Taxiways & Lighting

Morgan County – Rehabilitate Runway 12-30 Lighting



Ohio's Rail Network Map

Active Lines in FY 2025



Transportation Program Funding Sources

	AGENCY/ PROJECT TYPE Eligible Uses	MPO	MPO	MPO	MPO	CEAO	CEAO	CEAO	ODOT	ODOT	ODOT	ODOT	ODOT	ODOT	ODOT	ODOT	ODOT	ODOT	ODOT	OPWC
		CMAQ	STBG	TAP	CRP	STBG	HSIP	LBR	SAFETY	SMALL CITY	LOCAL MAJOR BRIDGE	TAP	MUNI-CIPAL BRIDGE	GRANTS	SIB	J & C	TID	CRP	PROTECT	
A	Roads																			
1	Maintenance		0		0	0	0		0	X	X	0	X		X	0	0	0	0	
2	Capacity Expansion		X			X	0		0	X	X	0	X		X	0	0		0	X
3	Turn Lanes	0	X		0	X	0		0	X	X	0	X		X	0	0	0	0	X
B	Street Lighting		X	X	0		0		0	X	X	0	X		0			0	0	0
C	Signalization	0	X		0	X	0		0	X	X	0	X		X			0	0	X
D	Sidewalks/Curbs	0	X	X	0		0		0	0	0	0	0		0			0	0	0
E	ROW Purchase	0	0	0	0				X						X		0	0	0	X
F	Utilities Installation	0	0	0	0	0	0	0	0	0	0	0	0		0			0	0	0
G	Bridge Replacement/Rehab		X	0	0	0	0	X	0		X	0	X		X			0	0	X
H	Environmental	0	X	0	0	0	0	0	X						0			0	0	X
I	Preliminary Design/Final Design	0	X	0	0				X						X	X	0	0	0	X
J	Noise Walls		0		0										0			0	0	
K	Safety	0	X		0	X	0		X	X					X			0	0	X
L	ADA Projects	0	X	0	0		0		0	0		0			0			0	0	X
M	Aviation													0	X				0	
N	Public Transportation																		0	
1	Capital	0	X		0									0	X			0	0	
2	Operations	0			0									0				0	0	
O	Bicycle/Pedestrian Facilities	0	X	X	0				0			X			X			0	0	0
P	Community Improvement Projects		X	0	0										X			0	0	X
Q	Water/Sewer	0	0	0	0	0	0		0	0					0			0	0	X
R	Rail/Rail Freight	0	0		0									0	0	0		0	0	
S	Track Maintenance/Expansion	0	0		0					0				0	0			0	0	

X - eligible | 0 - conditions apply to the use of the funds

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

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 if 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.