



OHIO DEPARTMENT OF TRANSPORTATION

BIENNIUM BUDGET



FY 2022/2023

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

Division of Finance

DIRECTOR'S SUMMARY LETTER



OHIO DEPARTMENT OF TRANSPORTATION

Mike DeWine, Governor

Jack Marchbanks, Ph.D., Director

1980 W. Broad Street, Columbus, OH 43223

614-466-7170

transportation.ohio.gov

October 14, 2020

Kimberly Murnieks
Director, Office of Budget and Management
30 E Broad Street, 34th Floor
Columbus, OH 43215

Director Murnieks:

I am pleased to present you with the Ohio Department of Transportation's (ODOT's) budget proposal for state fiscal years 2022 – 2023. The total proposal for the biennium is for \$6.5 billion.

Top priorities for the DeWine administration and ODOT focus on safety and improving Ohioans quality of life. The men and women of ODOT understand our vast transportation system impacts the lives of every Ohioan, every day. ODOT's mission is critical to the safe travel, welfare, and prosperity of our citizens and our cities, counties, villages, and townships. It's essential that we move people and products quickly, safely, and efficiently, to maintain and expand the state's economic development opportunities. ODOT is directly contributing to the well-being of all Ohioans by maintaining and building a robust transportation system.

Ohio's transportation projects are funded through two primary sources: Federal Highway Funding and the state motor fuel tax. The increase of Ohio's state motor fuel tax with the passage of House Bill 62 in 2019 was a much-needed infusion of new revenue for Ohio's highway construction and maintenance program which was facing projected operational deficits.

The COVID-19 outbreak, however, caused a significant drop in traffic volumes in the state as people stayed home to slow the spread of the virus. At one point in the spring, traffic volume had declined nearly 50 percent compared to 2019. More recently traffic numbers have started inching back up with the re-opening of businesses and the re-start of other activities. This drop in traffic will result in revenue that is lower than initial projections due to a reduction in the consumption of motor fuel in the state. The loss of projected funding for April 2020 through July 2020 combined equated to roughly \$125 million.

For this FY22-23 budget proposal, ODOT is anticipating a revenue reduction of 9 percent (\$174 million) from previous estimates for FY22 and a reduction of 8 percent (\$159 million) for FY23.

This proposal will allow ODOT to continue to take care of all planned highway maintenance and preservation work. We will also continue to fund our highway safety at pre-pandemic levels. This budget provides for a modest amount of funding for additional improvements of the existing highway network. The funding will be used to continue work on projects that have already started moving forward, however, new expansion project applications are not being considered at this time.

Excellence in Government

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SAFETY

The mission of the department is to provide for the safe and easy movement of people and goods from place to place, and safety is at the core of everything we do. Thanks to the additional revenue provided by House Bill 62, Ohio now boasts the third largest highway safety program in the United States. The additional funding is being used to address problems at 150 problematic intersections throughout the state as well as providing funding to local governments to address pedestrian safety concerns.

We have also worked hard to identify innovative ways to deliver our safety projects, cutting months and years off the time it would typically take to identify a problem area and then design and construct a solution to address the problem. Better data, electronic resources, and creative thinking are all helping the agency be better able to quickly address safety concerns on our roadways.

Despite funding reductions due to the COVID-19 outbreak, ODOT is prioritizing our investment in safety projects and is not proposing any reductions to the planned highway safety program.

OPERATIONAL EFFICIENCIES

During the last budget cycle I committed to both Governor DeWine and the legislature that ODOT would work to find \$100 million dollars in savings over four years. That endeavor is more important now than ever. To date there have been more than 1,300 ideas generated from ODOT employees and we are moving on roughly \$36 million in savings. Suggested alterations in our snow and ice control operations have already resulted in nearly \$7.5 million in savings. The department is also seeking changes that will help us reallocate dollars to be better invested in highway maintenance activities.

DRIVEOHIO

This proposal also includes modest funding for DriveOhio. We are keenly aware there is a paradigm shift underway in the transportation industry. Legacy companies are pivoting to new ways of doing business and startups are entering the market. DriveOhio is their one-stop connection to the various regulatory entities in Ohio.

DriveOhio is working to make Ohio roadways safer by utilizing smart mobility technology solutions. Working with federal regulators such as the U.S. Department of Transportation, state partners like InnovateOhio, and local communities like Marysville and Dublin we are developing technology solutions to solve transportation challenges. Looking to the future, as automated and connected vehicle technology matures, the ecosystem that DriveOhio has developed in coordination with institutions like the Transportation Research Center, Inc. (TRC) in East Liberty and the Air Force Research Laboratory (AFRL) at Wright Patterson Air Force Base in Dayton will provide Ohioans an advantage as they compete in an ever changing economy.

CONCLUSION

In conclusion, as we weather the COVID-19 pandemic, ODOT is committed to utilizing data, technology, and international best practices to maximize every dollar we receive. This budget proposal includes the funding necessary to continue to address critical maintenance needs on the state highway system and make needed safety updates. By doing so, we will emerge from these challenging times ready to advance the invaluable infrastructure upon which our mobility and economy depends.

Sincerely,



Jack Marchbanks, Ph.D.,

Director

Ohio Department of Transportation

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Rail Development Commission

Mike DeWine, Governor
Jon Husted, Lt. Governor

Scott Corbitt, Chairman

October 14, 2020

Kimberly Murnieks
Director
Office of Budget and Management
30 East Broad Street, 34th Floor
Columbus, Ohio 43215

Dear Director Murnieks,

Thank you for the opportunity to submit the FY 2022-2023 budget for the Ohio Rail Development Commission (ORDC). ORDC plays a critical role in helping the state to leverage the economic opportunities provided by rail service and to mitigate the safety and quality of life concerns that arise because of rail operations around the state.

As directed, ORDC has prepared two scenarios for the upcoming biennium. In the fully-funded Continuing Priorities Request, ORDC's request is \$21.1 million for each year of the biennium. This budget level will allow ORDC to continue its activities supporting rail-related economic development and grade crossing safety at current levels. In the Reduction Scenario Request, flexible rail grant funding is reduced by 28% percent from the FY21 appropriated level to a total agency request of \$20.5 million per year, which will limit the state's ability to respond to urgent economic development priorities.

ORDC's budget is used to assist the state's economic development efforts and improve public safety at railway-highway crossings through capital investments in rail infrastructure. At approximately 5,200 miles and with 12 intermodal terminals, Ohio's network of active rail lines is the fourth most extensive in the nation, behind those of Texas, Illinois, and California. Unlike highways, rail infrastructure is often sold or abandoned if its use does not justify the costs to maintain and operate it, so the high rail mileage reflects the close integration of rail with Ohio's economy. In fact, Ohio is ranked among the top 10 states in *originating* tonnage of coal; farm products; crushed stone, sand, and gravel; intermodal; food products; metallic ores; primary metal products; and waste/scrap. Ohio is also ranked among the top 10 in *terminating* tonnage of coal; chemicals; intermodal; crushed stone, sand, and gravel; food products; metallic ores; and waste and scrap. Including the impact of employee spending and spending across industries, the freight rail industry contributes \$2.8 billion to Ohio's economy annually.

Unfortunately, Ohio is also ranked in the top ten among states for grade crossing crashes. The combination of Ohio's extensive rail network and its expansive highway network results in approximately 5,700 public, at-grade railroad-highway crossings in the state. Ohio experiences an average of 67 – 69 crashes per year based on rolling averages. This is down from triple digit numbers in the mid-2000s, declining through 2012 to reach today's averages. The reduction in crashes is an indicator that the grade crossing safety programs managed by the state are producing results.



Maximizing Economic Opportunities

ORDC's Freight Rail Development Program provides the only dedicated funds for rail-related economic development in the state. In FY19-20, ORDC worked with JobsOhio, its network of regional affiliates, local economic developers, and other entities to provide direct funding assistance to 39 projects. Recipients were awarded a total of \$6.9 million in grant funds and \$2.2 million in loans. These projects are contracted to create or retain over 1,700 jobs. In addition, the approved projects will support

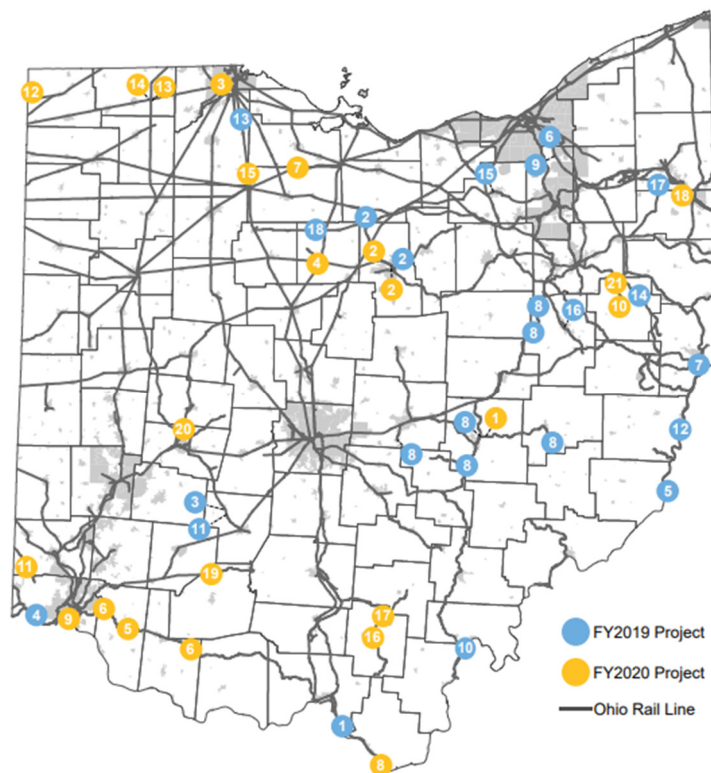


Figure 1. FY2019-2020 Freight Rail Development Projects.
Further detail is available [here](#).

another 7,400 jobs and leverage \$162 in other investment for every \$1 of ORDC funding. Nearly 98% of the \$1.47 billion in other investment leveraged by ORDC's funding will come from private sources. See Figure 1 for the locations of projects approved in FY19-20.

Flexible funding is critical to the Freight Rail Development Program's ability to respond to economic development opportunities. Funding levels have fluctuated over recent biennia, and ORDC appreciates the efforts by Governor DeWine and OBM to restore appropriations to historic levels prior to the pandemic-related reductions. ORDC has been able to use the Rail Development Fund, Fund 4N40, to offset reductions in GRF funding. In the Reduction Scenario Request for FY22-23, ORDC proposes further use of Fund 4N40 to offset the GRF reduction. This funding shift is not sustainable in the long-term but will help ORDC capitalize on project opportunities in the short-term.

leverage private investment for competitive federal grant opportunities. Just last month, the Federal Railroad Administration announced the award of four Consolidated Railroad Infrastructure and Safety Improvement (CRISI) grants to the ORDC. These projects will improve railroad infrastructure and enhance safety around the state. The project grants awarded to ORDC leverage \$11.6 million in federal funds and \$9.3 million in private railroad investment with total state matching funds of \$1.6 million.

Additionally, in the last three years, ORDC has been awarded three other competitive federal grants. These include a \$16.25 million US Department of Transportation Infrastructure for Rebuilding America (INFRA) grant award that supports JobsOhio's efforts to attract PTT Global Chemical's potential, multi-billion-dollar chemical plant to Belmont County. This INFRA grant award was the only one in Ohio during that funding cycle.

Maintaining flexible freight rail grant funding positions Ohio to effectively compete with other states for private investment by railroads and by companies that use rail service. In the coming biennium, ORDC will continue our efforts to support rail-related economic development in Ohio to maximize job creation and retention efforts and business investment, in short, the public benefits of freight rail transportation.

An excellent example of the use of this flexible freight rail grant funding is to

Mitigating Safety Concerns and Community Impacts

Ohio's rail and highway networks meet at many public, at-grade railroad-highway crossings. As of 2020, there are approximately 5,700 at-grade vehicular public crossings, of which 59% have lights and gates, 31% have passive systems such as crossbucks and 10% have flashing lights.

ORDC funded safety upgrade projects at 115 locations in FY19-20, which consisted of 93 warning device improvements, 5 grade crossing closures, 11 grade crossing surface reconstructions and 13 other safety improvements. Crossings are considered for upgrades based on criteria that include a calculated hazard ranking, the occurrence of vehicle-train crashes, constituent requests, railroad requests, and risks of vehicles being queued on the tracks due to traffic backups. See Figure 2 for the locations of funded projects during FY19-20.

In the coming biennium, ORDC will continue to partner with ODOT, the Public Utilities Commission, railroads, federal agencies, and other stakeholders to reduce incidents at crossings. Funding at the requested levels will provide continuity of the grade crossing safety activities in FYs 2020-2021. The number of projects that will be approved and completed will vary depending on individual project characteristics.

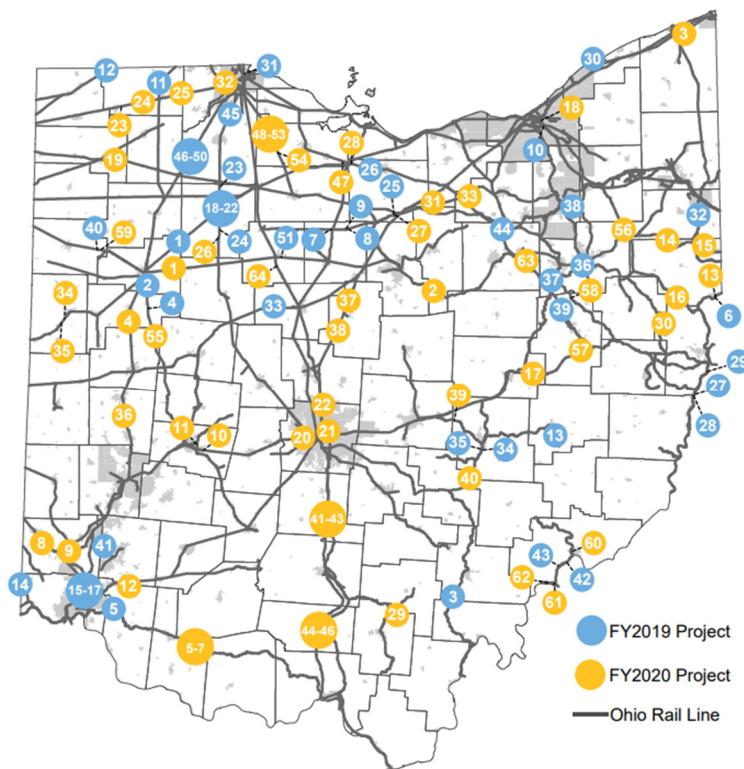


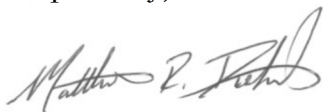
Figure 2. FY2019-2020 Grade Crossing Safety Projects.
Further detail is available [here](#).

Ongoing initiatives include reviews of high-hazard crossings for engineering improvements beyond lights and gates and consideration of pedestrian treatments to allow safe crossings by non-vehicle users. In addition, ORDC will incorporate new data from the Adaptive Capacity Study to give context to the challenges that occupied crossings pose to Ohio communities.

Conclusion

In addition to direct project funding, ORDC provides coordination of railroad interaction for ODOT roadway projects and technical assistance to local governments with rail-related economic development, safety, quality-of-life, and coordination activities. ORDC's economic development activities and grade crossing safety programs help Ohio take advantage of the benefits of rail transportation while mitigating the concerns that face Ohio communities. I appreciate the opportunity to present ORDC's budget and look forward to your assistance in strengthening these programs to maintain Ohio's ability to assist Ohio businesses and communities.

Respectfully,



Matthew Dietrich
Executive Director

INDEX TO BUDGET REQUEST

OHIO DEPARTMENT OF TRANSPORTATION

Index to Budget Request

Agency Table of Organization

Department of Transportation

Ohio Rail Development Commission

Agency Staffing Table

Executive Agency Budget Request - Summary (A|B) (BPM-0004)

Executive Agency Budget Request - Detail (A|B) (BPM-0004)

Program Narrative - Required Questions and BI Reports (A|B) (BPM-0002)

Transportation Planning & Research

4900B - Planning & Research Operating

4901B - Planning & Research Contracts

Highway Transportation

4920B - Highway Operating

4921B - Preservation Pavement & Bridges

4922B - Safety

4923B - Local Government Programs

4924B - Major New

4925B - Other Construction Programs

4926B - Highway Maintenance Contracts

Public Transportation

4940B - Public Transit Operating

4941B - Public Transit Assistance

4942B - Elderly & Disabled Assistance

4943B - Technical Assistance

Rail Transportation

4961B - Rail Development Grant and Loan Program

4962B - Rail Highway Grade Crossing

Maritime

4970B - Maritime Assistance

Aviation

4980B - Aviation Operating

4981B - Aviation Improvement Program

4982B - Aviation SIB Loans

Program Administration

4990B - Administration Operating

OHIO DEPARTMENT OF TRANSPORTATION

Index to Budget Request

ALI Budget Request (Operating A|B)

771411 - Planning & Research-State
771412 - Planning & Research-Federal
772421 - Highway Construction-State
772422 - Highway Construction-Federal
772424 - Highway Construction-Other
772426 - Highway Infrastructure Bank-Federal
772427 - Highway Infrastructure Bank-State
772428 - Highway Infrastructure Bank-Bonds
772431 - Roadway Infrastructure Bank-State
772723 - Highway Construction-Bonds
773431 - Highway Maintenance-State
775452 - Public Transportation-Federal
775454 - Public Transportation-Other
775470 - Public Transportation-State
776462 - Grade Crossings-Federal
776465 - Rail Development
776664 - Rail Transportation-Other
776670 - Ohio Maritime Assistance Program
777471 - Airport Improvements-State
777475 - Aviation Administration
777477 - Aviation Infrastructure Bank-State
779491 - Administration-State

Fund Activity Summary Questions and BI Reports (A|B) (BPM-0003)

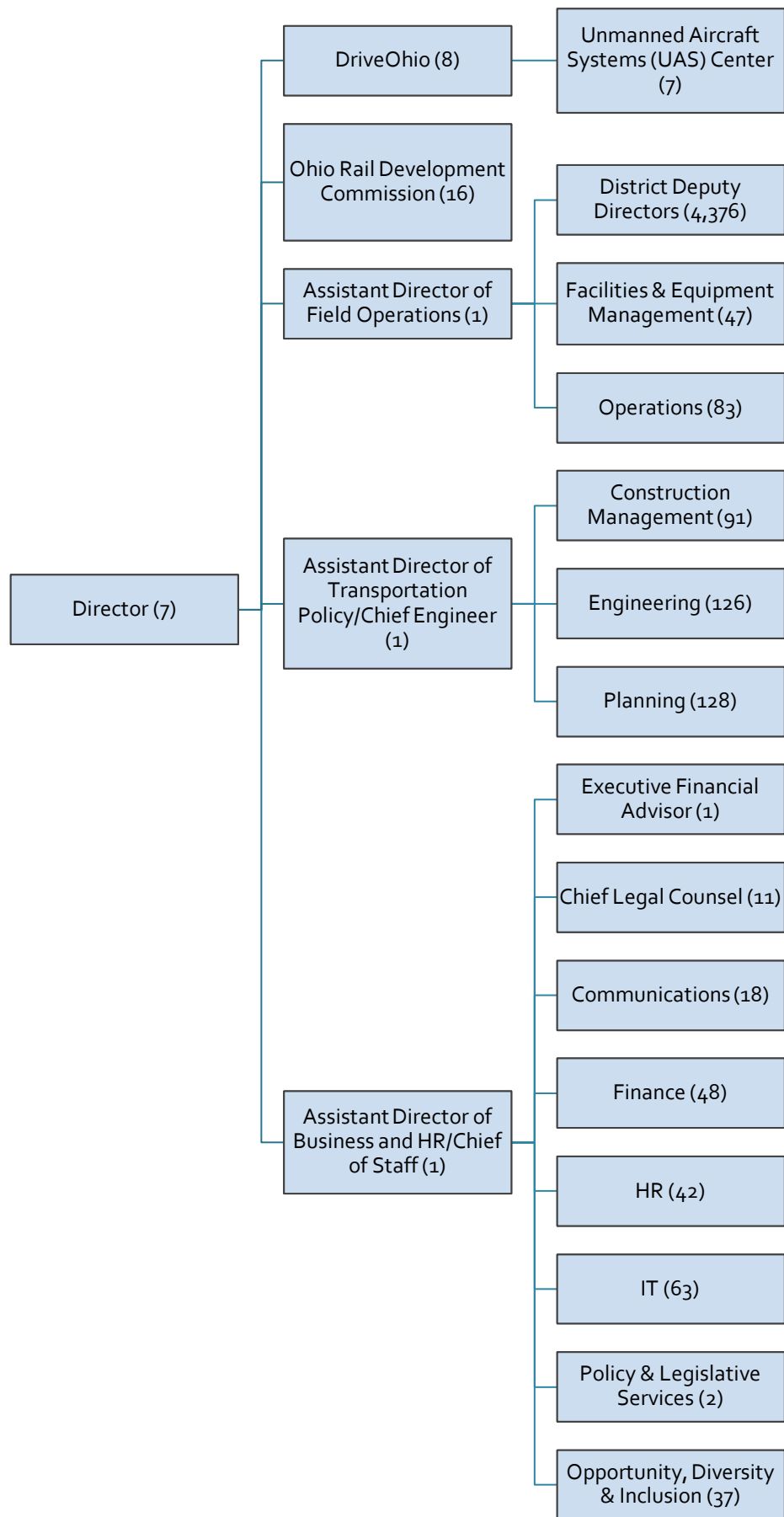
2120 - Highway/Transit Infrastructure Bank
2130 - Aviation Infrastructure Bank
4N40 - Rail Development
5QT0 - Ohio Maritime Assistance Program
5W90 - County Airport Maintenance Assistance
7002 - Highway Operating
7042 - Highway Capital Improvement
7045 - Infrastructure Bank Obligation

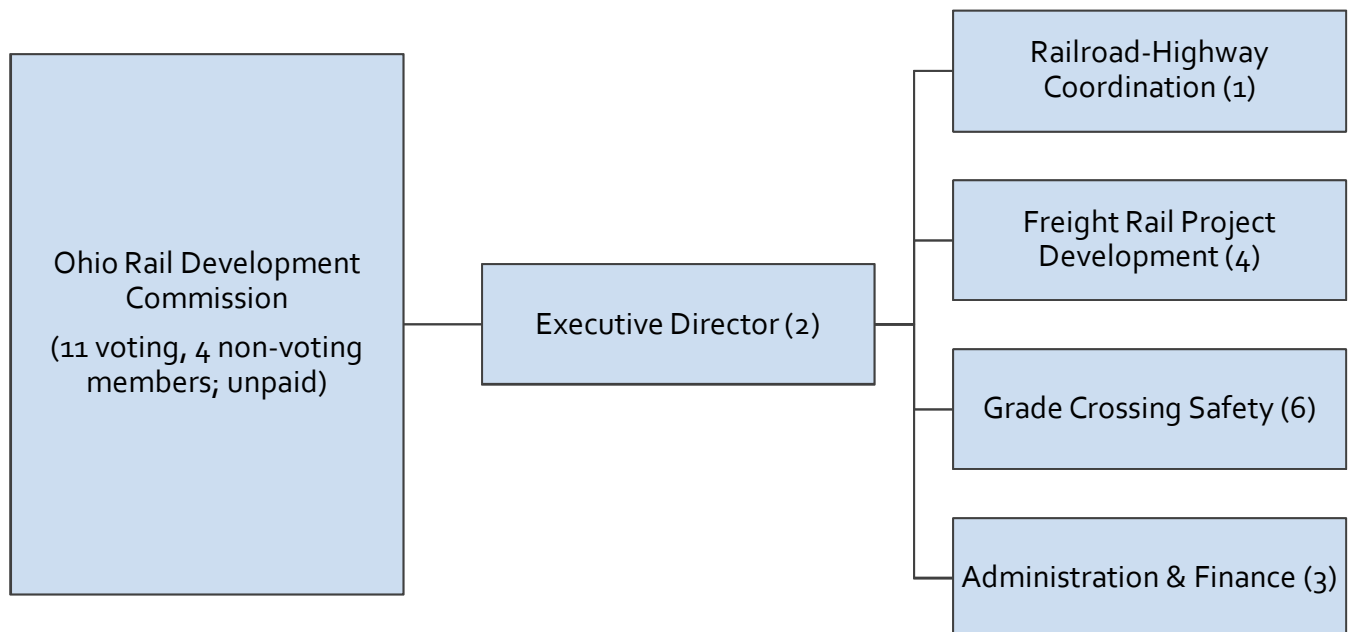
Agency Fee Changes

Agency Compliance with Customer Service Standards Questionnaire

Strategic IT Budget Workbook

TABLE OF ORGANIZATION





AGENCY STAFFING REQUIREMENTS TABLE

Appendix I: Agency Staffing Table

Agency	DOT											
Date	10/14/2020											
Agency	Program Number	Program Name	FTE Status	Actual FY 2020	Budget FY 2021	Estimate FY 2021	Reduction Request (Operating A) FY 2022	Reduction Request (Operating A) FY 2023	Continuing Priorities Request (Operating B) FY 2022	Continuing Priorities Request (Operating B) FY 2023	Count Change FY20-FY23	% Change FY20-FY23
DOT	4900B	Planning & Research Operating	Filled FTE	109	113	111	113	113	113	113	4	4%
DOT	4920B	Highway Operating	Filled FTE	4245	4275	4255	4265	4265	4265	4265	20	0%
DOT	4940B	Public Transit Operating	Filled FTE	2	2	2	2	2	2	2	0	0%
DOT	4941B	Public Transit Assistance	Filled FTE	5	6	6	6	6	6	6	1	20%
DOT	4942B	Elderly & Disabled Assistance	Filled FTE	1	1	1	1	1	1	1	0	0%
DOT	4943B	Technical Assistance	Filled FTE	6	6	6	6	6	6	6	0	0%
DOT	4961B	Rail Development/Grant Loan	Filled FTE	7	7	7	7	7	7	7	0	0%
DOT	4962B	Rail Highway Grade Crossing	Filled FTE	9	9	9	9	9	9	9	0	0%
DOT	4980B	Aviation Operating	Filled FTE	26	24	24	24	24	24	24	-2	-8%
DOT	4990B	Administration Operating	Filled FTE	451	479	475	470	470	470	470	19	4%
DOT	99999	Total Vacant FTEs	Vacant FTE	252	169	169	211	211	211	211	-41	-16%

FTE Summary	Sub-Total Filled FTEs		4861	4922	4896	4903	4903	4903	4903	42	1%
	Sub-Total Vacant FTEs		252	169	169	211	211	211	211	-41	-16%
	Total		5113	5091	5065	5114	5114	5114	5114	1	0%

AGENCY-WIDE HEADCOUNT	Full Time Permanent		4873	4922	4896	4903	4903	4903	4903	30	1%
	Part Time Permanent		3	3	3	3	3	3	3	0	0%
	Intermittent		97	586	586	600	600	600	600	503	519%
	All Other		7	8	8	8	8	8	8	1	14%
	Headcount Total		4980	5519	5493	5514	5514	5514	5514	534	11%

Notes: Actual FY 2020	FY 2020 Actuals include all employees from PAY-007 SOPPS payroll projection report as of 6/20/20. ODOT has 8 Board Members which are included in the All Other Agency Wide Headcounts. The June DAS Monthly report understates the historical number of intermittents due to the COVID-19 pandemic. Also, many of ODOT's intermittents are hired in for the winter to support snow & ice removal.
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Notes: Budget/Estimate FY 2021	The budgets for FY 2021 were started in early February and were developed before the COVID-19 pandemic with the expectations that vacancies would be filled throughout the year. After the pandemic, a "hiring freeze" was instituted so as employees have retired or left the department have not been filled. The intermittent positions were approved thru the HR Department working with OBM. This includes 118 Interns and and 468 intermittents who will assist the Department in snow & ice operations. ODOT utilized internal Planning & Budgeting Cloud Services (PBCS) to calculate the FY 21 Budget/Estimate. The PBCS system is utilized for the Annual Budget, Biennium Budget, and Payroll Projection.
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Notes: Request FY 2022 / FY 2023	ODOT's requests assume there will be turnover and vacancies being filled continuously throughout each fiscal year with the assumption that the "hiring freeze" will be lifted. ODOT has been diligent in filling vacancies over the past few years and it is anticipated that this pattern will continue in FY 2022 and 2023.
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Instructions:

General

1) Replace the example OBM programs above with your agency's B-level programs. Add or remove rows as necessary, and make sure to adjust the FTE Summary formulas to account for any added or deleted rows.

Filled FTE

2) The Actual FY 2020 column should be populated using SOPPS figures (BI Cognos Report PAY-0007, Column K) from the pay period end date 06/20/2020 report, which was the last paycheck processed against FY 2020 appropriations. If for some reason this report does not accurately portray your agency's filled FTE count (for example, if your agency's maximum number of non-permanent employees is not in early June), please populate using your own amounts and explain your method in the Notes: Actual FY 2020 section.

3) The Budget FY 2021 column should be filled in with each program's maximum filled FTE count that its FY 2021 appropriations could sustain. Please indicate in the Notes: Budget/Estimate FY 2021 section whether this includes an assumed level of turnover or vacancies.

4) The Estimate FY 2021 column should be filled in with an estimate of each program's filled FTE count at the end of the fiscal year or at some other, more representative time of year (see above).

5) The FY2022 and FY2023 columns (both for the Reduction Request and the Continuing Priorities Request) should reflect anticipated staffing levels for a fully funded request. This may or may not incorporate an assumed level of turnover or vacancies depending on how your agency budgets payroll.

Vacant FTE

6) All vacant FTEs throughout all of your agency's programs should be added together and entered under the program 99999 - Total Vacant FTEs.

7) The Actual FY2020 column should be the difference between you budgeted FTEs and the PPE 06/20/2020 SOPPS report of filled FTEs.

8) The Budget FY 2021, FY 2022, and FY 2023 columns should be zero unless your agency budgets payroll assuming a certain level of turnover or vacancies. Please indicate in the Notes: Budget/Estimate FY 2021 and/or Notes: Request FY 2022/FY 2023 sections if this is the case.

9) The Estimate FY 2021 column should be populated using a vacancy rate your agency has experienced through the course of the current fiscal year.

Agency-Wide Headcount

10) Board members who are employees (appointment type A or B) should be included in the All Other row.

11) FY 2020 Headcount information should be retrieved from DAS's monthly state employee trend reports. A link to these reports is provided below. Please use the June 2020 report for the Actual FY 2020 column. The Budget FY 2021 column should be filled in with the maximum number of employees that your agency's FY 2021 appropriations could support. The Estimate FY 2021 column should be filled in with an estimate of the agency's headcount at the end of the fiscal year (or at some other, more representative time of year (see above)), allowing for a level of vacancies your agency has experienced through the course of the current fiscal year. The FY 2022 and FY 2023 columns should reflect anticipated staffing levels for a fully funded request; this should incorporate no vacancies unless your agency budgets payroll assuming a certain level of turnover or vacancies. Please indicate in the Notes: Request FY 2022/FY 2023 section if this is the case.

Notes

12) Actual FY 2020, Budget/Estimate FY 2021, and Request FY 2022/FY 2023 notes should highlight any notable assumptions that affect your agency's presentation here, unusual staffing circumstances for one or more years reported in the table, anything that makes year-end pay periods unrepresentative for your agency's staffing recorded above, what different time of year you used to be more representative, and anything else that warrants explanation.

DAS

Monthly

State

Employee

Trends

<http://das.ohio.gov/Divisions/HumanResources/HRDOCBP/Policy/StateEmployeeData/StateEmployeeTrendReports.aspx>

EXECUTIVE AGENCY BUDGET REQUEST -
SUMMARY

State of Ohio
FY 2022 - 2023 Executive Agency Budget Request
Summary

BY BUDGET FUND GROUP	FY18 Actual	FY19 Actual	Chg % FY19- FY18	FY20 Actual	Chg % FY20- FY19	FY21 Estimated	Chg % FY21- FY20	FY22 Requested	Chg % FY22- FY21	FY23 Requested	Chg % FY23- FY22
Capital Projects	\$365,467,430	\$429,438,890	17.5	\$400,025,360	-6.8	\$105,191,252	-73.7	\$120,000,000	14.1	\$131,101,265	9.3
Dedicated Purpose	\$2,220,191	\$2,280,023	2.7	\$2,215,704	-2.8	\$4,383,770	97.8	\$3,495,800	-20.3	\$3,495,800	0.0
General Revenue	\$15,242,442	\$13,574,367	-10.9	\$49,441,778	264.2	\$21,531,650	-56.5	\$56,462,175	162.2	\$56,462,175	0.0
Highway Operating	\$2,787,449,546	\$2,884,958,650	3.5	\$3,042,535,185	5.5	\$2,241,154,050	-26.3	\$3,061,425,958	36.6	\$3,062,973,646	0.1
TOTALS	\$3,170,379,609	\$3,330,251,929	5.0	\$3,494,218,026	4.9	\$2,372,260,722	-32.1	\$3,241,383,933	36.6	\$3,254,032,886	0.4

BY EXPENSE CATEGORY	FY18 Actual	FY19 Actual	Chg % FY19- FY18	FY20 Actual	Chg % FY20- FY19	FY21 Estimated	Chg % FY21- FY20	FY22 Requested	Chg % FY22- FY21	FY23 Requested	Chg % FY23- FY22
Personal Services	\$451,523,058	\$468,476,067	3.8	\$485,635,747	3.7	\$494,851,334	1.9	\$515,168,076	4.1	\$527,102,938	2.3
Purchased Personal Services	\$51,939,253	\$42,418,417	-18.3	\$45,276,100	6.7	\$26,070,210	-42.4	\$40,570,967	55.6	\$41,565,002	2.5
Supplies and Maintenance	\$201,298,704	\$242,967,701	20.7	\$228,663,784	-5.9	\$187,675,618	-17.9	\$225,348,426	20.1	\$229,327,700	1.8
Equipment	\$60,936,955	\$60,156,336	-1.3	\$73,572,869	22.3	\$32,893,913	-55.3	\$60,745,900	84.7	\$60,995,900	0.4
Subsidies Shared Revenue	\$49,464,993	\$50,477,550	2.0	\$51,332,691	1.7	\$40,664,579	-20.8	\$61,711,742	51.8	\$62,586,501	1.4
Capital Items	\$2,169,910,409	\$2,245,221,175	3.5	\$2,398,024,604	6.8	\$1,412,970,324	-41.1	\$2,162,169,905	53.0	\$2,145,247,902	-0.8
Judgments, Settlements & Bonds	\$1,427,094	\$2,046,352	43.4	\$1,286,727	-37.1	\$1,399,850	8.8	\$3,500,000	150.0	\$3,500,000	0.0
Debt Service	\$157,913,986	\$202,088,568	28.0	\$196,902,327	-2.6	\$168,617,135	-14.4	\$154,428,895	-8.4	\$165,434,729	7.1
Transfers and Non-Expense	\$25,965,157	\$16,399,763	-36.8	\$13,523,177	-17.5	\$7,117,759	-47.4	\$17,740,022	149.2	\$18,272,214	3.0
TOTALS	\$3,170,379,609	\$3,330,251,929	5.0	\$3,494,218,026	4.9	\$2,372,260,722	-32.1	\$3,241,383,933	36.6	\$3,254,032,886	0.4

State of Ohio
FY 2022 - 2023 Executive Agency Budget Request
Summary

BY BUDGET FUND GROUP	FY18 Actual	FY19 Actual	Chg % FY19- FY18	FY20 Actual	Chg % FY20- FY19	FY21 Estimated	Chg % FY21- FY20	FY22 Requested	Chg % FY22- FY21	FY23 Requested	Chg % FY23- FY22
Capital Projects	\$365,467,430	\$429,438,890	17.5	\$400,025,360	-6.8	\$105,191,252	-73.7	\$120,000,000	14.1	\$169,953,867	41.6
Dedicated Purpose	\$2,220,191	\$2,280,023	2.7	\$2,215,704	-2.8	\$4,383,770	97.8	\$3,495,800	-20.3	\$3,495,800	0.0
General Revenue	\$15,242,442	\$13,574,367	-10.9	\$49,441,778	264.2	\$21,531,650	-56.5	\$78,419,687	264.2	\$78,419,687	0.0
Highway Operating	\$2,787,449,546	\$2,884,958,650	3.5	\$3,042,535,185	5.5	\$2,241,154,050	-26.3	\$3,061,425,958	36.6	\$3,062,973,646	0.1
TOTALS	\$3,170,379,609	\$3,330,251,929	5.0	\$3,494,218,026	4.9	\$2,372,260,722	-32.1	\$3,263,341,445	37.6	\$3,314,843,000	1.6

BY EXPENSE CATEGORY	FY18 Actual	FY19 Actual	Chg % FY19- FY18	FY20 Actual	Chg % FY20- FY19	FY21 Estimated	Chg % FY21- FY20	FY22 Requested	Chg % FY22- FY21	FY23 Requested	Chg % FY23- FY22
Personal Services	\$451,523,058	\$468,476,067	3.8	\$485,635,747	3.7	\$494,851,334	1.9	\$515,168,076	4.1	\$527,102,938	2.3
Purchased Personal Services	\$51,939,253	\$42,418,417	-18.3	\$45,276,100	6.7	\$26,070,210	-42.4	\$40,570,967	55.6	\$41,565,002	2.5
Supplies and Maintenance	\$201,298,704	\$242,967,701	20.7	\$228,663,784	-5.9	\$187,675,618	-17.9	\$225,348,426	20.1	\$229,327,700	1.8
Equipment	\$60,936,955	\$60,156,336	-1.3	\$73,572,869	22.3	\$32,893,913	-55.3	\$60,745,900	84.7	\$60,995,900	0.4
Subsidies Shared Revenue	\$49,464,993	\$50,477,550	2.0	\$51,332,691	1.7	\$40,664,579	-20.8	\$63,713,489	56.7	\$64,584,505	1.4
Capital Items	\$2,169,910,409	\$2,245,221,175	3.5	\$2,398,024,604	6.8	\$1,412,970,324	-41.1	\$2,181,565,670	54.4	\$2,203,500,012	1.0
Judgments, Settlements & Bonds	\$1,427,094	\$2,046,352	43.4	\$1,286,727	-37.1	\$1,399,850	8.8	\$3,500,000	150.0	\$3,500,000	0.0
Debt Service	\$157,913,986	\$202,088,568	28.0	\$196,902,327	-2.6	\$168,617,135	-14.4	\$154,428,895	-8.4	\$165,434,729	7.1
Transfers and Non-Expense	\$25,965,157	\$16,399,763	-36.8	\$13,523,177	-17.5	\$7,117,759	-47.4	\$18,300,022	157.1	\$18,832,214	2.9
TOTALS	\$3,170,379,609	\$3,330,251,929	5.0	\$3,494,218,026	4.9	\$2,372,260,722	-32.1	\$3,263,341,445	37.6	\$3,314,843,000	1.6

EXECUTIVE AGENCY BUDGET REQUEST -
DETAIL

AGENCY SUMMARY BY CATEGORY	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$451,523,058	\$468,476,067	\$485,635,747	\$494,851,334	\$515,168,076	\$527,102,938
Purchased Personal Services	\$51,939,253	\$42,418,417	\$45,276,100	\$26,070,210	\$40,570,967	\$41,565,002
Supplies and Maintenance	\$201,298,704	\$242,967,701	\$228,663,784	\$187,675,618	\$225,348,426	\$229,327,700
Equipment	\$60,936,955	\$60,156,336	\$73,572,869	\$32,893,913	\$60,745,900	\$60,995,900
Subsidies Shared Revenue	\$49,464,993	\$50,477,550	\$51,332,691	\$40,664,579	\$61,711,742	\$62,586,501
Capital Items	\$2,169,910,409	\$2,245,221,175	\$2,398,024,604	\$1,412,970,324	\$2,162,169,905	\$2,145,247,902
Judgments, Settlements & Bonds	\$1,427,094	\$2,046,352	\$1,286,727	\$1,399,850	\$3,500,000	\$3,500,000
Debt Service	\$157,913,986	\$202,088,568	\$196,902,327	\$168,617,135	\$154,428,895	\$165,434,729
Transfers and Non-Expense	\$25,965,157	\$16,399,763	\$13,523,177	\$7,117,759	\$17,740,022	\$18,272,214
TOTALS	\$3,170,379,609	\$3,330,251,929	\$3,494,218,026	\$2,372,260,722	\$3,241,383,933	\$3,254,032,886

BFG: GRF General Revenue Summary	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$739,458	\$898,797	\$859,537	\$714,810	\$791,930	\$805,297
Purchased Personal Services	\$608,706	\$306,345	\$242,637	\$191,747	\$302,500	\$302,500
Supplies and Maintenance	\$210,013	\$118,490	\$114,818	\$104,569	\$137,600	\$137,600
Equipment	\$0	\$0	\$0	\$0	\$900	\$900
Subsidies Shared Revenue	\$13,615,066	\$12,215,683	\$13,695,824	\$4,849,798	\$11,125,010	\$11,115,386
Capital Items	\$69,200	\$35,052	\$34,528,961	\$15,670,726	\$44,104,235	\$44,100,492
Judgments, Settlements & Bonds	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	\$0	\$0	\$0	\$0	\$0	\$0

BFG: GRF General Revenue Summary	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Transfers and Non-Expense	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	\$15,242,442	\$13,574,367	\$49,441,778	\$21,531,650	\$56,462,175	\$56,462,175

BFG: Capital Projects FUND: 7042 HIGHWAY CAPITAL IMPROVEMENT ALI : 772723 Highway Construction-Bonds

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$191,305,942	\$193,216,089	\$161,357,181	\$39,089,987	\$60,000,000	\$65,000,000

BFG: Capital Projects FUND: 7045 INFRASTRUCTURE BANK OBLIGATION ALI : 772428 Highway Infrastructure Bank-Bonds

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$174,161,487	\$236,222,801	\$238,668,179	\$66,101,265	\$60,000,000	\$66,101,265

BFG: Dedicated Purpose FUND: 4N40 RAIL DEVELOPMENT ALI : 776664 Rail Transportation-Other

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$608,904	\$674,095	\$766,400	\$788,867	\$867,778	\$884,586
Purchased Personal Services	\$15,166	\$18,575	\$40,963	\$42,855	\$46,000	\$46,000
Supplies and Maintenance	\$82,591	\$87,108	\$83,828	\$59,150	\$92,000	\$93,000
Subsidies Shared Revenue	\$539,164	\$200,736	\$489,030	\$554,590	\$560,000	\$560,000
Capital Items	\$77,930	\$85,799	\$256,155	\$96,525	\$100,000	\$100,000
Transfers and Non-Expense	\$426,469	\$819,633	\$400,000	\$421,783	\$1,210,022	\$1,192,214

BFG: Dedicated Purpose FUND: 5CF0 RAIL TRANSLOAD FACILITIES ALI : 776667 Rail Transload Facilities

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Subsidies Shared Revenue	\$15,000	\$0	\$0	\$0	\$0	\$0

BFG: Dedicated Purpose FUND: 5QT0 Ohio Maritime Assistance ALI : 776670 OHIO MARITIME ASSISTANCE PRGRM

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$0	\$0	\$0	\$1,800,000	\$0	\$0

BFG: Dedicated Purpose FUND: 5W90 COUNTY AIRPORT MAINT ASSIST ALI : 777615 County Airport Maintenance

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Subsidies Shared Revenue	\$454,969	\$394,077	\$179,329	\$620,000	\$620,000	\$620,000

BFG: General Revenue FUND: GRF GENERAL REVENUE ALI : 772502 LOCAL TRANSPORTATION PROJECTS

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$69,200	\$35,052	\$65,628	\$25,000	\$0	\$0

BFG: General Revenue FUND: GRF GENERAL REVENUE ALI : 775451 Public Transportation-State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$358,893	\$501,982	\$17,603	\$0	\$0	\$0
Purchased Personal Services	\$17,746	\$47,249	\$1,704	\$0	\$0	\$0
Supplies and Maintenance	\$1,610	\$536	\$0	\$0	\$0	\$0
Subsidies Shared Revenue	\$6,983,795	\$6,813,012	\$1,303,574	\$0	\$0	\$0

BFG: General Revenue FUND: GRF GENERAL REVENUE ALI : 775470 Public Transportation - State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$0	\$0	\$353,470	\$308,974	\$344,765	\$348,508
Purchased Personal Services	\$0	\$0	\$0	\$1,000	\$2,500	\$2,500
Supplies and Maintenance	\$0	\$0	\$0	\$1,690	\$2,600	\$2,600
Equipment	\$0	\$0	\$0	\$0	\$900	\$900
Subsidies Shared Revenue	\$0	\$0	\$5,562,493	\$954,200	\$5,945,000	\$5,945,000
Capital Items	\$0	\$0	\$34,463,333	\$15,645,726	\$44,104,235	\$44,100,492

BFG: General Revenue FUND: GRF GENERAL REVENUE ALI : 776465 Rail Development

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Subsidies Shared Revenue	\$1,581,379	\$870,043	\$1,927,300	\$885,001	\$1,440,000	\$1,440,000

BFG: General Revenue FUND: GRF GENERAL REVENUE ALI : 777471 Airport Improvements-State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$380,565	\$396,815	\$488,465	\$405,836	\$447,165	\$456,789
Purchased Personal Services	\$590,960	\$259,096	\$240,933	\$190,747	\$300,000	\$300,000
Supplies and Maintenance	\$208,403	\$117,954	\$114,818	\$102,879	\$135,000	\$135,000
Subsidies Shared Revenue	\$5,049,892	\$4,532,628	\$4,902,457	\$3,010,597	\$3,740,010	\$3,730,386

BFG: Highway Operating FUND: 2120 HWY/TRANSIT INFRASTRUCTURE BNK ALI : 772426 Highway Infrastructure Bank-Federal

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$4,313,243	\$6,344,422	\$8,657,204	\$2,179,934	\$5,000,000	\$5,000,000
Transfers and Non-Expense	\$206,635	\$0	\$0	\$0	\$500,000	\$500,000

BFG: Highway Operating FUND: 2120 HWY/TRANSIT INFRASTRUCTURE BNK ALI : 772427 Highway Infrastructure Bank-State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$13,959,179	\$13,520,665	\$20,557,453	\$9,333,124	\$8,000,000	\$8,000,000
Debt Service	\$21,453	\$0	\$0	\$0	\$0	\$0
Transfers and Non-Expense	\$4,889,005	\$4,679,678	\$4,310,201	\$3,250,581	\$6,750,000	\$6,750,000

BFG: Highway Operating FUND: 2120 HWY/TRANSIT INFRASTRUCTURE BNK ALI : 772430 Infrastructure Debt Reserve Title 23-49

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Debt Service	\$525,000	\$550,670	\$548,361	\$510,000	\$600,000	\$600,000

BFG: Highway Operating FUND: 2130 AVIATION INFRASTRUCTURE BANK ALI : 772431 Roadway Infrastructure Bank - State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$0	\$0	\$0	\$187,500	\$200,000	\$200,000
Transfers and Non-Expense	\$3,089,114	\$3,485,204	\$3,481,420	\$1,392,438	\$3,400,000	\$3,550,000

BFG: Highway Operating FUND: 2130 AVIATION INFRASTRUCTURE BANK ALI : 772433 Infrastructure Debt Reserve - State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$0	\$0	\$0	\$2,000,000	\$0	\$0
Purchased Personal Services	\$3,491,285	\$3,982,673	\$4,090,719	\$765,397	\$400,000	\$400,000
Supplies and Maintenance	\$1,136,917	\$821,941	\$1,300,467	\$1,286,840	\$1,290,000	\$1,290,000
Equipment	\$4,336	\$4,336	\$129,483	\$90,000	\$150,000	\$150,000
Capital Items	\$27,720,986	\$32,833,617	\$32,400,511	\$20,303,805	\$40,222,017	\$40,222,017

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 772421 Highway Construction-State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$140,913,602	\$145,740,949	\$148,094,428	\$147,343,283	\$156,129,212	\$159,616,759
Purchased Personal Services	\$8,169,165	\$6,620,537	\$9,584,002	\$4,600,896	\$8,607,000	\$8,757,000
Supplies and Maintenance	\$5,378,441	\$3,993,733	\$6,085,003	\$4,954,673	\$4,654,000	\$4,654,000
Equipment	\$1,790,240	\$1,956,178	\$3,737,994	\$1,928,794	\$3,280,000	\$3,280,000
Capital Items	\$385,896,269	\$349,902,213	\$358,206,193	\$325,530,289	\$536,594,084	\$519,583,201
Judgments, Settlements & Bonds	\$1,427,094	\$2,046,352	\$1,286,727	\$1,399,850	\$3,500,000	\$3,500,000
Transfers and Non-Expense	\$661,342	\$691,236	\$710,335	\$135,000	\$875,000	\$875,000

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 772422 Highway Construction-Federal

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$0	\$0	\$0	\$138,000	\$0	\$0

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Purchased Personal Services	\$491,445	\$509,926	\$379,500	\$285,043	\$350,000	\$350,000
Supplies and Maintenance	\$23,862	\$624,282	\$365,480	\$161,563	\$70,000	\$70,000
Equipment	\$8,000	\$0	\$0	\$109,055	\$5,000	\$5,000
Subsidies Shared Revenue	\$2,100,264	\$3,996,773	\$4,998,153	\$2,026,551	\$10,555,000	\$10,555,000
Capital Items	\$1,172,483,745	\$1,200,836,500	\$1,268,463,773	\$819,471,292	\$1,232,149,005	\$1,225,174,808

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 772424 Highway Construction-Other

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Purchased Personal Services	\$0	\$0	\$319,521	\$0	\$0	\$0
Supplies and Maintenance	\$63,318	\$69,911	\$123,142	\$127,162	\$0	\$0
Capital Items	\$46,241,061	\$53,820,802	\$59,398,589	\$46,191,401	\$77,000,000	\$77,000,000
Transfers and Non-Expense	\$16,586,894	\$4,942,630	\$4,142,745	\$1,700,000	\$3,000,000	\$3,000,000

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 772425 Highway Construction-Turnpike

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$81,245,440	\$69,409,604	\$129,474,717	\$0	\$0	\$0

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 772437 Major New State Infrastructure Bond Debt Service (State)

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Debt Service	\$23,409,313	\$26,960,129	\$25,917,922	\$21,226,710	\$16,980,228	\$17,789,693
BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 772438 Major New State Infrastructure Bond Debt Service (Federal)						
	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Debt Service	\$125,277,779	\$157,571,253	\$153,459,959	\$128,649,625	\$119,736,667	\$126,745,308
BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 773431 Highway Maintenance-State						
	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$245,142,176	\$255,062,328	\$263,958,584	\$269,344,997	\$277,483,251	\$283,499,776
Purchased Personal Services	\$9,328,502	\$12,223,207	\$13,766,418	\$9,158,599	\$13,000,000	\$13,500,000
Supplies and Maintenance	\$163,333,388	\$196,283,733	\$188,670,785	\$148,736,482	\$183,100,000	\$186,100,000
Equipment	\$49,565,795	\$52,609,384	\$64,435,937	\$28,109,032	\$53,250,000	\$53,500,000
Capital Items	\$56,917,280	\$70,362,779	\$63,567,555	\$48,491,107	\$78,000,000	\$74,000,000
BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 775452 Public Transportation-Federal						
	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$838,517	\$898,561	\$1,150,272	\$1,340,202	\$1,458,100	\$1,505,716
Purchased Personal Services	\$1,378,326	\$1,486,519	\$1,080,362	\$1,196,398	\$1,240,467	\$1,259,502
Supplies and Maintenance	\$185,432	\$138,293	\$239,789	\$100,891	\$152,500	\$152,500

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Subsidies Shared Revenue	\$31,742,068	\$33,078,643	\$30,616,534	\$32,172,614	\$37,356,732	\$38,241,115

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 775454 Public Transportation-Other

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Subsidies Shared Revenue	\$998,462	\$591,638	\$1,353,821	\$441,026	\$1,495,000	\$1,495,000
Transfers and Non-Expense	\$0	\$1,798	\$0	\$400	\$5,000	\$5,000

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 776462 Grade Crossings-Federal

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$10,646,394	\$13,139,053	\$17,689,027	\$14,172,000	\$14,103,406	\$14,068,961

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 776475 Rail- Federal Rail Administration

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$0	\$0	\$0	\$492,600	\$0	\$0

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 777472 Airport Improvements-Federal

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$0	\$0	\$0	\$60,750	\$405,000	\$405,000

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 777475 Aviation Administration

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$1,967,738	\$2,126,970	\$2,191,608	\$2,344,070	\$2,514,360	\$2,563,227
Purchased Personal Services	\$333,044	\$330,036	\$343,774	\$334,169	\$550,000	\$550,000
Supplies and Maintenance	\$2,337,387	\$2,341,250	\$1,766,643	\$2,306,805	\$2,972,326	\$2,950,600
Equipment	\$160,618	\$184,802	\$270,511	\$589,863	\$400,000	\$400,000

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 779491 Administration-State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$47,727,461	\$48,946,849	\$54,139,978	\$55,585,745	\$60,354,516	\$62,169,850
Purchased Personal Services	\$23,795,357	\$12,461,310	\$10,894,832	\$7,452,585	\$12,025,000	\$12,250,000
Supplies and Maintenance	\$27,372,621	\$37,336,603	\$28,587,575	\$28,356,326	\$31,250,000	\$32,250,000
Equipment	\$9,357,157	\$5,364,085	\$4,911,397	\$1,982,119	\$3,500,000	\$3,500,000
Capital Items	\$0	\$0	\$0	\$36,567	\$0	\$0
TOTALS	\$3,170,379,609	\$3,330,251,929	\$3,494,218,026	\$2,372,260,722	\$3,241,383,933	\$3,254,032,886

AGENCY SUMMARY BY CATEGORY	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$451,523,058	\$468,476,067	\$485,635,747	\$494,851,334	\$515,168,076	\$527,102,938
Purchased Personal Services	\$51,939,253	\$42,418,417	\$45,276,100	\$26,070,210	\$40,570,967	\$41,565,002
Supplies and Maintenance	\$201,298,704	\$242,967,701	\$228,663,784	\$187,675,618	\$225,348,426	\$229,327,700
Equipment	\$60,936,955	\$60,156,336	\$73,572,869	\$32,893,913	\$60,745,900	\$60,995,900
Subsidies Shared Revenue	\$49,464,993	\$50,477,550	\$51,332,691	\$40,664,579	\$63,713,489	\$64,584,505
Capital Items	\$2,169,910,409	\$2,245,221,175	\$2,398,024,604	\$1,412,970,324	\$2,181,565,670	\$2,203,500,012
Judgments, Settlements & Bonds	\$1,427,094	\$2,046,352	\$1,286,727	\$1,399,850	\$3,500,000	\$3,500,000
Debt Service	\$157,913,986	\$202,088,568	\$196,902,327	\$168,617,135	\$154,428,895	\$165,434,729
Transfers and Non-Expense	\$25,965,157	\$16,399,763	\$13,523,177	\$7,117,759	\$18,300,022	\$18,832,214
TOTALS	\$3,170,379,609	\$3,330,251,929	\$3,494,218,026	\$2,372,260,722	\$3,263,341,445	\$3,314,843,000

BFG: GRF General Revenue Summary	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$739,458	\$898,797	\$859,537	\$714,810	\$791,930	\$805,297
Purchased Personal Services	\$608,706	\$306,345	\$242,637	\$191,747	\$302,500	\$302,500
Supplies and Maintenance	\$210,013	\$118,490	\$114,818	\$104,569	\$137,600	\$137,600
Equipment	\$0	\$0	\$0	\$0	\$900	\$900
Subsidies Shared Revenue	\$13,615,066	\$12,215,683	\$13,695,824	\$4,849,798	\$13,686,757	\$13,673,390
Capital Items	\$69,200	\$35,052	\$34,528,961	\$15,670,726	\$63,500,000	\$63,500,000
Judgments, Settlements & Bonds	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	\$0	\$0	\$0	\$0	\$0	\$0

BFG: GRF General Revenue Summary	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Transfers and Non-Expense	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	\$15,242,442	\$13,574,367	\$49,441,778	\$21,531,650	\$78,419,687	\$78,419,687

BFG: Capital Projects FUND: 7042 HIGHWAY CAPITAL IMPROVEMENT ALI : 772723 Highway Construction-Bonds

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$191,305,942	\$193,216,089	\$161,357,181	\$39,089,987	\$60,000,000	\$89,953,867

BFG: Capital Projects FUND: 7045 INFRASTRUCTURE BANK OBLIGATION ALI : 772428 Highway Infrastructure Bank-Bonds

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$174,161,487	\$236,222,801	\$238,668,179	\$66,101,265	\$60,000,000	\$80,000,000

BFG: Dedicated Purpose FUND: 4N40 RAIL DEVELOPMENT ALI : 776664 Rail Transportation-Other

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$608,904	\$674,095	\$766,400	\$788,867	\$867,778	\$884,586
Purchased Personal Services	\$15,166	\$18,575	\$40,963	\$42,855	\$46,000	\$46,000
Supplies and Maintenance	\$82,591	\$87,108	\$83,828	\$59,150	\$92,000	\$93,000
Subsidies Shared Revenue	\$539,164	\$200,736	\$489,030	\$554,590	\$0	\$0
Capital Items	\$77,930	\$85,799	\$256,155	\$96,525	\$100,000	\$100,000
Transfers and Non-Expense	\$426,469	\$819,633	\$400,000	\$421,783	\$1,770,022	\$1,752,214

BFG: Dedicated Purpose FUND: 5CF0 RAIL TRANSLOAD FACILITIES ALI : 776667 Rail Transload Facilities

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Subsidies Shared Revenue	\$15,000	\$0	\$0	\$0	\$0	\$0

BFG: Dedicated Purpose FUND: 5QT0 Ohio Maritime Assistance ALI : 776670 OHIO MARITIME ASSISTANCE PRGRM

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$0	\$0	\$0	\$1,800,000	\$0	\$0

BFG: Dedicated Purpose FUND: 5W90 COUNTY AIRPORT MAINT ASSIST ALI : 777615 County Airport Maintenance

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Subsidies Shared Revenue	\$454,969	\$394,077	\$179,329	\$620,000	\$620,000	\$620,000

BFG: General Revenue FUND: GRF GENERAL REVENUE ALI : 772502 LOCAL TRANSPORTATION PROJECTS

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$69,200	\$35,052	\$65,628	\$25,000	\$0	\$0

BFG: General Revenue FUND: GRF GENERAL REVENUE ALI : 775451 Public Transportation-State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$358,893	\$501,982	\$17,603	\$0	\$0	\$0
Purchased Personal Services	\$17,746	\$47,249	\$1,704	\$0	\$0	\$0
Supplies and Maintenance	\$1,610	\$536	\$0	\$0	\$0	\$0
Subsidies Shared Revenue	\$6,983,795	\$6,813,012	\$1,303,574	\$0	\$0	\$0

BFG: General Revenue FUND: GRF GENERAL REVENUE ALI : 775470 Public Transportation - State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$0	\$0	\$353,470	\$308,974	\$344,765	\$348,508
Purchased Personal Services	\$0	\$0	\$0	\$1,000	\$2,500	\$2,500
Supplies and Maintenance	\$0	\$0	\$0	\$1,690	\$2,600	\$2,600
Equipment	\$0	\$0	\$0	\$0	\$900	\$900
Subsidies Shared Revenue	\$0	\$0	\$5,562,493	\$954,200	\$6,149,235	\$6,145,492
Capital Items	\$0	\$0	\$34,463,333	\$15,645,726	\$63,500,000	\$63,500,000

BFG: General Revenue FUND: GRF GENERAL REVENUE ALI : 776465 Rail Development

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Subsidies Shared Revenue	\$1,581,379	\$870,043	\$1,927,300	\$885,001	\$2,000,000	\$2,000,000

BFG: General Revenue FUND: GRF GENERAL REVENUE ALI : 777471 Airport Improvements-State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$380,565	\$396,815	\$488,465	\$405,836	\$447,165	\$456,789
Purchased Personal Services	\$590,960	\$259,096	\$240,933	\$190,747	\$300,000	\$300,000
Supplies and Maintenance	\$208,403	\$117,954	\$114,818	\$102,879	\$135,000	\$135,000
Subsidies Shared Revenue	\$5,049,892	\$4,532,628	\$4,902,457	\$3,010,597	\$5,537,522	\$5,527,898

BFG: Highway Operating FUND: 2120 HWY/TRANSIT INFRASTRUCTURE BNK ALI : 772426 Highway Infrastructure Bank-Federal

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$4,313,243	\$6,344,422	\$8,657,204	\$2,179,934	\$5,000,000	\$5,000,000
Transfers and Non-Expense	\$206,635	\$0	\$0	\$0	\$500,000	\$500,000

BFG: Highway Operating FUND: 2120 HWY/TRANSIT INFRASTRUCTURE BNK ALI : 772427 Highway Infrastructure Bank-State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$13,959,179	\$13,520,665	\$20,557,453	\$9,333,124	\$8,000,000	\$8,000,000
Debt Service	\$21,453	\$0	\$0	\$0	\$0	\$0
Transfers and Non-Expense	\$4,889,005	\$4,679,678	\$4,310,201	\$3,250,581	\$6,750,000	\$6,750,000

BFG: Highway Operating FUND: 2120 HWY/TRANSIT INFRASTRUCTURE BNK ALI : 772430 Infrastructure Debt Reserve Title 23-49

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Debt Service	\$525,000	\$550,670	\$548,361	\$510,000	\$600,000	\$600,000

BFG: Highway Operating FUND: 2130 AVIATION INFRASTRUCTURE BANK ALI : 772431 Roadway Infrastructure Bank - State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$0	\$0	\$0	\$187,500	\$200,000	\$200,000
Transfers and Non-Expense	\$3,089,114	\$3,485,204	\$3,481,420	\$1,392,438	\$3,400,000	\$3,550,000

BFG: Highway Operating FUND: 2130 AVIATION INFRASTRUCTURE BANK ALI : 772433 Infrastructure Debt Reserve - State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Debt Service	\$525,474	\$481,669	\$444,743	\$552,500	\$550,000	\$0

BFG: Highway Operating FUND: 2130 AVIATION INFRASTRUCTURE BANK ALI : 777477 Aviation Infrastructure Bank-State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$0	\$0	\$0	\$150,000	\$0	\$0
Transfers and Non-Expense	\$105,699	\$1,779,584	\$478,476	\$217,557	\$2,000,000	\$2,400,000

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 770003 Transportation Facilities Lease Rental Bond Payments

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Debt Service	\$8,154,967	\$16,524,848	\$16,531,342	\$17,678,300	\$16,562,000	\$20,299,728

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 771411 Planning and Research-State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$13,585,202	\$14,127,519	\$14,474,938	\$15,251,360	\$15,568,929	\$16,057,727
Purchased Personal Services	\$4,328,257	\$4,479,289	\$4,533,373	\$2,042,521	\$4,050,000	\$4,150,000
Supplies and Maintenance	\$1,174,735	\$1,152,357	\$1,326,255	\$1,481,157	\$1,630,000	\$1,630,000
Equipment	\$50,809	\$37,550	\$87,547	\$85,050	\$160,000	\$160,000
Capital Items	\$4,872,254	\$5,491,780	\$4,799,106	\$3,611,452	\$6,292,158	\$6,292,158

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 771412 Planning and Research-Federal

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$0	\$0	\$0	\$2,000,000	\$0	\$0
Purchased Personal Services	\$3,491,285	\$3,982,673	\$4,090,719	\$765,397	\$400,000	\$400,000
Supplies and Maintenance	\$1,136,917	\$821,941	\$1,300,467	\$1,286,840	\$1,290,000	\$1,290,000
Equipment	\$4,336	\$4,336	\$129,483	\$90,000	\$150,000	\$150,000
Capital Items	\$27,720,986	\$32,833,617	\$32,400,511	\$20,303,805	\$40,222,017	\$40,222,017

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 772421 Highway Construction-State

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$140,913,602	\$145,740,949	\$148,094,428	\$147,343,283	\$156,129,212	\$159,616,759
Purchased Personal Services	\$8,169,165	\$6,620,537	\$9,584,002	\$4,600,896	\$8,607,000	\$8,757,000
Supplies and Maintenance	\$5,378,441	\$3,993,733	\$6,085,003	\$4,954,673	\$4,654,000	\$4,654,000
Equipment	\$1,790,240	\$1,956,178	\$3,737,994	\$1,928,794	\$3,280,000	\$3,280,000
Capital Items	\$385,896,269	\$349,902,213	\$358,206,193	\$325,530,289	\$536,594,084	\$519,583,201
Judgments, Settlements & Bonds	\$1,427,094	\$2,046,352	\$1,286,727	\$1,399,850	\$3,500,000	\$3,500,000
Transfers and Non-Expense	\$661,342	\$691,236	\$710,335	\$135,000	\$875,000	\$875,000

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 772422 Highway Construction-Federal

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$0	\$0	\$0	\$138,000	\$0	\$0

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Purchased Personal Services	\$491,445	\$509,926	\$379,500	\$285,043	\$350,000	\$350,000
Supplies and Maintenance	\$23,862	\$624,282	\$365,480	\$161,563	\$70,000	\$70,000
Equipment	\$8,000	\$0	\$0	\$109,055	\$5,000	\$5,000
Subsidies Shared Revenue	\$2,100,264	\$3,996,773	\$4,998,153	\$2,026,551	\$10,555,000	\$10,555,000
Capital Items	\$1,172,483,745	\$1,200,836,500	\$1,268,463,773	\$819,471,292	\$1,232,149,005	\$1,225,174,808

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 772424 Highway Construction-Other

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Purchased Personal Services	\$0	\$0	\$319,521	\$0	\$0	\$0
Supplies and Maintenance	\$63,318	\$69,911	\$123,142	\$127,162	\$0	\$0
Capital Items	\$46,241,061	\$53,820,802	\$59,398,589	\$46,191,401	\$77,000,000	\$77,000,000
Transfers and Non-Expense	\$16,586,894	\$4,942,630	\$4,142,745	\$1,700,000	\$3,000,000	\$3,000,000

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 772425 Highway Construction-Turnpike

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$81,245,440	\$69,409,604	\$129,474,717	\$0	\$0	\$0

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 772437 Major New State Infrastructure Bond Debt Service (State)

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Debt Service	\$23,409,313	\$26,960,129	\$25,917,922	\$21,226,710	\$16,980,228	\$17,789,693
BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 772438 Major New State Infrastructure Bond Debt Service (Federal)						
	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Debt Service	\$125,277,779	\$157,571,253	\$153,459,959	\$128,649,625	\$119,736,667	\$126,745,308
BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 773431 Highway Maintenance-State						
	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$245,142,176	\$255,062,328	\$263,958,584	\$269,344,997	\$277,483,251	\$283,499,776
Purchased Personal Services	\$9,328,502	\$12,223,207	\$13,766,418	\$9,158,599	\$13,000,000	\$13,500,000
Supplies and Maintenance	\$163,333,388	\$196,283,733	\$188,670,785	\$148,736,482	\$183,100,000	\$186,100,000
Equipment	\$49,565,795	\$52,609,384	\$64,435,937	\$28,109,032	\$53,250,000	\$53,500,000
Capital Items	\$56,917,280	\$70,362,779	\$63,567,555	\$48,491,107	\$78,000,000	\$74,000,000
BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 775452 Public Transportation-Federal						
	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$838,517	\$898,561	\$1,150,272	\$1,340,202	\$1,458,100	\$1,505,716
Purchased Personal Services	\$1,378,326	\$1,486,519	\$1,080,362	\$1,196,398	\$1,240,467	\$1,259,502
Supplies and Maintenance	\$185,432	\$138,293	\$239,789	\$100,891	\$152,500	\$152,500

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Subsidies Shared Revenue	\$31,742,068	\$33,078,643	\$30,616,534	\$32,172,614	\$37,356,732	\$38,241,115

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 775454 Public Transportation-Other

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Subsidies Shared Revenue	\$998,462	\$591,638	\$1,353,821	\$441,026	\$1,495,000	\$1,495,000
Transfers and Non-Expense	\$0	\$1,798	\$0	\$400	\$5,000	\$5,000

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 776462 Grade Crossings-Federal

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$10,646,394	\$13,139,053	\$17,689,027	\$14,172,000	\$14,103,406	\$14,068,961

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 776475 Rail- Federal Rail Administration

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$0	\$0	\$0	\$492,600	\$0	\$0

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 777472 Airport Improvements-Federal

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Capital Items	\$0	\$0	\$0	\$60,750	\$405,000	\$405,000

BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 777475 Aviation Administration

	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$1,967,738	\$2,126,970	\$2,191,608	\$2,344,070	\$2,514,360	\$2,563,227
Purchased Personal Services	\$333,044	\$330,036	\$343,774	\$334,169	\$550,000	\$550,000
Supplies and Maintenance	\$2,337,387	\$2,341,250	\$1,766,643	\$2,306,805	\$2,972,326	\$2,950,600
Equipment	\$160,618	\$184,802	\$270,511	\$589,863	\$400,000	\$400,000
BFG: Highway Operating FUND: 7002 HIGHWAY OPERATING ALI : 779491 Administration-State						
	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Estimated	FY22 Requested	FY23 Requested
Personal Services	\$47,727,461	\$48,946,849	\$54,139,978	\$55,585,745	\$60,354,516	\$62,169,850
Purchased Personal Services	\$23,795,357	\$12,461,310	\$10,894,832	\$7,452,585	\$12,025,000	\$12,250,000
Supplies and Maintenance	\$27,372,621	\$37,336,603	\$28,587,575	\$28,356,326	\$31,250,000	\$32,250,000
Equipment	\$9,357,157	\$5,364,085	\$4,911,397	\$1,982,119	\$3,500,000	\$3,500,000
Capital Items	\$0	\$0	\$0	\$36,567	\$0	\$0
TOTALS	\$3,170,379,609	\$3,330,251,929	\$3,494,218,026	\$2,372,260,722	\$3,263,341,445	\$3,314,843,000

PROGRAM NARRATIVES AND 6 YEAR REPORTS

DOT - Program 4900B - PLANNING & RESEARCH OPERATING

Report Created: 10/13/2020 8:28:42 AM

Question	Answer
Program Number	4900B
Program Name	PLANNING & RESEARCH OPERATING
FY 2022 Funding: Reduction Request (Operating A)	20,343,929
FY 2023 Funding: Reduction Request (Operating A)	20,932,727
FY 2022 Funding: Continuing Priorities Request (Operating B)	20,343,929
FY 2023 Funding: Continuing Priorities Request (Operating B)	20,932,727

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

The purpose for this program is to create a long-range plan which includes the movements of people and freight, the promotion of safety, the reduction of congestion, the creation of jobs and responsible growth, sustainable communities, and linkage of all transportation modes.

The state, local government, and the general public benefit from the Planning and Research programs.

The use of Planning funds primarily support federally-mandated planning processes.

Maintain US DOT certification of the urban transportation planning processes for each of Ohio's seventeen MPO areas, which is a prerequisite for the MPOs to maintain eligibility to finance transportation system improvement projects with federal funds.

Also, this program allows ODOT Research & Development personnel to provide decision makers with the information and tools they require to ensure Ohio's transportation system meets the evolving needs of Ohio's residents and the traveling public by: 1) developing, delivering and managing the State Planning & Research annual work plan and 2) conducting and participating in federally-mandated periodic research peer exchanges, etc.

Includes various departments, such as: Planning, Systems Planning and Program Management, Technical Services, Environmental Services, Statewide Planning and Research, Data Governance, Jobs and Commerce and Local Programs, which includes the LTAP program.

Planning Program - To collect, process, analyze, and/or maintain data files. Data files include statewide traffic monitoring data (e.g., volume, classification, weight, speed, etc.); the official Ohio road inventory for state, county, township and municipal roads (mileage, functional classification, roadway characteristics, other related attributes, etc.); pavement condition rating and roughness; environmental data (outfalls of storm water sewer systems within urbanized areas, ecological areas, historical bridges, wetland mitigation sites, etc.); geotechnical data (underground mines, rockfall, well water sites, landslide locations, etc.); travel demand model (population, employment, travel, land use, other socio-economic data, etc.) and the Highway Performance Monitoring System (HPMS) as required by the Federal Highway Administration.

Report Created: 10/13/2020 8:28:42 AM

Coordinate with county engineers and other local authorities in order to certify local road mileages for revenue distribution purposes in accordance with the provisions of Section 4501.4 O.R.C.

Forecast potential statewide, regional and/or local impacts for congestion management, major investment study, energy conservation, fiscal consideration, travel mileage, accident, and vehicle miles by level of service. Measure the vehicle emissions level forecast related to new projects (volume to capacity, speed, vehicle type, time of day, facility type, area type, etc). Provide technical services/training to other agencies.

Update/maintain statewide long-range transportation plan. Solicit public input. Conduct corridor planning studies (road capacity, bypasses, infrastructure improvements, multi-modal, access management, land use, economic development/investment, freight, etc.).

Jobs & Commerce – A rapid response team dedicated to partnering with communities to meet the transportation needs of growing businesses to hire more Ohioans by removing transportation barriers. The Jobs and Commerce team has developed a streamlined process to enable transportation projects with job retention or expansion impacts to be quickly qualified, reviewed, and executed.

Office of Environmental Services (OES) – Achieves goals and objectives through the dedicated work of staff -- divided into three sections Environmental Policy, Cultural Resources and Ecological Resources & Permits -- who monitor and implement environmental laws, rules and regulations through ODOT's environmental, design, construction and maintenance programs in support of the department's State-wide Transportation Improvement Program (STIP), while encouraging best practices and pro-actively working toward consensus among transportation interests. Also, the OES administers the Environmental Sustainability Program that works with state, federal, and non-government agencies to develop the most applicable and efficient policies and practices that promote a better than before environment. The program assists staff in developing and implementing policies and practices that reduce energy use, waste and promote thriving natural resources, all the while ODOT works to provide access to essential goods and services, economic opportunities, transportation choices, and livable communities for all Ohioans.

Ohio's Local Technical Assistance Program (LTAP) assists local governments in managing and maintaining a safe, cost-effective and environmentally sound transportation system by providing training and technical assistance in the areas of safety, workforce development, infrastructure management and organizational excellence.

Report Created: 10/13/2020 8:28:42 AM

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

Costs have been incurred due to the continuation of federal requirements.

ODOT incurs additional costs to collect data for traffic, road and pavement collection that are needed in support of federal requirements and Highway Performance Management System (HPMS). There is a need not only to get the most current information on traffic patterns, but to be able to create GIS databases that can be easily accessible to enhance in the decision-making process.

Costs have been incurred for the Travel Demand Model software as well as other transportation analysis software to meet today's air quality conformity standards and other governmental requirements, it is essential to purchase/develop the most sophisticated transportation modeling & forecasting systems/services that exist.

Federal requirements and emphasis on environmental issues has forced ODOT to develop and maintain databases to promote streamlining of transportation projects.

Inflationary costs in relation to labor and operating costs.

3. List all ALIs that support this program (ALI number, ALI name).

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

The US DOT review policies and procedures of this program to make sure all federal requirements are met. Also, each project is gauged on its quarterly reports and final reports towards implementation. The program issues an annual report to support the effectiveness of the program.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

The Planning and Research Programs are continuing programs, much of which are required by the Federal Highway Administration.

The funding in this line item is used to cover operating expenses which include: payroll, supplies and materials, and equipment to administer the program as well as to provide funding for the various contracts.

The Ohio Motor Fuel tax and miscellaneous revenues fund many programs within ODOT. This will not impact various other programs associated with gas tax funding.

DOT - Program 4900B - PLANNING & RESEARCH OPERATING

Report Created: 10/13/2020 8:28:42 AM

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating A

10/12/20 1:19 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4900B	PLANNING & RESEARCH OPERATING	500	\$13,585,202	\$14,127,519	\$14,474,938	\$14,746,321	\$15,568,929	\$16,057,727
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4900B	PLANNING & RESEARCH OPERATING	510	\$3,540,340	\$3,711,014	\$3,683,809	\$1,870,172	\$3,600,000	\$3,700,000
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4900B	PLANNING & RESEARCH OPERATING	520	\$881,187	\$946,872	\$989,578	\$1,159,971	\$1,100,000	\$1,100,000
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4900B	PLANNING & RESEARCH OPERATING	530	\$1,500	\$36,466	\$11,163	\$62,550	\$75,000	\$75,000
DOT	HOF	Highway Operating	7002	Highway Operating	779491	Administration-State	4900A	Transportation Planning and Research	4900B	PLANNING & RESEARCH OPERATING	520	\$0	\$200	\$0	\$0	\$0	\$0
4900B - Total												\$18,008,229	\$18,822,071	\$19,159,489	\$17,839,014	\$20,343,929	\$20,932,727

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating B

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4900B	PLANNING & RESEARCH OPERATING	500	\$13,585,202	\$14,127,519	\$14,474,938	\$14,746,321	\$15,568,929	\$16,057,727
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4900B	PLANNING & RESEARCH OPERATING	510	\$3,540,340	\$3,711,014	\$3,683,809	\$1,870,172	\$3,600,000	\$3,700,000
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4900B	PLANNING & RESEARCH OPERATING	520	\$881,187	\$946,872	\$989,578	\$1,159,971	\$1,100,000	\$1,100,000
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4900B	PLANNING & RESEARCH OPERATING	530	\$1,500	\$36,466	\$11,163	\$62,550	\$75,000	\$75,000
DOT	HOF	Highway Operating	7002	Highway Operating	779491	Administration-State	4900A	Transportation Planning and Research	4900B	PLANNING & RESEARCH OPERATING	520	\$0	\$200	\$0	\$0	\$0	\$0
4900B - Total												\$18,008,229	\$18,822,071	\$19,159,489	\$17,839,014	\$20,343,929	\$20,932,727

DOT - Program 4901B - PLANNING & RESEARCH CONTRACTS

Report Created: 10/13/2020 8:40:32 AM

Question	Answer
Program Number	4901B
Program Name	PLANNING & RESEARCH CONTRACTS
FY 2022 Funding: Reduction Request (Operating A)	49,419,175
FY 2023 Funding: Reduction Request (Operating A)	49,419,175
FY 2022 Funding: Continuing Priorities Request (Operating B)	49,419,175
FY 2023 Funding: Continuing Priorities Request (Operating B)	49,419,175

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

Planning

The purpose of the State Planning and Research (SPR) program is to conduct transportation planning activities in Ohio. Planning is the first step toward improving transportation infrastructure for Ohioans. The target population is all users of Ohio's transportation system. These planning activities include development of a long-range transportation plan as well as data collection efforts. The planning products produced by the SPR program are used to meet federal requirements and directly impact the amount of federal transportation funding Ohio receives. The following provides more information on the products produced.

Collect, process, analyze, and maintain data files. Data files include statewide traffic monitoring data (e.g., volume, classification, weight, speed, etc.); all Ohio public road inventory for state, county, township and municipal roads (mileage, functional classification, roadway characteristics, other related attributes, etc.); pavement condition rating and roughness; centerline inventory; travel demand model (population, employment, travel, land use, other demographic data, etc.), and the Highway Performance Monitoring System (HPMS) as required by the Federal Highway Administration. Enhance and maintain the Geographic Information System (GIS) to support the integration of databases for a comprehensive mapping system to handle federal and state mapping requirements.

Coordinate with county engineers and other local authorities in order to certify local road mileages for revenue distribution purposes in accordance with the provisions of Section 4501.4 O.R.C.

Forecast potential statewide, regional and/or local impacts for congestion management, energy conservation, travel mileage, accident, and vehicle miles by level of service. Provide technical services to other agencies in traffic forecasting, air quality conformity, congestion, new technology/procedures, pavement, and transportation studies.

Update/maintain statewide long-range transportation plan. Solicit public input. Conduct corridor planning studies (road capacity, infrastructure improvements, multi-modal, access management, land use, economic development/ investment, freight, etc.).

MPO Program

Report Created: 10/13/2020 8:40:32 AM

The US Bureau of Census identifies urbanized areas as concentrated population centers exceeding 50,000 persons. Each urbanized area is served by a Metropolitan Planning Organizations (MPO), and each MPO is required to conduct and maintain an urban transportation planning program. Ohio has 17 MPOs. The program also serves Ohio's 32 urban counties.

The purpose of the MPO planning program is to conduct the urban transportation planning program within the boundaries of each MPO. Similar to the SPR planning program, the MPO planning program is the first step toward improving transportation infrastructure in urban Ohio. The products produced by the MPO planning program are federal requirements that are prerequisites to spending federal transportation dollars in MPO areas.

Research

The primary goal of the research program is to provide decision makers with the information and tools they require to ensure Ohio's transportation system meets the evolving needs of Ohio's residents and the traveling public. The program works to anticipate and address transportation concerns before they become critical problems and increase efficiency and effectiveness in meeting ODOT's mission.

The program researches a variety of topics with priority given to the topics that address ODOT's critical success factors. The research program is also responsive to the department's overall strategic initiatives and is flexible enough to respond to emerging issues and some emergency requests. It seeks to maximize research investments, take advantage of new technologies, provide information for management policy decisions; utilize a variety of mechanisms to share research results with customers; and produce practical results that have a strong possibility of being implemented. Methods used by the program involve exploring new areas of knowledge; adapting findings to practical applications by developing new technologies and deploying these technologies via dissemination, demonstration and training. The program cooperates with other States, the FHWA, and other appropriate agencies to achieve research and development objectives established at the national level and participate in technology transfer activities to promote and use those results. Research funds are pooled in cooperative efforts to address national and regional issues and as a way to leverage the overall funding. This includes contributing to cooperative RD&T programs such as the National Cooperative Highway Research Program (NCHRP), the Transportation Research Board (TRB), and FHWA pooled fund studies.

The authority for a State research organization to use Federal funds is found in Title 23 USC 505 and 23 CFR 420. The authority for a State to administer the State Planning and Research (SP&R) funds is found in 23 CFR 420.

2. Describe any factors influencing the costs of this

The budgeted amounts are made available by federal statute exclusively

Report Created: 10/13/2020 8:40:32 AM

program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

for these programs and purposes. The funding required by these programs is determined by federal legislation (23 U.S.C Section 505) as 2% of the apportionments of five programs: the National Highway Performance Program (NHPP); the Surface Transportation Block Grant Program (STBG); the Highway Safety Improvement Program (HSIP); the National Highway Freight Program; and the Congestion Mitigation Air Quality Improvement Program (CMAQ) Program.

Federal requirements and emphasis on streamlining transportation projects have forced ODOT to develop new databases and update management systems.

Increasing costs for higher education have translated into higher fees for some research contracts.

3. List all ALIs that support this program (ALI number, ALI name).

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

Planning

The US DOT reviews and approves all projects selected for SPR Planning funds. In addition, a yearly annual report on program status is required to be submitted to US DOT.

MPO Program

The US DOT reviews the outcomes of this program to make sure all federal requirements are met. The US DOT also reviews and approves each of the seventeen Ohio MPO programs on an annual basis and conducts on-site reviews of the nine large MPO programs on a four-year cycle.

Research

Effectiveness of the research program is gauged by several methods and measures:

- Return on Investment (ROI) for projects
- Use of research work and final recommendations in ODOT business
- Commitment of ODOT staff to begin new projects and implement active and completed work.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

This is a continuing program which is required by the Federal Highway Administration.

Currently, there are no other programs supported by these accounting line items. These federal funds can only be used for transportation planning and research.

DOT - Program 4901B - PLANNING & RESEARCH CONTRACTS

Report Created: 10/13/2020 8:40:32 AM

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating A

10/12/20 1:19 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	500	\$0	\$0	\$0	\$505,039	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	510	\$787,916	\$768,275	\$849,565	\$172,349	\$450,000	\$450,000
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	520	\$287,316	\$205,485	\$336,677	\$321,186	\$530,000	\$530,000
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	530	\$49,309	\$1,084	\$76,384	\$22,500	\$85,000	\$85,000
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	570	\$4,872,254	\$5,491,780	\$4,799,106	\$3,611,452	\$6,292,158	\$6,292,158
DOT	HOF	Highway Operating	7002	Highway Operating	771412	Planning and Research-Federal	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	500	\$0	\$0	\$0	\$2,000,000	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	771412	Planning and Research-Federal	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	510	\$3,491,285	\$3,982,673	\$4,090,719	\$765,397	\$400,000	\$400,000
DOT	HOF	Highway Operating	7002	Highway Operating	771412	Planning and Research-Federal	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	520	\$976,917	\$821,941	\$1,300,467	\$1,286,840	\$1,290,000	\$1,290,000
DOT	HOF	Highway Operating	7002	Highway Operating	771412	Planning and Research-Federal	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	530	\$4,336	\$4,336	\$129,483	\$90,000	\$150,000	\$150,000
DOT	HOF	Highway Operating	7002	Highway Operating	771412	Planning and Research-Federal	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	570	\$27,720,986	\$32,833,617	\$32,400,511	\$20,303,805	\$40,222,017	\$40,222,017
4901B - Total												\$38,190,318	\$44,109,191	\$43,982,910	\$29,078,568	\$49,419,175	\$49,419,175

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating B

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	500	\$0	\$0	\$0	\$505,039	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	510	\$787,916	\$768,275	\$849,565	\$172,349	\$450,000	\$450,000
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	520	\$287,316	\$205,485	\$336,677	\$321,186	\$530,000	\$530,000
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	530	\$49,309	\$1,084	\$76,384	\$22,500	\$85,000	\$85,000
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	570	\$4,872,254	\$5,491,780	\$4,799,106	\$3,611,452	\$6,292,158	\$6,292,158
DOT	HOF	Highway Operating	7002	Highway Operating	771412	Planning and Research-Federal	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	500	\$0	\$0	\$0	\$2,000,000	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	771412	Planning and Research-Federal	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	510	\$3,491,285	\$3,982,673	\$4,090,719	\$765,397	\$400,000	\$400,000
DOT	HOF	Highway Operating	7002	Highway Operating	771412	Planning and Research-Federal	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	520	\$976,917	\$821,941	\$1,300,467	\$1,286,840	\$1,290,000	\$1,290,000
DOT	HOF	Highway Operating	7002	Highway Operating	771412	Planning and Research-Federal	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	530	\$4,336	\$4,336	\$129,483	\$90,000	\$150,000	\$150,000
DOT	HOF	Highway Operating	7002	Highway Operating	771412	Planning and Research-Federal	4900A	Transportation Planning and Research	4901B	PLANNING & RESEARCH CONTRACTS	570	\$27,720,986	\$32,833,617	\$32,400,511	\$20,303,805	\$40,222,017	\$40,222,017
4901B - Total												\$38,190,318	\$44,109,191	\$43,982,910	\$29,078,568	\$49,419,175	\$49,419,175

DOT - Program 4920B - HIGHWAY OPERATING

Report Created: 10/13/2020 1:24:41 PM

Question	Answer
Program Number	4920B
Program Name	HIGHWAY OPERATING
FY 2022 Funding: Reduction Request (Operating A)	734,581,869
FY 2023 Funding: Reduction Request (Operating A)	747,689,224
FY 2022 Funding: Continuing Priorities Request (Operating B)	734,581,869
FY 2023 Funding: Continuing Priorities Request (Operating B)	747,689,224

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

This program covers Highway Maintenance and Highway Construction operating costs which includes payroll, supplies and materials, equipment, and Land & Buildings with the goal of completing projects on the transportation infrastructure system.

The traveling public in the State of Ohio is the primary beneficiary of the services of this program.

This program impacts all divisions internal to ODOT, statewide agencies, and the traveling public in the State of Ohio by providing the equipment, materials, and services to our maintenance and construction business operational areas to support state-wide initiatives.

This includes individuals going to school, work, and to take care of daily needs. Beneficiaries also include businesses transporting goods and services and emergency personnel in responding to calls for service.

Facilities

The purpose of the building capital improvements program is to produce an ongoing logical, systematic and predictable replacement (Master Planning Process) for ODOT's operational facilities to keep all buildings effectively operating within their anticipated life cycle utilizing centralized funding.

ODOT currently operates 1 Central Office Headquarters Complex, 1 West Broad Central Maintenance & Office Complex, 1 Aviation Maintenance & Office Complex, 12 District Headquarter Complexes, over 90 Full Service Maintenance Facilities, over 102 Outpost/yard locations and over 80 rest areas.

Equipment

ODOT has both the Statewide Centralized Snow and Ice Truck Program and the Statewide Centralized Fleet Equipment Program. The purpose of these programs is to efficiently and effectively purchase passenger, snow/ice, heavy and construction equipment to support ODOT's transportation infrastructure plan. With the assistance of recommendations of the State Auditor's office, ODOT will continue to utilize a lifecycle replacement methodology for our fleet replacement plan.

This office provides equipment utilized by ODOT Central Office, Districts, and Counties to ensure the equipment needed for snow and ice control,

pavement repair, bridge repair and all other maintenance of ODOT's infrastructure are available when needed. This includes sedans, pick-ups, dump trucks, pavement repair equipment, snowplows, loaders, excavators, backhoes, etc. Central Office oversees snowplow dump truck construction by the Ohio Penal Industries at Chillicothe Correctional Institution and the refurbishing program for the older dump truck, loader, and trailer fleet. Also, the program provides training on specialized equipment for testing, research, and supports statewide programs and objectives.

In addition, the budget will be spent to replace equipment that has surpassed age, operating costs, and wear/use parameters to ensure a safe, cost effective fleet. The amount awarded per vendor will be dependent on DAS and ODOT contract awards for the given fiscal year of purchase. All 88 counties in the state will receive replacement equipment. ODOT will procure 141 snow plow trucks in FY 2022 and 140 trucks in FY 2023. These trucks are for snow and ice control as well as other critical maintenance needs to upkeep Ohio's infrastructure.

Division of Engineering

Includes labor, materials and supplies, and equipment utilized in Central Office and the Districts for CADD and Mapping, Geotechnical Engineering, Real Estate, Roadway Engineering, Structural Engineering, Hydraulic Engineering, and Pavement Engineering. Geotechnical Engineering provides support for planning, design, construction and maintenance for the transportation system. Real Estate includes employees in Central Office and the Districts to oversee the purchase of right of way and maintain documentation on right of way owned by ODOT, sale of excess lands, cell towers, revenue from oil and gas wells, etc.

Division of Operations

Includes labor, materials and supplies, and equipment utilized in Central Office and the Districts for Maintenance Administration, Traffic Engineering, Emergency Management, and Traffic Management Center. Maintenance administration involves snow and ice control, special hauling permits, Roadway Weather Information System,

Traffic administers the policies and standards with the Ohio Manual of Uniform Traffic Devices, signal design, ensuring signs are in place to ensure the traveling public's safety, highway lighting and coordination of the statewide Traffic Management Center (TMC).

Snow and Ice Program

The purpose of the snow and ice program is to maintain roadway safety for the traveling public during times of inclement weather, in particular, the winter season. Failure to sustain the highest levels of service as related to snow and ice control would result in extreme negative impacts crippling the transportation systems.

Benefits of ODOT's snow and ice program include:

- Promoting safety – Efficient and effective snow and ice control is critical to providing and maintaining safety on Ohio's highways. Pavements clear of snow and ice provide sufficient friction for safe stopping distance.

Clear berms provide safe area for disabled vehicles and clear line of sight for motorists. Clear and accessible roads also ensure that emergency vehicles (EMS, fire, police, etc) can provide essential safety services to Ohio's citizens.

- Reducing congestion – Achieving and maintaining bare pavement conditions during winter events are essential elements for transportation and mobility. Free flowing traffic moving at normal operating speeds depends upon clear and safe surface conditions under which to travel. Performance is gauged through travel delays associated with deteriorated pavement surface conditions. Efficient, reliable traffic flows require high standards as related to levels of service.

- Economic Impacts – The impact of winter events can be devastating to the economy and economic development. Businesses, individuals and essential services are dependent upon transportation and mobility thus adversely affected by inadequate levels of service. Those who depend on public transportation depend upon buses being able to reach them and their destinations on time. Current research, as documented by the Salt Institute, details the magnitude of losses arising from significant statewide one-day disruption due to a major snowstorm to be upwards of \$125M dollars in direct costs and \$156M in indirect costs for a total of nearly \$281M. productivity, shipments, sales, fuel costs, wages, police, medical, and fire and rescue services all depend upon the level of service provided through snow and ice control.

2019 - 2020 ODOT Snow & Ice Summary

- \$114.4M spent including overhead – direct costs were about \$72.5M (\$30.5M spent on materials)
- Approximately 43,461 lane-miles treated
- Approximately 4,245,612 tons of salt used
- Approximately 5,888,482 miles driven
- Approximately 690,751 hours worked

Division of Construction Management

Includes labor, materials, and equipment utilized in Central Office for Construction Administration, Materials Management, and Contract Sales and Estimating. The Construction Administration is involved in project administration such as change orders, Critical Path Method scheduling, Construction Inspection manual, etc. Materials Management will test the aggregate, asphalt and concrete to assure that standards are met. Contract Sales and Estimating section is tasked with estimating contracts, bid lettings, etc.

DriveOhio

DriveOhio is a one-stop shop to develop, test and deploy advanced mobility solutions across Ohio, focused on Connected and Autonomous Vehicles. DriveOhio's programs deliver benefits and solutions across four strategic "pillars": Safety, Mobility, Reliability, and Workforce.

DriveOhio is actively engaging with workforce development partners and stakeholders from state and local governments, industry, education and community organizations across Ohio. The objectives of the statewide "Listening Tour" are to review best practices and existing programs, and

Report Created: 10/13/2020 1:24:41 PM

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

to identify stakeholder needs and problem statements. As use cases are identified, smart mobility workforce development Pilot Programs will be established to deploy solution concepts, using DriveOhio resources to accelerate progress.

DriveOhio's workforce Development programs will focus on:

- Transitioning disrupted employees into new jobs
- Preparing people for the jobs of tomorrow
- Attracting jobs in this industry to Ohio
- Ensuring equitable access to mobility for education and work
- Will develop and implement ODOT's Public Private Partnership (P3's) policy and program. Process will encourage innovation and private sector investment which will benefit Ohio.

Facilities

Market response during the bid process is the single largest influence of cost. Currently ODOT is obligated to utilize the services of the Ohio Facilities Construction Commission for vertical construction projects. Their fee is included in each project budget.

Equipment

The contracted amounts for vehicles and maintenance supplies affect the program significantly. Beginning in FY17 ODOT began utilizing centralized procurement to take advantage of bulk purchasing power.

Snow & Ice

Overall operating costs driving the snow and ice program are:

- 1) Labor associated with clearing the roads & maintaining equipment
- 2) Materials - cost per ton of salt and per gallon for liquid chemicals and fuel
- 3) Severity and frequency of weather events
- 4) Fuel costs and other petroleum based products
- 5) Supply and demand issues associated with previous winter's severity
- 6) Desired levels of service
- 7) Equipment - Dump Trucks, Brine Systems, Snow Plow components, instrumentation.
- 8) Higher costs on truck parts and snow plow blades

DriveOhio

DriveOhio is committed and focused on bringing in the latest smart mobility technology to the state by being a convener. It is through the focus of such partnerships that DriveOhio has been able to help develop and successfully win federal grants in relation to smart mobility and technology. This allows the state to keep growing as a national leader in deploying smart technology testing while developing a safe, and smart mobility ecosystem in Ohio.

Smart mobility technology continues to evolve at a rapid pace. As these technologies mature, DriveOhio forecasts that automated and connected vehicle systems on the ground—self-driving vehicles and connected vehicle environments—and in the air—unmanned aircraft systems (UAS) and electric vertical take-off and landing (eVTOL) vehicles—will converge and overlap in the next five years. The results of this technology intersection will be a new and dynamic transportation system.

3. List all ALIs that support this program (ALI number, ALI name).

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

Facilities

The effectiveness of the OFCC managed projects are compared to the original project estimates and schedules. ODOT is currently putting out an RFP to acquire software which will provide us with a Facility Condition Index.

Equipment

Equipment age, Maintenance costs and Travel Time Reliability Index are ways this program is evaluated.

Division of Operations

Implemented a program to measure how quickly we are returning our priority highways to an acceptable driving standard after a snow and ice event. To our knowledge, ODOT is the first in the country to implement such a standard.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

This program is funded through the Ohio Motor Fuel gas tax and other Non-GRF miscellaneous revenue. There are various programs funded by the State Motor Fuel Tax; however, this program utilizes a majority of the State Motor Fuel Tax Operational funding.

DOT - Program 4920B - HIGHWAY OPERATING

Report Created: 10/13/2020 1:24:41 PM

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BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating A

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	770003	Transportation Facilities Lease Rental Bond Payments	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	591	\$8,154,967	\$16,524,848	\$16,531,342	\$17,678,300	\$16,562,000	\$20,299,728
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	500	\$139,884,365	\$144,687,475	\$146,976,210	\$146,229,877	\$154,936,618	\$158,389,720
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	510	\$8,167,965	\$6,400,354	\$9,553,903	\$4,585,620	\$8,600,000	\$8,750,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	520	\$2,174,388	\$2,384,701	\$2,174,817	\$3,040,172	\$3,250,000	\$3,250,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	530	\$1,679,355	\$1,916,753	\$2,869,043	\$1,703,794	\$2,750,000	\$2,750,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	570	\$0	\$23,624	\$70,663	\$28,123	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	590	\$1,427,094	\$2,046,352	\$1,286,727	\$1,399,850	\$3,500,000	\$3,500,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	595	\$36,342	\$45,402	\$44,605	\$10,000	\$250,000	\$250,000
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	500	\$245,142,176	\$255,062,328	\$263,958,584	\$269,344,997	\$277,483,251	\$283,499,776
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	510	\$3,383,982	\$11,548,986	\$13,766,418	\$9,158,599	\$13,000,000	\$13,500,000
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	520	\$137,281,665	\$171,216,593	\$164,146,816	\$127,849,906	\$156,000,000	\$158,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	530	\$48,852,895	\$52,049,331	\$64,435,937	\$28,109,032	\$53,250,000	\$53,500,000
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	570	\$25,007,763	\$38,260,352	\$32,891,777	\$24,186,749	\$45,000,000	\$42,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	779491	Administration-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	520	\$94	\$1,350	\$0	\$0	\$0	\$0
4920B - Total												\$621,193,052	\$702,168,451	\$718,706,846	\$633,325,019	\$734,581,869	\$747,689,224

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating B

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	770003	Transportation Facilities Lease Rental Bond Payments	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	591	\$8,154,967	\$16,524,848	\$16,531,342	\$17,678,300	\$16,562,000	\$20,299,728
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	500	\$139,884,365	\$144,687,475	\$146,976,210	\$146,229,877	\$154,936,618	\$158,389,720
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	510	\$8,167,965	\$6,400,354	\$9,553,903	\$4,585,620	\$8,600,000	\$8,750,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	520	\$2,174,388	\$2,384,701	\$2,174,817	\$3,040,172	\$3,250,000	\$3,250,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	530	\$1,679,355	\$1,916,753	\$2,869,043	\$1,703,794	\$2,750,000	\$2,750,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	570	\$0	\$23,624	\$70,663	\$28,123	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	590	\$1,427,094	\$2,046,352	\$1,286,727	\$1,399,850	\$3,500,000	\$3,500,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	595	\$36,342	\$45,402	\$44,605	\$10,000	\$250,000	\$250,000
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	500	\$245,142,176	\$255,062,328	\$263,958,584	\$269,344,997	\$277,483,251	\$283,499,776
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	510	\$3,383,982	\$11,548,986	\$13,766,418	\$9,158,599	\$13,000,000	\$13,500,000
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	520	\$137,281,665	\$171,216,593	\$164,146,816	\$127,849,906	\$156,000,000	\$158,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	530	\$48,852,895	\$52,049,331	\$64,435,937	\$28,109,032	\$53,250,000	\$53,500,000
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	570	\$25,007,763	\$38,260,352	\$32,891,777	\$24,186,749	\$45,000,000	\$42,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	779491	Administration-State	4920A	Highway Transportation	4920B	HIGHWAY OPERATING	520	\$94	\$1,350	\$0	\$0	\$0	\$0
4920B - Total												\$621,193,052	\$702,168,451	\$718,706,846	\$633,325,019	\$734,581,869	\$747,689,224

DOT - Program 4921B - PRESERVATION PAVEMENT & BRIDGE

Report Created: 10/13/2020 8:52:12 AM

Question	Answer
Program Number	4921B
Program Name	PRESERVATION PAVEMENT & BRIDGE
FY 2022 Funding: Reduction Request (Operating A)	1,126,492,650
FY 2023 Funding: Reduction Request (Operating A)	1,152,127,810
FY 2022 Funding: Continuing Priorities Request (Operating B)	1,126,492,650
FY 2023 Funding: Continuing Priorities Request (Operating B)	1,152,127,810

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

Purpose

Preserving the State's roadways (pavement, bridge, culvert, traffic signals, signs, lighting, and barriers), while maintaining the condition of the assets at acceptable levels through preventative, preservation, rehabilitation, and replacement activities.

Benefit

The State of Ohio's citizens and industries are the beneficiaries of this program. A well-maintained transportation system promotes travel (commercial and non-commercial) and economic growth/development.

General Overview

This program funds all services and expenses associated with the maintenance, repair, rehabilitation, and replacement activities of the state system of the pavements and bridges.

Example activities include:

- Professional services for inspection, studies, environmental documentation, permits, public involvement meetings, surveying, engineering, analyses, design, deed research and property appraisals.
- Right of way acquisition for geometric adjustments, bridge, pavement, culvert, and/or signal projects.
- Utility relocations
- Railroad flagging
- Construction
- Construction inspection

Pavements

The Department divides the pavement network (IR, US, SR) into three "policy" systems to manage the pavements.

- Priority System - Interstates, freeways and other multi-lane roads
 - o 13,899 lane miles
- General System – Two lane routes
 - o 29,654 lane miles
- Urban System - US and State Routes within municipal jurisdiction
 - o 6,087 lane miles

The Pavement Preservation Program funds a series of preventative

Report Created: 10/13/2020 8:52:12 AM

maintenance, preservation, and rehabilitation projects which maintains or improves the State's assets.

- Priority and General System Roadways
 - o Pavement activities include pavement replacement, resurfacing, asphalt repairs, spot paving, concrete joint repairs, chip sealing, and crack sealing. In addition, culverts, signs, traffic signals, lighting, and barrier upgrades/replacement are also maintained with the State's roadways.
- Urban System Roadways
 - o The Department offers subsidies to municipalities to assist with resurfacing surface treatments along State and U.S. Routes within municipal corporations.
- Multi-Lane Major Rehabilitation Program
 - o Provides funding to restore the structural integrity of pavements along the Priority System once a section of pavement is at the end of its useful life by illustrating poor performing conditions.
- Major Rehabilitation General System Program
 - o Provides funding to restore the structural integrity of pavements along the General System once a section of pavement is at the end of its useful life by illustrating poor performing conditions.

Bridges

The District Bridge Preservation Program funds a series of preventative maintenance, preservation, and rehabilitation projects which maintains or improves the State's assets.

- 14,094 structures or 90.65 million square feet of bridge deck area
- Bridge Preservation Program
 - o Bridge activities include inspection, joint replacements, painting, wearing surface, concrete patching, deck replacement, rehabilitation, replacement to name a few common activities.
- Bridge Preservation Program addresses four primary focus areas.
 - o The Bridge Preservation Program addresses four primary focus areas (condition based).
- ? General Appraisal (overall bridge condition)
- ? Deck Conditions
- ? Wearing Surface
- ? Paint Conditions
- Major Bridge Program
 - o Provides funding for the preservation, rehabilitation or replacement of structures carrying a State, U.S. or Interstate route which meets the major bridge criteria. This program also provides assistance in the preservation, rehabilitation and replacement of 35 structures shared with bordering states.
- ? 145 structures of 16.95 million square feet of bridge deck area
- ? 16 shared structures with KY
- ? 19 shared structures with WV

The states pavements and bridges served the public at a rate of 197.8

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

million vehicle miles traveled per year (2019). The Department is expecting this figure to be near 2019 levels by the end of this biennium.

Year Rate of VMT

2016	193.4
2017	197.1
2018	196.8
2019	197.8

The majority of costs associated with the program are contract/consultant labor, materials, and equipment involved in executing the construction work. Therefore, the program costs escalate with inflation in wages, materials, fuel, asphalt, concrete and steel products.

The average life of pavements and bridges relate to a number of variables, including, but not limited to, quality of design, quality of construction materials, weather conditions over time, the volume of traffic, etc. ODOT's materials and construction processes are constantly improving to extend the average life of pavement and structures.

3. List all ALIs that support this program (ALI number, ALI name).

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

Pavements

The Department utilizes an optimization program to assist with engineering judgement when selecting the various pavement activities and associated year the pavement activities should take place. In addition, past, present, and forecasted conditions are tracked and published monthly to illustrate conditions in conjunction with our goals.

Bridges

Past, present and forecasted conditions are tracked and published monthly to illustrate conditions in conjunction with our goals.

Effectiveness

This information is used to monitor the department's progress towards achieving and maintaining systems conditions goals while evaluating existing and future funding needs.

The total allocation, and/or distribution among districts are reviewed continuously and revised periodically as a result of performance measures.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

The State and Federal Motor Fuel Gas Tax funds many programs within ODOT. Since ODOT maintains a "fix-it first" philosophy, any increased costs associated with pavement and bridge preservation will result in less funding for expansion projects from the Major New Program.

The bond funding in this program only funds the preservation of roads

Report Created: 10/13/2020 8:52:12 AM

and bridges which the state is responsible for, not for any local roads or bridges.

DOT - Program 4921B - PRESERVATION PAVEMENT & BRIDGE

Report Created: 10/13/2020 8:52:12 AM

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BPM-0002 BP Analysis Report (6 year report)

[DataDictionary](#)

Model: Agency

Scenario: Current Year Operating A

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	CPF	Capital Projects	7042	Highway Capital Improvement	772723	Highway Construction-Bonds	4920A	Highway Transportation	4921B	PRESERVATION PAVEMENT & BRIDGE	570	\$153,457,259	\$164,853,409	\$137,015,374	\$35,097,574	\$60,000,000	\$60,000,000
DOT	CPF	Capital Projects	7045	Infrastructure Bank Obligation	772428	Highway Infrastructure Bank-Bonds	4920A	Highway Transportation	4921B	PRESERVATION PAVEMENT & BRIDGE	570	\$133,635,701	\$197,784,572	\$202,441,869	\$60,051,944	\$60,000,000	\$60,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4921B	PRESERVATION PAVEMENT & BRIDGE	570	\$261,020,779	\$217,094,695	\$227,433,267	\$195,107,495	\$358,047,456	\$362,910,151
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4921B	PRESERVATION PAVEMENT & BRIDGE	570	\$581,497,272	\$516,296,053	\$620,015,152	\$367,611,549	\$648,445,194	\$669,217,659
4921B - Total												\$1,129,611,011	\$1,096,028,729	\$1,186,905,662	\$657,868,562	\$1,126,492,650	\$1,152,127,810

BPM-0002 BP Analysis Report (6 year report)

[DataDictionary](#)

Model: Agency

Scenario: Current Year Operating B

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	CPF	Capital Projects	7042	Highway Capital Improvement	772723	Highway Construction-Bonds	4920A	Highway Transportation	4921B	PRESERVATION PAVEMENT & BRIDGE	570	\$153,457,259	\$164,853,409	\$137,015,374	\$35,097,574	\$60,000,000	\$60,000,000
DOT	CPF	Capital Projects	7045	Infrastructure Bank Obligation	772428	Highway Infrastructure Bank-Bonds	4920A	Highway Transportation	4921B	PRESERVATION PAVEMENT & BRIDGE	570	\$133,635,701	\$197,784,572	\$202,441,869	\$60,051,944	\$60,000,000	\$60,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4921B	PRESERVATION PAVEMENT & BRIDGE	570	\$261,020,779	\$217,094,695	\$227,433,267	\$195,107,495	\$358,047,456	\$362,910,151
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4921B	PRESERVATION PAVEMENT & BRIDGE	570	\$581,497,272	\$516,296,053	\$620,015,152	\$367,611,549	\$648,445,194	\$669,217,659
4921B - Total												\$1,129,611,011	\$1,096,028,729	\$1,186,905,662	\$657,868,562	\$1,126,492,650	\$1,152,127,810

DOT - Program 4922B - SAFETY

Report Created: 10/13/2020 8:57:05 AM

Question	Answer
Program Number	4922B
Program Name	SAFETY
FY 2022 Funding: Reduction Request (Operating A)	158,526,997
FY 2023 Funding: Reduction Request (Operating A)	158,526,997
FY 2022 Funding: Continuing Priorities Request (Operating B)	158,526,997
FY 2023 Funding: Continuing Priorities Request (Operating B)	158,526,997

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

The goal of the program is to save lives, reduce injuries and prevent traffic crashes on Ohio roads, which is part of ODOT's mission and strategic initiatives.

As part of the program, ODOT prioritizes and studies the top high-crash, severe-crash locations, and awards funding to ODOT districts and local agencies so they can address these priority crash locations.

Goals:

- 2% annual reduction in fatalities and serious injuries on Ohio roads
- 2% annual reduction in fatality and serious injury rates on Ohio roads

ODOT uses the funding to target locations for road safety improvements that prevent crashes.

ODOT District Offices and local governments, which use the funds to address safety problems on public roads statewide. The traveling public will benefit from the funding by having a safer transportation system. Reducing crashes also reduces congestion, and emergency response and health care costs.

All states are required by the federal government to develop and maintain a Highway Safety Program to reduce the number and severity of crashes at hazardous roadway locations. As such, ODOT provides engineering expertise and funding to district offices and local governments to improve safety on any eligible public road in Ohio.

The Safety Program emphasizes safety in all phases of highway development. The program identifies and studies problem locations, develops solutions, establishes priorities and implements improvements.

Projects range from low-cost safety improvements such as signs, pavement markings and signal improvements to higher-cost intersection and segment improvements, such as turn lanes, wider shoulders, access management and curve redesign. The department also invests in proactive maintenance treatments that improve road safety. The maximum amount available is \$10 million per location.

Legal References: Title 23, U.S.C. (Section 152); Section 1112 of MAP-21, which amended Section 148 of Title 23, United States Code (23 USC 148); Chapter 23, CFR; Chapter 55, Ohio Revised Code (Sections

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

3. List all ALIs that support this program (ALI number, ALI name).

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

5501.11(D), 5501.31)

Related Policies, Standard Procedures, Manuals: Highway Safety Program Policy (Policy 20-008(P)), ODOT Design Manual, Ohio Manual of Uniform Traffic Control Devices (OMUTCD), Highway Safety Engineering Studies - FHWA Guidelines dated: March 1991.

In any given year, the program has been used to fund all or a portion of about 200 projects in various stages of development.

Each year, ODOT holds two rounds of applications (April and September). Last year, ODOT awarded \$123M to ODOT District and Local Government sponsors. The remaining funds were used to cover low-cost, quick hit urgent safety improvements, project increases and system-wide safety improvements (such as upgrading guardrail and using highly reflective pavement markings to prevent roadway departure crashes).

The cost to acquire temporary and permanent right of way to complete safety projects continues to escalate each year. Cost increases are largely due to state and federal requirements and damages awarded by juries. Most costs associated with the program are labor, land, materials, and equipment incurred in executing the engineering design, right of way acquisition and access, and construction work.

Therefore, program costs escalate with inflationary increases in wages, property values, and the costs of materials, especially oil and steel products.

Please see ALI list on next page

ODOT tracks completed safety studies; implementation of quick, low-cost safety measures; and the timely delivery of higher-cost, long-term safety improvement projects. In addition, the Department tracks quarterly crash trends to measure the effectiveness of these improvements and other state agencies' efforts in reducing fatalities, serious injuries and crashes throughout Ohio.

The Safety Program derives its funding from state and federal motor fuel taxes. The funding sources include:

- Highway Safety Improvement Program mandated in FAST Act (federal transportation bill). Funding is 90% federal with a 10% state or local match.

Report Created: 10/13/2020 8:57:05 AM

- 164 federal penalty funds: ODOT receives federal funding that can only be used for HSIP eligible projects. The federal requirement is triggered because Ohio does not meet the federal requirements for repeat intoxicated driver laws. (federal funding 100%)

- State: Matching dollars required to use federal funds, as well as additional funding for State only projects. State Motor Fuel tax.

ODOT has developed a methodology to rank funding requests and has developed a multi-discipline committee that reviews and approves these requests.

DOT - Program 4922B - SAFETY

Report Created: 10/13/2020 8:57:05 AM

BPM-0002 BP Analysis Report (6 year report)

[DataDictionary](#)

Model: Agency

Scenario: Current Year Operating A

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4922B	SAFETY	510	\$0	\$13,850	\$0	\$14,198	\$4,000	\$4,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4922B	SAFETY	520	\$1,024,078	\$270,463	\$754,196	\$377,557	\$100,000	\$100,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4922B	SAFETY	530	\$110,885	\$39,425	\$868,951	\$225,000	\$530,000	\$530,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4922B	SAFETY	570	\$9,082,529	\$11,027,661	\$16,676,766	\$21,603,748	\$60,218,700	\$60,218,700
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4922B	SAFETY	510	\$0	\$0	\$0	\$14,198	\$5,000	\$5,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4922B	SAFETY	520	\$10,429	\$593,852	\$362,078	\$77,700	\$50,000	\$50,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4922B	SAFETY	530	\$0	\$0	\$0	\$0	\$5,000	\$5,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4922B	SAFETY	570	\$81,594,314	\$91,835,442	\$99,873,817	\$65,768,171	\$97,614,297	\$97,614,297
4922B - Total												\$91,822,234	\$103,780,694	\$118,535,809	\$88,080,572	\$158,526,997	\$158,526,997

BPM-0002 BP Analysis Report (6 year report)

Model: Agency
Scenario: Current Year Operating B

10/12/20 1:34 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4922B	SAFETY	510	\$0	\$13,850	\$0	\$14,198	\$4,000	\$4,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4922B	SAFETY	520	\$1,024,078	\$270,463	\$754,196	\$377,557	\$100,000	\$100,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4922B	SAFETY	530	\$110,885	\$39,425	\$868,951	\$225,000	\$530,000	\$530,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4922B	SAFETY	570	\$9,082,529	\$11,027,661	\$16,676,766	\$21,603,748	\$60,218,700	\$60,218,700
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4922B	SAFETY	510	\$0	\$0	\$0	\$14,198	\$5,000	\$5,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4922B	SAFETY	520	\$10,429	\$593,852	\$362,078	\$77,700	\$50,000	\$50,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4922B	SAFETY	530	\$0	\$0	\$0	\$0	\$5,000	\$5,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4922B	SAFETY	570	\$81,594,314	\$91,835,442	\$99,873,817	\$65,768,171	\$97,614,297	\$97,614,297
4922B - Total												\$91,822,234	\$103,780,694	\$118,535,809	\$88,080,572	\$158,526,997	\$158,526,997

DOT- Program 4923B - LOCAL GOVERNMENT PROGRAMS

Report Created: 10/13/2020 10:01:12 AM

Question	Answer
Program Number	4923B
Program Name	LOCAL GOVERNMENT PROGRAMS
FY 2022 Funding: Reduction Request (Operating A)	418,322,077
FY 2023 Funding: Reduction Request (Operating A)	418,322,077
FY 2022 Funding: Continuing Priorities Request (Operating B)	418,322,077
FY 2023 Funding: Continuing Priorities Request (Operating B)	418,322,077

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

To provide federal transportation funding to Ohio local government project sponsors to maintain and improve multi-modal transportation system networks. Program goals and objectives are established within the Federal programs and by the respective local government recipients. These are a combination of required sub-allocated Federal program funds and additional Federal funds by policy utilized for infrastructure improvements and enhancements.

ODOT provides funding to Ohio's local government transportation improvement project sponsors (counties, cities, villages, townships, public transit operators, school districts). These programs provide the transportation infrastructure to support the driving public, businesses and industry across the State of Ohio.

These programs include: new construction, maintenance, and operating improvements to Ohio local governments' highway/transit/bicycle/pedestrian/maritime transportation networks.

1. MPO/Large City Program – Program annually awards an average of 150 highway/transit/bicycle/pedestrian improvement projects, totaling \$190M per year in thirty-three Ohio urban counties.

2. Replacement and rehabilitation of bridges off the State Highway System within Municipalities - It is estimated that an average of 10 bridges per year will be replaced or rehabilitated utilizing the annual \$11M Municipal Bridge Program budget. These improvements will serve the populations of each of the local bridge owners.

3. Replacement and rehabilitation of county bridges - It is estimated that 40-55 bridges per year will be replaced or rehabilitated utilizing the annual \$39M County Bridge Program budget in conjunction with the Ohio Bridge Partnership Program. These improvements will serve the populations of each of the 40-50 county bridge owners and general travelling public through those communities.

4. County road and safety projects, and safety studies - It is estimated that the counties will initiate more than 50 safety and road inventory studies per year; upgrade hundreds of miles of guardrail and pavement markings; and upgrade signs for 30 or more counties each year utilizing the annual \$14M County Roadway Program funds. Counties will also construct needed safety projects based on high crash county maintain

Report Created: 10/13/2020 10:01:12 AM

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

routes utilizing the annual \$14M.

5. Activities that creatively integrate transportation facilities in their surrounding communities and natural environment - It is estimated that 20 projects per year will be constructed to create new bicycle and pedestrian networks, preserve historic transportation facilities, and protect the environment through mitigation utilizing the annual \$11M Transportation Alternatives Program budget. These improvements will serve the populations of each of the 20 local project owners and general travelling public through those communities.

6. Multi-modal transportation improvement projects and programs within Ohio's urbanized areas.

7. Cities with populations of 5,000 to 24,999 that are not located within Metropolitan Planning Organizations - It is estimated that an average of 10 roadway reconstruction / rehabilitation projects per year will be constructed utilizing the annual \$10.55M Small City Program budget. These improvements will serve the populations of each of the local roadway owners and general travelling public through those communities.

8. Enable and encourage children to walk and bicycle to school - The Safe Routes to School Program seeks to enable and encourage children K-8 to walk and bicycle to school safely. The program supports the construction of pedestrian and bicycle facilities, project development, school travel planning assistance, and other non-infrastructure funding for education and program-related activities. It is estimated that the annual \$4M budget will support the delivery of 20 construction projects, the development of 8 School Travel Plans, and 20 non-infrastructure awards. These improvements will serve approximately 30 local jurisdictions to improve safety and connectivity as well as develop supportive programs for those walking and biking to school or in their community.

9. Funds Support for Large Local Bridge Projects - It is estimated that 1 -2 local bridges with deck area exceeding 35,000 sq. ft. or those with lift and movable mechanical components will be replaced or rehabilitated utilizing the annual \$20M budget. These improvements will serve the populations of each local bridge owner and general travelling public through those communities.

Local government project sponsors are primarily impacted by the same construction cost inflationary factors on wages and materials as those impacting the Ohio Department of Transportation (ODOT) construction programs.

Report Created: 10/13/2020 10:01:12 AM

3. List all ALIs that support this program (ALI number, ALI name).

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

The effectiveness and efficiency of local programs are monitored in accordance with the State and Federal funding eligibility and funding rules that guide each program. Collection and analysis of crash data to validate investment toward safety countermeasures, annual bridge inspections mandated by FHWA and Ohio Revised Code to guide bridge investments, and asset management tools such as Pavement Condition Ratings (PCRs) for roadway projects are all used to direct project funding and evaluate outcomes. ODOT and local governments monitor these factors to ensure that each dollar invested in the local transportation system addresses specific deficiencies targeted under that program.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

Local Government Program funds through ODOT are critical to the improvement and preservation of the local government-maintained transportation system in Ohio. Without Local Government Program assistance through ODOT, the local transportation infrastructure would continue to deteriorate and cause unsafe conditions for the travelling public.

MPO/Large City Program – Program is financed with FHWA federal STP, CMAQ, and TAP funds. These three federal fund types also finance other ODOT Capital Funds programs.

DOT - Program 4923B - LOCAL GOVERNMENT PROGRAMS

Report Created: 10/13/2020 10:01:12 AM

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BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating A

10/12/20 1:19 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	CPF	Capital Projects	7045	Infrastructure Bank Obligation	772428	Highway Infrastructure Bank-Bonds	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	570	\$13,165,696	\$2,629,860	\$76,105	\$7,470	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	570	\$19,089,521	\$11,483,660	\$12,764,314	\$7,601,307	\$15,000,000	\$15,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	520	\$30	\$13,037	\$3,401	\$13,000	\$20,000	\$20,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	570	\$244,414,349	\$260,351,561	\$307,378,289	\$225,897,120	\$323,302,077	\$323,302,077
DOT	HOF	Highway Operating	7002	Highway Operating	772424	Highway Construction-Other	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	510	\$0	\$0	\$319,521	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772424	Highway Construction-Other	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	520	\$63,318	\$69,911	\$123,142	\$127,162	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772424	Highway Construction-Other	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	570	\$46,241,061	\$53,820,802	\$59,398,589	\$46,191,401	\$77,000,000	\$77,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	772424	Highway Construction-Other	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	595	\$16,586,894	\$4,942,630	\$4,142,745	\$1,700,000	\$3,000,000	\$3,000,000
4923B - Total												\$339,560,868	\$333,311,460	\$384,206,105	\$281,537,460	\$418,322,077	\$418,322,077

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating B

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	CPF	Capital Projects	7045	Infrastructure Bank Obligation	772428	Highway Infrastructure Bank-Bonds	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	570	\$13,165,696	\$2,629,860	\$76,105	\$7,470	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	570	\$19,089,521	\$11,483,660	\$12,764,314	\$7,601,307	\$15,000,000	\$15,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	520	\$30	\$13,037	\$3,401	\$13,000	\$20,000	\$20,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	570	\$244,414,349	\$260,351,561	\$307,378,289	\$225,897,120	\$323,302,077	\$323,302,077
DOT	HOF	Highway Operating	7002	Highway Operating	772424	Highway Construction-Other	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	510	\$0	\$0	\$319,521	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772424	Highway Construction-Other	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	520	\$63,318	\$69,911	\$123,142	\$127,162	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772424	Highway Construction-Other	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	570	\$46,241,061	\$53,820,802	\$59,398,589	\$46,191,401	\$77,000,000	\$77,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	772424	Highway Construction-Other	4920A	Highway Transportation	4923B	LOCAL GOVERNMENT PROGRAMS	595	\$16,586,894	\$4,942,630	\$4,142,745	\$1,700,000	\$3,000,000	\$3,000,000
4923B - Total												\$339,560,868	\$333,311,460	\$384,206,105	\$281,537,460	\$418,322,077	\$418,322,077

DOT - Program 4924B - MAJOR NEW

Report Created: 10/14/2020 1:54:37 PM

Question	Answer
Program Number	4924B
Program Name	MAJOR NEW
FY 2022 Funding: Reduction Request (Operating A)	100,000,000
FY 2023 Funding: Reduction Request (Operating A)	61,147,398
FY 2022 Funding: Continuing Priorities Request (Operating B)	100,000,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	100,000,000

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

The Major New Program provides funding for projects that cost greater than \$12 million and increase mobility, provide connectivity, increase the accessibility to a region for economic development, the capacity of a transportation facility, improve safety or reduce congestion.

The traveling public and citizens of Ohio are the primary beneficiaries as the major new program addresses construction needs across the state while supporting job creation and economic development related benefits.

The Transportation Review Advisory Council (TRAC), established by the Ohio General Assembly in 1997, is charged with developing and overseeing a project selection process for Major New Capacity Projects (ORC 5512.02). TRAC is composed of the Director of ODOT and eight appointees chosen for experience in transportation, business or economic development.

TRAC conducts a competitive application process annually culminating in the development of the Major New Construction Program List that outlines project funding commitments for construction and project development.

As part of the application process TRAC scores applications while considering transportation factors, economic performance factors, local investment factors and project funding plan. Additionally, TRAC considers regional equity, poverty and unemployment in the decision-making process. ODOT Staff provides a supporting role collecting, evaluating and organizing project data as part of the application process.

Since 1998 TRAC has invested over \$11 billion in transportation infrastructure across Ohio. The most recent Major New Construction Program approved by TRAC in November 2019 included 19 construction commitments (Tier 1) and 63 additional projects under development (Tier 2 & 3). These projects represent nearly \$7 billion in infrastructure investments.

A list of projects can be obtained at the TRAC website at <https://www.transportation.ohio.gov/wps/portal/gov/odot/programs/trac/trac>

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

Most costs associated with the program are labor, land, materials, and equipment incurred in executing the engineering design, right of way acquisition and access, and construction work. Therefore, program costs escalate with inflationary increases in wages, property values, and the costs of materials, especially oil and steel products.

3. List all ALIs that support this program (ALI number, ALI name).

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

ODOT has established agency-wide critical success factors focused on workforce, system conditions, safety and delivery of the capital program. The development and construction of Major New Construction projects has a direct impact on system conditions and delivery of the capital program which are monitored Monthly. Additionally, ODOT continuously analyzes crash and congestion factors.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

ODOT monitors project scope and schedule to encourage cost-savings where possible. Costs are constrained through innovative and competitive bidding, innovative design, innovative construction techniques, value engineering and change order evaluation. ODOT seeks construction bids throughout the fiscal year with emphasis on awarding projects quarterly (25%/35%/25%/15%) to realize the best possible costs. The Department also monitors and analyzes construction inflation and construction price indexes to ensure costs are reasonable.

Funding comes from available State and Federal motor fuel taxes, Highway revenues, and State and Federal bonds, once Departmental operating and existing highway system preservation needs are met. Additionally, Turnpike Revenue Bonds can be used to fund projects that meet the requirements of ORC 5537.18.

DOT - Program 4924B - MAJOR NEW

Report Created: 10/14/2020 1:54:37 PM

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BPM-0002 BP Analysis Report (6 year report)

[DataDictionary](#)

Model: Agency

Scenario: Current Year Operating A

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	CPF	Capital Projects	7042	Highway Capital Improvement	772723	Highway Construction-Bonds	4920A	Highway Transportation	4924B	MAJOR NEW	570	\$37,848,684	\$28,362,681	\$24,341,807	\$3,992,413	\$0	\$5,000,000
DOT	CPF	Capital Projects	7045	Infrastructure Bank Obligation	772428	Highway Infrastructure Bank-Bonds	4920A	Highway Transportation	4924B	MAJOR NEW	570	\$27,360,090	\$14,326,429	\$15,711,902	\$6,041,851	\$0	\$6,101,265
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4924B	MAJOR NEW	520	\$203	\$0	\$0	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4924B	MAJOR NEW	570	\$44,929,954	\$33,926,666	\$35,920,810	\$41,866,320	\$40,000,000	\$18,046,133
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4924B	MAJOR NEW	570	\$159,716,132	\$137,239,108	\$97,347,156	\$75,159,502	\$60,000,000	\$32,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	772425	Highway Construction-Turnpike	4920A	Highway Transportation	4924B	MAJOR NEW	570	\$81,245,440	\$69,409,604	\$129,474,717	\$0	\$0	\$0
4924B - Total												\$351,100,502	\$283,264,488	\$302,796,392	\$127,060,086	\$100,000,000	\$61,147,398

BPM-0002 BP Analysis Report (6 year report)

[DataDictionary](#)

Model: Agency

Scenario: Current Year Operating B

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	CPF	Capital Projects	7042	Highway Capital Improvement	772723	Highway Construction-Bonds	4920A	Highway Transportation	4924B	MAJOR NEW	570	\$37,848,684	\$28,362,681	\$24,341,807	\$3,992,413	\$0	\$29,953,867
DOT	CPF	Capital Projects	7045	Infrastructure Bank Obligation	772428	Highway Infrastructure Bank-Bonds	4920A	Highway Transportation	4924B	MAJOR NEW	570	\$27,360,090	\$14,326,429	\$15,711,902	\$6,041,851	\$0	\$20,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4924B	MAJOR NEW	520	\$203	\$0	\$0	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4924B	MAJOR NEW	570	\$44,929,954	\$33,926,666	\$35,920,810	\$41,866,320	\$40,000,000	\$18,046,133
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4924B	MAJOR NEW	570	\$159,716,132	\$137,239,108	\$97,347,156	\$75,159,502	\$60,000,000	\$32,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	772425	Highway Construction-Turnpike	4920A	Highway Transportation	4924B	MAJOR NEW	570	\$81,245,440	\$69,409,604	\$129,474,717	\$0	\$0	\$0
4924B - Total												\$351,100,502	\$283,264,488	\$302,796,392	\$127,060,086	\$100,000,000	\$100,000,000

DOT - Program 4925B - OTHER CONSTRUCTION PROGRAMS

Report Created: 10/14/2020 2:09:48 PM

Question	Answer
Program Number	4925B
Program Name	OTHER CONSTRUCTION PROGRAMS
FY 2022 Funding: Reduction Request (Operating A)	339,657,260
FY 2023 Funding: Reduction Request (Operating A)	347,408,993
FY 2022 Funding: Continuing Priorities Request (Operating B)	339,657,260
FY 2023 Funding: Continuing Priorities Request (Operating B)	347,408,993

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

This program covers a variety of ODOT Construction Programs that do not fit neatly into other defined programs. The various programs are highlighted throughout the responses to the questions in this narrative. Also, the program provides funding for projects which will increase mobility, provide connectivity, increasing the accessibility of a region for economic development, along with increasing the capacity of a transportation facility (multi modal), and improve safety or reduce congestion throughout Ohio.

The State of Ohio and the traveling public are all beneficiaries of this program.

There are several ODOT programs included: State Infrastructure Bank (SIB), Statewide Miscellaneous, Emergency, Roadside Rest Areas, Noise Wall Retrofit, Ohio Department of Natural Resources (ODNR), Metro Parks, DBE/OJT Federal Program, GARVEE Debt Service, Geological Site Management, Jobs & Commerce Unrestricted, Public Private Partnerships, and Diesel Emission Reduction Grants (DERG).

SIB - \$27M (2022) and \$27M (2023)

This program provides direct loans and bonds to government entities for projects eligible under Federal Highway Title 23 or Title 49 statute. The SIB revolving loan/bond program is used to enhance the number of transportation projects that can be completed within the State. The loans/bonds range in size from \$15,000 to \$25M. The Federal government established this program to assist local governments with advancing transportation projects, while leveraging future revenue streams. Also, the SIB is utilized as a financing option to complement other sources of funding on both traditional and non-traditional transportation projects.

Since the SIB's inception, the program has issued 252 loans and 12 bonds totaling over \$769M. Projects have been funded that typically would not receive federal or state funds.

Statewide Miscellaneous - \$6M (2022) and \$6M (2023)

Various statewide programs not funded by any other capital programs.

Emergency - \$21M (2022) and \$21M (2023)

Funding will be used for emergency construction contract needs that arise due to inclement weather conditions such as flooding.

Roadside Rest Area Program - \$11M (2022) and \$11M (2023)

The program provides funding for the replacement and rehabilitation for the rest areas on the state and national highway system.

Noise Walls Program - \$6M (2022) and \$6M (2023)

The program provides funding for retrofitting existing roadways with noise barriers statewide; as well as, provides funding for the repair, rehabilitation, and landscaping of older, existing noise barriers.

ODNR Program - \$5M (2022) and \$5M (2023)

The program provides state funding for park drives/roads within the boundaries of any state park and properties owned by ODNR, together with roads leading from state highways to, and into, state parks. ODNR may assist local entities in upgrading, reconstruction, and/or maintaining main access roadways to those areas where a significant volume of traffic is generated as a result of the recreational area.

Metro Parks Program - \$2.56M (2022) and \$2.56M (2023)

The program provides state funding for park drives or park roads within the boundaries of the township or county parks, together with roads leading from state highways to and into any such park. Funds can be used for the materials and labor necessary for construction or reconstruction of park drives, park roads, park access roads, and parking lots.

GARVEE Debt Service - \$136.7M (2022) and \$144.5M (2023)

These funds represent the state and federal share of highway funds needed to pay the principal and interest costs associated with any current and future GARVEE bond issuances.

Geological Site Management Program - \$19M (2022) and \$19M (2023)

The program will provide funding for slips and landslides, rock fall, underground mine, and erosion projects. Both proactive and reactive projects are undertaken in this program.

Jobs & Commerce Unrestricted Program - \$7M (2022) and \$7M (2023)

Team dedicated to partnering with communities to meet the transportation needs of growing businesses to hire more Ohioans by removing transportation barriers.

Public Private Partnerships - \$5M (2022) and \$5M (2023)

Developing new and innovative approaches to managing, maintaining, operating, and building infrastructure assets. Their stated goals include the reduction of project delivery and life cycle costs while enhancing efficiency and generating revenue.

DBE/OJT Program - \$0.9M (2022) and \$0.9M (2023)

The Disadvantaged Business Enterprises (DBE) and On the Job Training/Support Services (OJT/SS) goal is to ensure that firms owned and controlled by minorities, women, and other socially and economically disadvantaged persons have the opportunity to grow in order to create a level playing field on which they can compete fairly for contracts and subcontracts in the transportation industry.

Report Created: 10/14/2020 2:09:48 PM

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

3. List all ALIs that support this program (ALI number, ALI name).

<p>It is estimated that 60 to 70 DBE firms will be served at this funding level. It is also anticipated that the ODOT will spend all of the money allocated from FHWA for the OJT/DBE Supportive Services Program.</p> <p>DERG - \$10M (2022) and \$10M (2023) The DERG Program provides funding for projects that will reduce transportation sector diesel engine emissions. Eligible project types include the replacement, repower, retrofit or idle reduction applications for diesel powered over-the-road vehicles and non-road construction vehicles/equipment working on highway construction projects.</p> <p>National Highway Freight - \$42.5M (2022) and \$42.5M (2023) The FAST Act established a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including: ?- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, increase productivity; ?- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; ?- Improving the state of good repair of the NHFN; ?- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; ?- Improving the efficiency and productivity of the NHFN; ?- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; ?- Reducing the environmental impacts of freight movement on the NHFN</p>	<p>The vast majority of costs associated with the program are labor, land, materials, and equipment incurred in executing the engineering design, right of way acquisition and access, and construction work. Therefore, program costs escalate with inflationary increases in wages, property values, and the costs of materials, especially petroleum and steel products.</p> <p>SIB The SIB program is a revolving loan and bond program that does not require additional funding or have costs associated to it. As repayments are received, the funds are loaned out to new borrowers. An entity may choose to construct a project quicker, to avoid the increase of materials required for the project.</p> <p>DBE/OJT Program The amount of Federal funding received from FHWA may vary from year to year. FHWA has stated that future funding will be determined by a formula-based approach which allocates each State a pro-rated share of the total DBE/OJT Supportive Services funding based on its respective share of FY Federal funds.</p> <p>Please see ALI list on next page</p>
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Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

SIB

An annual financial statement is prepared for the Federal Highway Administration (FHWA) and a section in the ODOT financial statement reporting the activity of the State Infrastructure Bank. A SIB portfolio is prepared semi-annually listing data since the inception of the program. Progress of the program is measured monthly with various reports. The program is very successful with local entities and their transportation projects. Ohio has always been in the top three states for loan activity.

DBE/OJT Program

The effectiveness of the DBE/OJT Supportive Services Program is gauged by the number of participants that acquire a benefit from the program and increase their business capacity as a result of this benefit.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

There are various programs funded by the State and Federal Motor Fuel Tax; however, this program utilizes the original State and Federal Motor Fuel Tax, and SIB funding. Therefore, any funding impacts would be minimal and would not adversely affect a majority of the programs that share funding with this program.

SIB

The SIB bank was capitalized with \$87M in Federal Funds, \$40M in General Revenue Funds, and \$10M in State Motor Fuel Tax funds. The State Motor Fuel Tax fund was later increased from the \$10M to \$15M. These funds were established through federal and state authorization. The SIB program is a revolving loan and bond program that does not require additional funding. As repayments are received, these funds are loaned out to new borrowers.

The basic process of the SIB is an applicant submits an application that is reviewed and presented to a loan committee who either approves or denies the loan/bond. Several factors determine the approval, including the entity's ability for repayment, management of the project, need/public benefit, collateral and the status of the project in relation to construction start-up. An independent financial advisor is used to review the financial statements of the borrower and the strength of the pledged repayment.

There are several accounts within the SIB bank. Each account has different qualifiers where a transportation project is matched. The accounts within the SIB bank include:

Federal – Federal eligible project falls under Title 23 or Title 49; When using this funding, all the federal requirements must be met on the project, e.g. highway or aviation project.

Title 23 – The project must be Title 23 eligible. This account is original federal funds that have been repaid. All state requirements must be met when using this funding account, e.g. highway or aviation project.

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When a SIB application is received, the project funding eligibility and account are determined.

There is an internal manual that describes the process of the SIB and a webpage on ODOT's website explaining the program. Located on the webpage, one can find the SIB financial statements, the processes of the SIB, borrowers and loan/bond amounts and a SIB application.

DOT - Program 4925B - OTHER CONSTRUCTION PROGRAMS

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BPM-0002 BP Analysis Report (6 year report)

Model: Agency
Scenario: Current Year Operating A

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	CPF	Capital Projects	7045	Infrastructure Bank Obligation	772428	Highway Infrastructure Bank-Bonds	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	570	\$0	\$21,481,939	\$20,438,304	\$0	\$0	\$0
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	772502	LOCAL TRANSPORTATION PROJECTS	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	570	\$69,200	\$35,052	\$65,628	\$25,000	\$0	\$0
DOT	HOF	Highway Operating	2120	Highway/ Transit Infrastructure Bank	772426	Highway Infrastructure Bank-Federal	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	570	\$4,313,243	\$6,344,422	\$8,657,204	\$2,179,934	\$5,000,000	\$5,000,000
DOT	HOF	Highway Operating	2120	Highway/ Transit Infrastructure Bank	772426	Highway Infrastructure Bank-Federal	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	595	\$206,635	\$0	\$0	\$0	\$500,000	\$500,000
DOT	HOF	Highway Operating	2120	Highway/ Transit Infrastructure Bank	772427	Highway Infrastructure Bank-State	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	570	\$13,959,179	\$13,520,665	\$20,557,453	\$9,333,124	\$8,000,000	\$8,000,000
DOT	HOF	Highway Operating	2120	Highway/ Transit Infrastructure Bank	772427	Highway Infrastructure Bank-State	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	591	\$21,453	\$0	\$0	\$0	\$0	\$0
DOT	HOF	Highway Operating	2120	Highway/ Transit Infrastructure Bank	772427	Highway Infrastructure Bank-State	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	595	\$4,889,005	\$4,679,678	\$4,310,201	\$3,250,581	\$6,750,000	\$6,750,000
DOT	HOF	Highway Operating	2120	Highway/ Transit Infrastructure Bank	772430	Infrastructure Debt Reserve Title 23-49	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	591	\$525,000	\$550,670	\$548,361	\$510,000	\$600,000	\$600,000
DOT	HOF	Highway Operating	2130	Aviation Infrastructure Bank	772431	Roadway Infrastructure Bank - State	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	570	\$0	\$0	\$0	\$187,500	\$200,000	\$200,000
DOT	HOF	Highway Operating	2130	Aviation Infrastructure Bank	772431	Roadway Infrastructure Bank - State	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	595	\$3,089,114	\$3,485,204	\$3,481,420	\$1,392,438	\$3,400,000	\$3,550,000
DOT	HOF	Highway Operating	2130	Aviation Infrastructure Bank	772433	Infrastructure Debt Reserve - State	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	591	\$525,474	\$481,669	\$444,743	\$552,500	\$550,000	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	510	\$0	\$182,583	\$27,823	\$0	\$0	\$0
DOT	HOF	Highway	7002	Highway	772421	Highway	4920A	Highway	4925B	OTHER	520	\$2,176,248	\$1,333,071	\$3,150,823	\$1,534,799	\$1,300,000	\$1,300,000

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating A

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
		Operating		Operating		Construction-State		Transportation		CONSTRUCTION PROGRAMS							
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	570	\$51,773,487	\$76,345,907	\$65,340,372	\$59,323,296	\$63,327,928	\$63,408,217
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	595	\$625,000	\$645,834	\$665,730	\$125,000	\$625,000	\$625,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	500	\$0	\$0	\$0	\$138,000	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	510	\$491,445	\$509,926	\$379,500	\$270,845	\$345,000	\$345,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	520	\$13,403	\$17,394	\$0	\$70,863	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	530	\$8,000	\$0	\$0	\$109,055	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	550	\$2,100,264	\$3,996,773	\$4,998,153	\$2,026,551	\$10,555,000	\$10,555,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	570	\$105,261,678	\$194,995,672	\$143,738,484	\$84,696,258	\$101,787,437	\$102,040,775
DOT	HOF	Highway Operating	7002	Highway Operating	772437	Major New State Infrastructure Bond Debt Service (State)	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	591	\$23,409,313	\$26,960,129	\$25,917,922	\$21,226,710	\$16,980,228	\$17,789,693
DOT	HOF	Highway Operating	7002	Highway Operating	772438	Major New State Infrastructure Bond Debt Service (Federal)	4920A	Highway Transportation	4925B	OTHER CONSTRUCTION PROGRAMS	591	\$125,277,779	\$157,571,253	\$153,459,959	\$128,649,625	\$119,736,667	\$126,745,308
4925B - Total												\$338,734,920	\$513,137,838	\$456,182,080	\$315,602,079	\$339,657,260	\$347,408,993

BPM-0002 BP Analysis Report (6 year report)

Model: Agency
Scenario: Current Year Operating B

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
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BPM-0002 BP Analysis Report (6 year report)

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
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4925B - Total												\$338,734,920	\$513,137,838	\$456,182,080	\$315,602,079	\$339,657,260	\$347,408,993

Question	Answer
Program Number	4926B
Program Name	HIGHWAY MAINTENANCE CONTRACTS
FY 2022 Funding: Reduction Request (Operating A)	60,100,000
FY 2023 Funding: Reduction Request (Operating A)	60,100,000
FY 2022 Funding: Continuing Priorities Request (Operating B)	60,100,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	60,100,000

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

The Highway Maintenance Contracts program covers Cleaning Contracts, Intelligent Traffic System (ITS), Roadway Maintenance Contracts and Services.

Cleaning Contracts

ODOT has seventy-eight (78) Community Rehabilitation Program (CRP) contracts with forty-two (42) vendors through the Department of Administrative Services to provide caretaking / janitorial services at two hundred sixty-two (262) sites including the rest areas, maintenance complexes and headquarter facilities with an annual value over \$19.2M. The intended outcome of this program is to preserve property asset investment and extend the useful life of the building facilities through adequate cleaning and maintenance of the property, building systems and components.

The rest area facilities require ongoing janitorial services to preserve these substantial real property assets, as well as provide a clean and safe environment for visitors and employees using the facilities. There is an expectation by the traveling public for the rest areas to be clean and environmentally safe. Because the Ohio Department of Transportation contracts this work through the Department of Administrative Services' Community Rehabilitation Program, ODOT is able to provide productive work for individuals with disabilities in a cost-effective and mutually beneficial manner.

Janitorial Services currently provide services at:

- o 12 Regional Headquarter Complexes
- o Over 90 Full-Service Maintenance Complexes
- o Over 102 County Outpost and Yard Facilities
- o Over 80 Rest Areas
- o Central Office Headquarters Complex (which includes the Hilltop HQ Complex, Central Garage & Testing Laboratory Complex and the ODOT Aviation Facility locations)

Intelligent Transportation System (ITS)

The purpose of the ITS program is to gather and disseminate real-time traffic information on Ohio's highways to the traveling public via various road side devices and technologies. This information is utilized by both public and private entities including: incident responders, ODOT Districts, the media, individual drivers, commercial trucking and other private businesses and industries.

ITS travel information is also used in several of ODOT's agency wide performance measures. ITS data is married to weather information to create a quantitative measurement of the Department's snow & ice operations. Another measurement is the Travel Time Reliability Index which measures the percentage of time drivers can traverse Ohio's highways at the posted speed limit. The ITS data is also used for numerous other purposes including providing real-time work zone mobility information, monitoring system performance, and planning studies.

This program includes funding for the operation, maintenance, repair, replacement, and upgrade of freeway management systems. Such devices and their maintenance are critical to ODOT's Statewide Traffic Management Center (TMC), which operates 24/7.

The ITS Program operates and maintains 149 dynamic message signs, 970 closed circuit television (CCTV) cameras, 20 destination dynamic message signs, 36 ramp meters, 5 queue warning systems, hundreds of miles of fiber optic communication, over 1200 traffic signals in systems, and over 1,200 miles of real-time traffic flow data.

Roadway Maintenance

Utilized by the 12 ODOT Districts to maintain their roadway infrastructure not addressed by their capital expenses: mowing, spraying, guardrail repair, lighting repair, etc. The upkeep of this infrastructure is critical to the safety of the traveling public

The Roadway Maintenance activities included in the program are the roadside condition categories (guardrail, vegetation control, brush cutting) and the preventive maintenance (mowing, signing) elements of the County Work Plan.

The motoring public, commercial transportation networks and the State of Ohio are the primary beneficiaries of this program. This includes individuals going to school, work, and other trips to take care of daily needs. Also, includes businesses transporting goods and services, as well as emergency personnel in responding to calls for service work for individuals with disabilities in a cost-effective and mutually beneficial manner

The guardrail program upgrades the guardrail systems to meet current standards and reconstructs or replaces damaged or deteriorating guardrail systems to ensure the traveling public's safety. Guardrail system repairs are completed by ODOT employees and contractors. The replacement schedule for guardrail systems is 20 years.

The roadside maintenance program includes the removal of vegetation obstructions, drainage ditch obstructions, and litter from the roadside and the repairing of pavement drop offs. It also includes various vegetation maintenance activities that protect the roadside terrain and median by ensuring grass is cut, herbicide application is performed to control vegetation growth, and the planting of flowers and trees to control erosion while enhancing the appearance of the highway system.

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

The pavement maintenance program consists of chip and crack sealing, surface paving and treatment, spot berming and restoration, and full depth repair for roadways to correct random, limited, and isolated damages or distresses. The Ohio Department of Transportation personnel perform the majority of this work.

The preventive maintenance and/or reactive maintenance for traffic control devices on Ohio's highway system. Traffic control devices are defined to be: traffic signals, highway lighting, and signing (and their associated supports). All of these devices are important safety appurtenances on our highway system as they provide guidance, warning, regulation and control information to motorists

Cleaning Contracts

The costs of the program are determined primarily by the wage rates of the work centers (CRPs). Shift hours or Task hour calculations based on best practices and desired levels of service determine the total hours worked at the various facilities. Labor costs of the work centers (CRPs) that employ disabled individuals represent approximately 75% of total contract costs. Since the contract management of the program has been brought within the Statewide Facilities Operations Office in late 2010, overall contract cost increases have averaged just over 3.6% per year and labor costs have increased just over 2.8% per year on average.

The stability of labor and supply costs along with the security of three-year contracts with the vendors have been the major components in a very favorable increase of the total contracted cost by an average of 3.5% over the last two years.

Meanwhile, additional sites have been added to the portfolio and service levels have been maintained at most sites with a few sites implementing reductions or increases where needed, with minor changes in scope of work. Pricing proposals have been rounded to the nearest whole dollar for each occurrence which has resulted in a very small portion of the most recent increases in total cost. Task hour calculations have been adjusted to reflect current standards and best practices. Service levels and frequency of services are very near the minimum level required to maintain the sites to the standard of care desired. Any future reductions in budget will require elimination of routine services and decreases to frequency of services that will result in unacceptable conditions.

There are no funds budgeted for:

- Possible increases in client hours for contracts as required by OAC 123:5-3-02, (B), 6
- Increases in scope of service (and resulting cost) provided by vendors where facilities request additional services or needs arise due to COVID-19 or similar pandemic conditions
- Dramatic increases in supply costs above the current funding level
- Rest Area costs may be impacted if we move away from a "Service-Based" contract for a specific number of daily hours on site. This time includes the entire scope of service: janitorial, lawn care, snow removal, etc.

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3. List all ALIs that support this program (ALI number, ALI name).

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

<p>It will be difficult to separate these services without seeing increases in overall cost.</p> <p>Intelligent Transportation System (ITS) The number of freeway management systems (FMS) and ITS installations has increased. Utility costs have had a substantial impact to this program over the past several years due to design changes directed by Executive Management – specifically, communications too many of the field devices are leased rather than constructed/operated/maintained by ODOT. This decision allowed 10's of millions of dollars to be used in other capital projects; however, the resulting utility bills are a growing and ongoing concern. ODOT has recently been installing new infrastructure to combine communication circuits and working with service providers to lower communication expenses.</p> <p>Roadway and Maintenance Contracts The driving costs for Maintenance Contracts are the payroll related to labor hours, contractor costs for guardrail work (which is contracted out), condition of the pavement, and material costs (asphalt, concrete, fuel).</p>	<p>Please see ALI list on next page</p>
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<p>Cleaning Contracts Effectiveness of the program is gauged by user comments and feedback. Where issues of unsatisfactory services have been addressed, the majority have been resolved with little or no increase in total cost to ODOT. Issues are typically addressed through the District Facility Manager to the CRP vendor, sometimes with the assistance of Central Office Statewide Facilities Management</p> <p>Intelligent Transportation System (ITS) There are no formal evaluations of the ITS program itself; however, the information gathered through the ITS program is used to evaluate several other ODOT programs and initiatives. The ITS information is used to measure Department performance in snow/ice operations as well as to determine the travel time reliability of Ohio's highway system. These measurements are published monthly.</p> <p>Maintenance Contracts and Roadway Services Contracts The Department measures the effectiveness of its maintenance contracts via a Maintenance Condition Rating (MCR). The survey is conducted through visual inspections from a moving vehicle, of various categories. The goal is to inspect 15% of every county's state-maintained highways every six months.</p>	
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Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

Cleaning Contracts

ODOT Statewide Facilities Management has maintained minimal increases in contract costs through continued management techniques and processes. Sites are now on three-year contracts divided logically between vendors and districts, so renewals are spread out over the three-year term. Multi-year contracts have been successfully implemented to reduce contract review time. The Department has converted all of the janitorial contract renewal dates to June 30 in an effort to eliminate multiple purchase orders, provide more accurate fiscal year budgeting and maintain compliance with OBM rules. Additionally, 2/3 of the contracts have been rounded to the nearest whole dollar for the per occurrence rates. This eliminates the rounding issues between OAKS and AA on the purchase orders. The final 1/3 of the contracts will be completed with the FY22 renewals. Continued partnering with DAS, vendors and ODOT Districts is our mission to ensure program success and cost stability.

Intelligent Transportation System (ITS)

The ITS program has developed a statewide system at a very low cost when compared to other states. Further efficiencies were found through consolidating the operation and maintenance of six separate systems into a centrally managed ITS program and a Statewide Traffic Management Center which operates 24/7.

DOT - Program 4926B - HIGHWAY MAINTENANCE CONTRACTS

Report Created: 10/13/2020 3:43:31 PM

BPM-0002 BP Analysis Report (6 year report)

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4926B	HIGHWAY MAINTENANCE CONTRACTS	510	\$5,944,520	\$674,220	\$0	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4926B	HIGHWAY MAINTENANCE CONTRACTS	520	\$26,051,463	\$25,066,940	\$24,523,969	\$20,886,576	\$27,100,000	\$28,100,000
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4926B	HIGHWAY MAINTENANCE CONTRACTS	530	\$712,900	\$560,053	\$0	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4926B	HIGHWAY MAINTENANCE CONTRACTS	570	\$31,909,517	\$32,102,427	\$30,675,778	\$24,304,358	\$33,000,000	\$32,000,000
4926B - Total												\$64,618,399	\$58,403,640	\$55,199,747	\$45,190,934	\$60,100,000	\$60,100,000

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating B

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4926B	HIGHWAY MAINTENANCE CONTRACTS	510	\$5,944,520	\$674,220	\$0	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4926B	HIGHWAY MAINTENANCE CONTRACTS	520	\$26,051,463	\$25,066,940	\$24,523,969	\$20,886,576	\$27,100,000	\$28,100,000
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4926B	HIGHWAY MAINTENANCE CONTRACTS	530	\$712,900	\$560,053	\$0	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4920A	Highway Transportation	4926B	HIGHWAY MAINTENANCE CONTRACTS	570	\$31,909,517	\$32,102,427	\$30,675,778	\$24,304,358	\$33,000,000	\$32,000,000
4926B - Total												\$64,618,399	\$58,403,640	\$55,199,747	\$45,190,934	\$60,100,000	\$60,100,000

DOT - Program 4940B - PUBLIC TRANSIT OPERATING

Report Created: 10/13/2020 10:18:04 AM

Question	Answer
Program Number	4940B
Program Name	PUBLIC TRANSIT OPERATING
FY 2022 Funding: Reduction Request (Operating A)	350,765
FY 2023 Funding: Reduction Request (Operating A)	354,508
FY 2022 Funding: Continuing Priorities Request (Operating B)	350,765
FY 2023 Funding: Continuing Priorities Request (Operating B)	354,508

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

The Office of Transit's main responsibilities are to disburse, administer, and oversee Federal and GRF state funds used to provide passenger transportation services at the local level. These funds originate from one or more of the five federal and two state funded transit programs. The Federal Transit Administration (FTA) requires program oversight to ensure all federal regulations and program requirements are being met. In addition, ODOT has the responsibility to ensure all grantees meet the state program requirements and the GRF state funds awarded through these programs are reimbursed for eligible expenditures.

The target population in Ohio is served by Ohio's 65 public transit systems and the individuals served by Ohio's Specialized Transportation Program.

The program beneficiaries are the transit riding public, allowing them to maintain access to jobs, medical appointments and vital human services, the motoring public with reduced congestion because of the transportation alternatives being offered; the state's public transportation systems, and other non-profit program sub-recipients.

Disbursements, administration, and oversight include: developing and announcing programs; reviewing applications and selecting projects to fund; data collection and analysis; contract preparation; invoice payments; Technical Assistance Reviews; site visits; data collection reviews; conducting drug & alcohol audits; financial audits; training; and providing technical assistance to ensure federal program compliance.

This program provides funds to ODOT to administer a total of seven programs (state & federal). ODOT provides funding oversight to 65 public transit systems, 45 Mobility Management Program grantees, and 200+ private non-profit entities operating vehicles obtained through the Specialized Transportation Program.

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

In December 2015 the FAST (Fixing America's Surface Transportation) ACT was passed adding additional, new federal program regulations and requirements. ODOT has been working on continuing to administer the requirements with reduced staff.

Ohio's population is growing older, and elderly is one of the factors that

Report Created: 10/13/2020 10:18:04 AM

3. List all ALIs that support this program (ALI number, ALI name).

influence transit propensity. Ohio's public transit system is seeing a higher demand as Ohio's demographics change.

The cost for fuel and wages continues to grow and increase the cost to support operations.

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

All the federal programs administered by ODOT have program circulars/guidance issued by the Federal Transit Administration (FTA) which defines the rules and requirements which must be followed in order to receive program funding. FTA also requires ODOT to develop state management plans which define the ODOT implementation of these federal requirements. Every 3 years, FTA reviews ODOT's adherence by conducting on-site state management reviews by evaluating the Office of Transit's administration of federal transit programs. The most recent review took place June 5-8, 2018. Findings from the review are public record. There was no impact upon our administrative budget as a result of the review. ODOT is also potentially subject to a variety of Program Reviews related to specific areas such as Procurement or Drug & Alcohol Testing Program.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

GRF State Funding at 100% is General Revenue Fund.

No administration funding is distributed outside ODOT.

There is no set-aside for federal transit funds to be used to support administrative expenses. When federal funds are used for that purpose, the amounts available for program grant expenses are reduced.

DOT - Program 4940B - PUBLIC TRANSIT OPERATING

Report Created: 10/13/2020 10:18:04 AM

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating A

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775451	Public Transportation-State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	500	\$358,893	\$501,982	\$17,603	\$0	\$0	\$0
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775451	Public Transportation-State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	510	\$17,746	\$47,249	\$1,704	\$0	\$0	\$0
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775451	Public Transportation-State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	520	\$1,610	\$536	\$0	\$0	\$0	\$0
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	500	\$0	\$0	\$353,470	\$308,974	\$344,765	\$348,508
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	510	\$0	\$0	\$0	\$1,000	\$2,500	\$2,500
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	520	\$0	\$0	\$0	\$1,690	\$2,600	\$2,600
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	530	\$0	\$0	\$0	\$0	\$900	\$900
4940B - Total												\$378,248	\$549,766	\$372,776	\$311,664	\$350,765	\$354,508

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating B

10/12/20 1:34 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775451	Public Transportation-State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	500	\$358,893	\$501,982	\$17,603	\$0	\$0	\$0
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775451	Public Transportation-State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	510	\$17,746	\$47,249	\$1,704	\$0	\$0	\$0
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775451	Public Transportation-State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	520	\$1,610	\$536	\$0	\$0	\$0	\$0
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	500	\$0	\$0	\$353,470	\$308,974	\$344,765	\$348,508
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	510	\$0	\$0	\$0	\$1,000	\$2,500	\$2,500
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	520	\$0	\$0	\$0	\$1,690	\$2,600	\$2,600
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4940B	PUBLIC TRANSIT OPERATING	530	\$0	\$0	\$0	\$0	\$900	\$900
4940B - Total												\$378,248	\$549,766	\$372,776	\$311,664	\$350,765	\$354,508

DOT - Program 4941B - PUBLIC TRANSIT ASSISTANCE

Report Created: 10/14/2020 2:19:27 PM

Question	Answer
Program Number	4941B
Program Name	PUBLIC TRANSIT ASSISTANCE
FY 2022 Funding: Reduction Request (Operating A)	82,402,779
FY 2023 Funding: Reduction Request (Operating A)	83,187,043
FY 2022 Funding: Continuing Priorities Request (Operating B)	101,502,779
FY 2023 Funding: Continuing Priorities Request (Operating B)	102,287,043

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

The purpose of the program is to provide a safe, reliable, accessible, and affordable public transportation system for all Ohioans, by managing and implementing numerous federal formula and discretionary grants for use on the public transportation system to maintain transit capital and operating assets for the traveling public.

These programs target the population of Ohio served by the 65 public transit systems currently in service which are open to the general public. The portion of the general public served has a higher transit propensity defined by zero car, and a low income, as well as the need for alternative means of transportation.

Under the program there are several program services and activities provided, including but not limited to, allocating and managing rural area, surface transportation block, congestion mitigation and air quality, bus and bus facility, rural transit assistance, local and state grant programs.

The 5311 Rural Area grant activities involve assisting transit operators and local governmental authorities in financing capital, operating, planning projects associated with providing public transportation in rural areas by supporting both the maintenance of existing public transportation services and the expansion of those services through:

- Enhancing access in rural areas to health care, shopping, education, employment, public services, and recreation
- Assisting in the maintenance, development, improvement, and use of public transportation systems in rural areas
- Encouraging and facilitating the most efficient use of all transportation funds used to provide passenger transportation in rural areas through the coordination of programs and services
- Providing financial assistance to help carry out national/statewide goals related to mobility for all, including seniors, individuals with disabilities, and low-income individuals
- Increasing availability of transportation options through investments in intercity bus services
- Assisting in the development and support of intercity bus transportation
- Encouraging mobility management, employment-related transportation alternatives, joint development practices, and transit-oriented development
- Providing for the participation of private transportation providers in rural areas.

Various flexible funding programs include CMAQ and STP funding activities. The CMAQ flexible funding program provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding if they have an air quality benefit. Also, STP funding activities provide funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects through surface transportation block grants.

The discretionary Capital Investment Grant (CIG) program provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail.

There are four categories of eligible projects under the CIG program: new

starts, small starts, core capacity, and programs of interrelated projects

- New Starts projects are new fixed guideway projects or extensions to existing fixed guideway systems with a total estimated capital cost of \$300 million or more, or that are seeking \$100 million or more in Section 5309 CIG program funds

- Small Starts projects are new fixed guideway projects, extensions to existing fixed guideway systems, or corridor-based bus rapid transit projects with a total estimated capital cost of less than \$300 million and that are seeking less than \$100 million in Section 5309 CIG program funds

- Core Capacity projects are substantial corridor-based capital investments in existing fixed guideway systems that increase capacity by not less than 10 percent in corridors that are at capacity today or will be in five years. Core capacity projects may not include elements designed to maintain a state of good repair

- Programs of Interrelated Projects are comprised of any combination of two or more new starts, small starts, or core capacity projects.

Finally, any other discretionary grants Transit would receive not covered in traditional apportionments, would be covered under activities within this program.

The 5339 Bus and Bus Facilities program provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.

The Ohio Public Transportation Grant Program (OPTGP) contains services and activities for both the Urban Transit systems and the Rural Transit systems.

The Urban Transit Program encompasses funding administered by the

Report Created: 10/14/2020 2:19:27 PM

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

Office of Transit for transit service in Ohio's urbanized areas with populations of 50,000 or greater. The program activities facilitate the most efficient and effective use of both Federal and State Funds in the provision of transportation services. The small urban transit systems receive state funds to leverage federal dollars and the large eight transit systems receive federal funds allocated by the department

- The Urban Transit Program encompasses funding administered by the Office of Transit for transit service in Ohio's urbanized areas with populations of 50,000 or greater. The program activities facilitate the most efficient and effective use of both Federal and State Funds in the provision of transportation services. The small urban transit systems receive state funds to leverage federal dollars and the large eight transit systems receive federal funds allocated by the department.
- The Rural Transit Program activities involve utilizing federal and state funds in assisting with operating and capital expenses in the provision of general public transportation services in rural. State General Revenue funds, through the OPTGP, are available to support operations and capital projects for the rural operators. The program works with various Counties, Municipalities, Villages, Regional Transit Authorities, County Transit Boards, Private Nonprofit Corporations designated by a county or municipality and a County or Municipal department on behalf of a county, municipality or village in order to facilitate the use of these funds.
- The Ohio Transit Partnership Program (OTPP) Provides state funds to the rural and urban transit systems in Ohio beginning in state fiscal year 2020. This replaces the Ohio Transit Preservation Partnership Program (OTPPP) which had provided federal funds to urban systems since 2012. The OTP2 is a discretionary program and projects are selected on a competitive basis with an emphasis on preservation in Tier I with preservation defined as the process of working to maintain, sustain, or keep in a good sound state the transit systems in Ohio. Tier II projects are focused on regionalization, coordination, technology, service expansion, workforce initiatives, and healthcare initiatives.

Ohio's population is growing older and poorer as baby boomers begin to retire. More and more of Ohio's population will make the shift to a higher dependency on public transit.

The trend for Millennials is to delay getting their driver's license, purchasing a car, and living in the suburbs. Their preference for other modes of transportation is becoming a reality. Ohio's urban cores are seeing a population boost and as a result there is an increased demand for public transit.

As Ohio's business' move further from the urban centers to the rural areas, the demand for public transportation to transport these employees to and from these work centers is increasing. Therefore, it is becoming more and more critical for rural transit agencies to be able to provide consistent and reliable transportation services and offer expanded service hours to meet this growing demand.

3. List all ALIs that support this program (ALI number, ALI name).

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

Maintaining adequate oversight of sub-recipients is an ongoing process. Compliance is measured through Technical Assistance Reviews (TARs) which are conducted on a regular schedule. Reviews are completed once every two years for all operating projects. Deficiencies are identified, and recommendations made for areas that need improvement. An implementation schedule is developed and issued to the agency under review and used to measure progress until all deficiencies are corrected. Follow-up site visits are conducted to monitor progress.

Technical Assistance Reviews are completed on all Rural Transit agencies every four years for compliance with the Rural Transit Program and the Drug and Alcohol Testing Program. Other funding recipients are reviewed on a three-year cycle.

ODOT is working to develop a Transit Asset Management Plan in accordance with the FAST ACT regulations to include performance measures to achieve a state of good repair of transit assets in the State of Ohio. Additionally, ODOT is gearing up to meet the new FAST ACT regulations for agency safety management plans.

These projects use consultant assistance due to staff reductions.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

In 2017, Americans took 10.1 billion trips on public transportation and each weekday 34 million times, people board public transportation. Public transportation is a \$62 billion industry that employs more than 420,000 people. The latest research shows that in 2011, U.S. public transportation use saved 850 million hours in travel time and 450 million gallons of fuel in 498 urban areas.

The American Public Transportation Association (APTA) reports every \$1 invested in public transportation generates approximately \$4 in economic returns, \$1 billion invested in public transportation supports and creates more than 50,000 jobs and every \$10M in capital investment in public transportation yields \$30M in increased business sales.

According APTA, public transportation is a \$68 billion industry that employs more than 420,000 people.

Federal Highway Funds: Transferred to FTA and will be awarded to eligible transit systems.

Federal Transit Administration Funds:

(Section 5311) Distributed to Rural Transit Systems using a performance and needs based allocation process. For operating projects, these funds are a reimbursement of up to 50% of eligible expenses. For capital projects, they are a reimbursement of up to 80% of eligible expenses.

Rural Transit Program administration funds can be used to provide technical assistance to rural transit areas with 100% federal funds

Report Created: 10/14/2020 2:19:27 PM

The Rural Transit Assistance Program (RTAP) is an FTA program dedicated to providing technical assistance to Rural Transit areas with 100% federal funds.

(Section 5339) Funds are distributed through a discretionary and formula-based process. Capital projects are reimbursed at 80% with a 20% local match requirement.

State GRF: Distributed using a performance and needs based allocation process. These funds must be used to provide required match for federal funds.

Local Funds: The use of and distribution of these funds are decided locally. Those funds used for transit assistance programs must be certified available during the state application process and are used as required match for federal funds

ODOT has reduced the use of GRF to just two sub-programs, the rural and urban grant programs. If the overall allocation of state GRF is reduced, one or both of these sub-programs must also be reduced.

DOT - Program 4941B - PUBLIC TRANSIT ASSISTANCE

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BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating A

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775451	Public Transportation-State	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	550	\$5,038,150	\$4,941,082	\$1,303,574	\$0	\$0	\$0
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	550	\$0	\$0	\$3,651,667	\$649,299	\$4,025,000	\$4,025,000
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	570	\$0	\$0	\$34,303,865	\$14,892,330	\$42,104,235	\$42,100,492
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	500	\$838,517	\$898,561	\$595,458	\$538,870	\$576,373	\$596,838
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	510	\$835,475	\$791,192	\$409,972	\$518,689	\$664,068	\$664,068
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	520	\$135,023	\$4,696	\$4,043	\$6,338	\$35,000	\$35,000
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	550	\$27,305,942	\$29,200,718	\$26,366,685	\$14,049,088	\$33,498,103	\$34,265,645
DOT	HOF	Highway Operating	7002	Highway Operating	775454	Public Transportation-Other	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	550	\$998,462	\$591,638	\$1,353,821	\$441,026	\$1,495,000	\$1,495,000
DOT	HOF	Highway Operating	7002	Highway Operating	775454	Public Transportation-Other	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	595	\$0	\$1,798	\$0	\$400	\$5,000	\$5,000
4941B - Total												\$35,151,570	\$36,429,686	\$67,989,085	\$31,096,040	\$82,402,779	\$83,187,043

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating B

10/12/20 1:34 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775451	Public Transportation-State	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	550	\$5,038,150	\$4,941,082	\$1,303,574	\$0	\$0	\$0
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	550	\$0	\$0	\$3,651,667	\$649,299	\$4,229,235	\$4,225,492
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	570	\$0	\$0	\$34,303,865	\$14,892,330	\$61,000,000	\$61,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	500	\$838,517	\$898,561	\$595,458	\$538,870	\$576,373	\$596,838
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	510	\$835,475	\$791,192	\$409,972	\$518,689	\$664,068	\$664,068
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	520	\$135,023	\$4,696	\$4,043	\$6,338	\$35,000	\$35,000
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	550	\$27,305,942	\$29,200,718	\$26,366,685	\$14,049,088	\$33,498,103	\$34,265,645
DOT	HOF	Highway Operating	7002	Highway Operating	775454	Public Transportation-Other	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	550	\$998,462	\$591,638	\$1,353,821	\$441,026	\$1,495,000	\$1,495,000
DOT	HOF	Highway Operating	7002	Highway Operating	775454	Public Transportation-Other	4940A	Public Transportation	4941B	PUBLIC TRANSIT ASSISTANCE	595	\$0	\$1,798	\$0	\$400	\$5,000	\$5,000
4941B - Total												\$35,151,570	\$36,429,686	\$67,989,085	\$31,096,040	\$101,502,779	\$102,287,043

DOT - Program 4942B - ELDERLY & DISABLED ASSISTANCE

Report Created: 10/13/2020 10:25:55 AM

Question	Answer
Program Number	4942B
Program Name	ELDERLY & DISABLED ASSISTANCE
FY 2022 Funding: Reduction Request (Operating A)	7,959,237
FY 2023 Funding: Reduction Request (Operating A)	8,080,414
FY 2022 Funding: Continuing Priorities Request (Operating B)	8,459,237
FY 2023 Funding: Continuing Priorities Request (Operating B)	8,580,414

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

There are two distinct programs within the Elderly and Disabled Program. The first is the Ohio Elderly and Disabled (E&D) Transit Fare Assistance Program which is state funded. The Ohio E&D Transit Fare Assistance program offers affordable transportation for the elderly and people with disabilities. This is a reimbursement program based upon the actual public transit E&D ridership and the actual loss of fare box revenue because of the reduced fares offered to this vulnerable population.

The other program in this category is the Enhanced Mobility of Seniors and Individuals with Disabilities. This is a federally funded program, also known by some as the 5310 Program. The program primarily provides funds for vehicles and equipment to provide transportation services to the E&D population and, under MAP-21 and FAST ACT, funds can also be used for operating and mobility management.

In FY 2017, over 1.5M trips were provided by 193 specialized transportation providers.

The Ohio Elderly & Disabled Transit Fare Assistance Program's target populations are passengers of the public transit systems who qualify for the reduced fare program. The eligible passengers are provided affordable transportation that is no more than half of the general public fare.

The Enhanced Mobility of Seniors and Individuals with Disabilities. This is a federally-funded program, also known as Section 5310. The target populations are set forth as the program name suggests.

The Ohio Elderly and Disabled Transit Fare Assistance Program (O.R.C. Chapter 5501.07), is used to offset the fare revenue losses experienced by transit systems reducing their fares to half fare, or less, for eligible E&D passengers.

The Enhanced Mobility of Seniors and Individuals with Disabilities program provides funds for capital, operating, and mobility management. These items are used for providing transportation services for the E&D population not served by public transportation services. As passed in 2012, MAP-21 eliminated the New Freedom Program expanding the need for operating assistance under the Enhanced Mobility of Seniors and Individuals with Disabilities program. The elimination of the New Freedom Program was continued under the passage of the FAST Act.

Report Created: 10/13/2020 10:25:55 AM

In the budgets prior to SFY 2009, GRF funds were used to support the Ohio Coordination Program (OCP) which serves to coordinate human service transportation service in counties where there is not a public transit system or where service is limited. The primary goal of the OCP is to increase efficiencies and reduce duplication among passenger transportation providers. These agencies coordinate their resources to provide client centered transportation services for individuals who are mostly low income, persons with disabilities and elderly persons. The primary trip purposes are medical appointments, kidney dialysis, job sites, job training sites, mental health services and senior nutrition sites. Due to significant decreases in GRF ODOT began using federal funds provided by the Federal Transit Administration for OCP in CY 2009. These federal funds had only recently become available (FFY 2007) to be used for the same purpose as the Ohio Coordination Program; however, this did add the burden of additional federal requirements on the sub recipients. In 2015, and because of MAP-21, only small urban and rural projects were funded thru ODOT, this has continued with the passage of the FAST ACT as well. Large urban (population of 200,000+) will have their own apportionment for these types of projects. In FY 2016, the Ohio Coordination Program became the Ohio Mobility Management Program.

With funds from this program, 49 of 65 Ohio transit systems receive reimbursement of fare revenue lost when offering half fares or less. Approximately 23% of the rural transit trips provided in 2019 were for the elderly and people with disabilities; however, in rural areas services for elderly and disabled can be as high as 86%, with the average being approximately 33% statewide. Overall, statewide E&D Ridership decreased 6.6% from 2018 to 2019.

Due to the additional SFY 2012-13 budget reduction, the largest 8 transit systems are no longer funded in this program. It would require an additional \$13.2M in state funding to fully reimburse all public transit systems offering reduced fares for the E&D population.

SFY 2019 Ohio Elderly and Disabled Transit Fare Assistance Program funding of \$2M replaced approximately 16% of the revenues lost by Ohio's transit systems offering a reduced fare for elderly and people with disabilities. These funds enabled over 1.6M trips to be made on public transit by the elderly and people with disabilities. Because these two segments of the population are traditionally "transportation disadvantaged," affordable transportation is vital. This program is essential for the elderly riders and riders with disabilities to continue to lead independent lives. ODOT's funding supports transportation services for all elderly and people with disabilities, regardless of trip purpose, although most trips are for basic necessities such as medical care and grocery shopping. It would require a total of \$13.2M to reimburse the total revenues lost by Ohio's public transit systems for providing a reduced fare to this population.

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

As Ohio's population ages, the demand for public transportation services has increased. Between 2010 and 2030 the state's population is estimated to grow only 1%. During this same time period the state's senior population (persons age 65 or older) is expected to increase by

Report Created: 10/13/2020 10:25:55 AM

3. List all ALIs that support this program (ALI number, ALI name).

60% as the baby boomer generation ages. Ohio's population is growing slowly but is growing older much faster. The demand for service for this segment of the population is expected to increase at a disproportionate rate.

The increased demand for elderly and disabled transportation will also increase the demand for service through Enhanced Mobility for Seniors and Individuals with Disabilities program.

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

Program effectiveness is measured Semi-Annually for the Specialized Transportation Program. Benchmarks include number of miles per vehicle and actual ridership provided with each funded vehicle. In addition, they must track preventive maintenance and are required to establish routine preventive maintenance activities according to the manufacturer recommended schedule. The miles and ridership are reported to ODOT and used to compare usage to the goals set in the initial application. Preventive maintenance records are kept internally and are reviewed during scheduled Technical Assistance Reviews conducted by ODOT.

ODOT measures progress through ridership statistics. Ridership is measured on an annual basis, and overall public transit ridership in Ohio is published annually in the Status of Transit Report and a separate Ohio Transit Ridership Report.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

According to the 2010 Census one in seven Ohioans is a senior compared to one in eight Americans. Ohio's elderly population is increasing. By 2030, one in four Ohioans are estimated to be a senior, compared to one in five Americans bringing Ohio's senior population above the national average.

The Ohio Elderly and Disabled Transit Fare Assistance Program is funded completely from GRF state funds. E&D funds are disbursed to transit systems that offer reduced fares to elderly and/or people with disabilities based on actual E&D ridership from the previous calendar year with exception of the large 8 urban transit systems. The maximum reimbursement is adjusted to meet program funding levels.

The Enhanced Mobility of Seniors and Individuals with Disabilities program is funded from FTA federal funds. Projects are selected annually through a competitive criteria-based selection process. Applications are scored and ranked. The total federal grants expected for Ohio are \$3.8M in 2020 and \$3.8M in 2021. The local agency must provide the matching funds from local sources which can include non-USDOT federal funds.

DOT - Program 4942B - ELDERLY & DISABLED ASSISTANCE

Report Created: 10/13/2020 10:25:55 AM

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating A

10/12/20 1:19 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775451	Public Transportation-State	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	550	\$1,945,645	\$1,871,930	\$0	\$0	\$0	\$0
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	550	\$0	\$0	\$1,910,826	\$304,901	\$1,920,000	\$1,920,000
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	570	\$0	\$0	\$159,468	\$753,396	\$2,000,000	\$2,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	500	\$0	\$0	\$35,304	\$107,938	\$123,108	\$127,444
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	510	\$64,769	\$134,016	\$30,865	\$97,191	\$50,000	\$50,000
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	520	\$3,721	\$926	\$1,814	\$5,200	\$7,500	\$7,500
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	550	\$4,379,107	\$3,851,362	\$4,145,438	\$3,114,915	\$3,858,629	\$3,975,470
4942B - Total												\$6,393,242	\$5,858,234	\$6,283,715	\$4,383,541	\$7,959,237	\$8,080,414

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating B

10/12/20 1:34 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775451	Public Transportation-State	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	550	\$1,945,645	\$1,871,930	\$0	\$0	\$0	\$0
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	550	\$0	\$0	\$1,910,826	\$304,901	\$1,920,000	\$1,920,000
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	775470	Public Transportation - State	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	570	\$0	\$0	\$159,468	\$753,396	\$2,500,000	\$2,500,000
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	500	\$0	\$0	\$35,304	\$107,938	\$123,108	\$127,444
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	510	\$64,769	\$134,016	\$30,865	\$97,191	\$50,000	\$50,000
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	520	\$3,721	\$926	\$1,814	\$5,200	\$7,500	\$7,500
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4942B	ELDERLY & DISABLED ASSISTANCE	550	\$4,379,107	\$3,851,362	\$4,145,438	\$3,114,915	\$3,858,629	\$3,975,470
4942B - Total												\$6,393,242	\$5,858,234	\$6,283,715	\$4,383,541	\$8,459,237	\$8,580,414

DOT - Program 4943B - TECHNICAL ASSISTANCE

Report Created: 10/13/2020 10:30:52 AM

Question	Answer
Program Number	4943B
Program Name	TECHNICAL ASSISTANCE
FY 2022 Funding: Reduction Request (Operating A)	1,395,018
FY 2023 Funding: Reduction Request (Operating A)	1,436,868
FY 2022 Funding: Continuing Priorities Request (Operating B)	1,395,018
FY 2023 Funding: Continuing Priorities Request (Operating B)	1,436,868

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

ODOT has direct oversight of the following grant programs: Ohio Public Transportation, Ohio Mobility Management, Specialized Transportation, and the federally-mandated Rail Fixed Guideway State Safety and Security Oversight. The technical support provided by ODOT through the technical assistance program is intended to ensure recipients of federal and state funds are in and remain in compliance with federal regulations and state program requirements. Compliance is measured through Technical Assistance Reviews which are conducted on a regular schedule. During these reviews, deficiencies are identified, and recommendations are made for areas in need of improvement. An implementation schedule is developed and used to measure progress until all deficiencies are corrected. Follow-up site visits are conducted to monitor progress.

The technical assistance program also improves the quality of transportation services. Progress is measured through Public Transit Performance Measures that measures Vehicles Beyond Useful Life, Service Effectiveness, Service Efficiency, and Safety. Our statewide Public Transit Performance Measures are graded against annually established goals. Other performance outcomes are also being measured to determine the efficiency and effectiveness of the recipient's programs

Primary beneficiaries of this program are the staff of the direct recipients of the technical assistance including, but not limited to, the 65 public transit systems, 45 Ohio Mobility Management Programs and 200+ private non-profit entities receiving vehicles and other projects to support service provided to the elderly and people with disabilities. The other primary beneficiaries, and most important, are the individuals in the state of Ohio who receive services from the above-mentioned entities. The technical assistance and sharing of best practices from around the country improve the quality and accessibility of passenger transportation services subsidized using FTA Federal funds through ODOT.

ODOT also provides technical assistance to the transit systems and sub-recipients of Federal Transit Administration funds through regular site visits, Technical Assistance Reviews (TARs), and ongoing training programs, which includes both ODOT-sponsored events and partial scholarships enabling sub-recipients' staff members to attend regional, state, and national programs directly related to improving the quality of services provided. These efforts are focused on ensuring sub-recipients remain compliant with federal regulations.

Report Created: 10/13/2020 10:30:52 AM

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

3. List all ALIs that support this program (ALI number, ALI name).

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

TARs are authorized under 49 CFR Part 659, [Rail Fixed Guideway Systems; State Safety and Security Oversight], and 5304 [Statewide Planning Assistance].

In SFY 2022-2023, ODOT will perform 48 Technical Assistance Reviews (TARs) of grant recipients and will attend 16 Rail Fixed Guideway State Safety and Security Oversight Program meetings with Greater Cleveland RTA and Southwest Ohio Regional Transit Authority. ODOT will conduct approximately 74 site visits to various grant recipients and provide 36 training workshops.

Some factors that have increased the cost include:

- Increase demand for transportation services
- Change in federal regulations from MAP-21 to FAST ACT
- Increased federal program oversight
- Increased reliance on consultants
- Implementation of expansions to federal programs
- Changes in demographics cause increase demand for public transit
- Technology advances faster than public sector

Please see ALI list on next page

Maintaining adequate oversight of subrecipients is an ongoing process. Compliance is measured through Technical Assistance Reviews (TARs) which are conducted on a regular schedule. Each recipient of operating funds will receive a review once every 2 years. Deficiencies are identified, and recommendations made for areas that need improvement. An implementation schedule is developed and issued to the agency under review and used to measure progress until all deficiencies are corrected. Follow-up site visits are conducted to monitor progress.

Technical Assistance Reviews are completed on all Rural Transit agencies every two years for compliance with the Rural Transit Program and the Drug and Alcohol Testing Program. Other funding recipients are reviewed on a four-year cycle.

The Rail Fixed Guideway State Safety and Security Oversight Program requires a three-year review of all Rail Fixed Guideway Public Transit Systems (currently Greater Cleveland RTA and SORTA), quarterly site visits, and regular monitoring of activities to implement corrective action plans associated with the mitigation of safety and security hazard management.

This program is critical during multiple types of oversight reviews conducted by the Federal Transit Administration.

For example, a State Management Review is conducted every three years and includes site visits to selected ODOT sub-recipients to determine the level of compliance with federal requirements. Every three years, the Federal Transit Administration conducts an on-site review of

Report Created: 10/13/2020 10:30:52 AM

ODOT's Rail Fixed Guideway State Safety and Security Oversight Program. Any findings from these reviews must be addressed within an agreed-upon time frame for ODOT to continue to receive funds from the Federal Transit Administration. The failure to adequately inform, train and advise our sub-recipients can directly impact our ability to provide funding for public transit in Ohio. In addition, FTA periodically conducts specialized reviews on ODOT and our sub-recipients.

ODOT must maintain required plans to support the program administration. Such plans include the Title VI plan, safety plans, coordinated plans, TAM plan, Intercity needs assessment. ODOT staff members are responsible for keeping these plans in current status. Additionally, support is needed to maintain data to support these plans to our sub-recipients.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

Technical assistance/training and administration of programs is a critical service provided to local sub-recipients to assure compliance with state and federal requirements. ODOT provides training, oversight and sharing of best practices to improve the efficiency and effectiveness of transit services.

There are two sources of funds for technical assistance.

State Planning and Research Program (Section 5304) is an FTA program for states. The Program provides 80% federal funds to States to support the federally-required transit related activities.

State Safety Oversight Program (Section 5329) is funded with 80% federal funds. The Program is dedicated to support the States oversight of Rail Fixed Guideway systems not regulated by FRA (Ohio has two systems – GCRTA and SORTA)

DOT - Program 4943B - TECHNICAL ASSISTANCE

Report Created: 10/13/2020 10:30:52 AM

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating A

10/12/20 1:19 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4943B	TECHNICAL ASSISTANCE	500	\$0	\$0	\$519,510	\$693,394	\$758,619	\$781,434
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4943B	TECHNICAL ASSISTANCE	510	\$478,082	\$561,311	\$639,525	\$580,518	\$526,399	\$545,434
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4943B	TECHNICAL ASSISTANCE	520	\$46,688	\$132,671	\$233,931	\$89,353	\$110,000	\$110,000
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4943B	TECHNICAL ASSISTANCE	550	\$57,019	\$26,563	\$0	\$31,100	\$0	\$0
4943B - Total												\$581,789	\$720,544	\$1,392,966	\$1,394,365	\$1,395,018	\$1,436,868

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating B

10/12/20 1:34 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4943B	TECHNICAL ASSISTANCE	500	\$0	\$0	\$519,510	\$693,394	\$758,619	\$781,434
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4943B	TECHNICAL ASSISTANCE	510	\$478,082	\$561,311	\$639,525	\$580,518	\$526,399	\$545,434
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4943B	TECHNICAL ASSISTANCE	520	\$46,688	\$132,671	\$233,931	\$89,353	\$110,000	\$110,000
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4940A	Public Transportation	4943B	TECHNICAL ASSISTANCE	550	\$57,019	\$26,563	\$0	\$31,100	\$0	\$0
4943B - Total												\$581,789	\$720,544	\$1,392,966	\$1,394,365	\$1,395,018	\$1,436,868

DOT - Program 4961B - RAIL DEVELOPMENT GRANT/LOAN

Report Created: 10/13/2020 10:34:51 AM

Question	Answer
Program Number	4961B
Program Name	RAIL DEVELOPMENT GRANT/LOAN
FY 2022 Funding: Reduction Request (Operating A)	4,315,800
FY 2023 Funding: Reduction Request (Operating A)	4,315,800
FY 2022 Funding: Continuing Priorities Request (Operating B)	4,875,800
FY 2023 Funding: Continuing Priorities Request (Operating B)	4,875,800

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

This program supports private infrastructure and business investment and job creation and retention by developing freight rail assets. The Ohio Rail Development Commission (ORDC) provides financing assistance and technical advice to companies, communities, and railroads for the construction of new rail connections and the rehabilitation of existing infrastructure.

The population served by this program consists of Ohio railroads and Ohio businesses in the manufacturing, warehousing, agriculture, mining, energy, retail, and other industries that rely on rail transportation. Direct funding is available to businesses, communities, and railroads to improve rail infrastructure statewide.

This program funds and administers rail-related economic development grants and loans. Eligible recipients include public agencies, railroads, private companies, and other rail-related stakeholders. The staff funded through this program oversees project development, selection, approval, execution, and construction. Staff also monitors recipients' grant commitments and processes the repayment of project loans and grants (when applicable).

In addition to direct funding assistance, ORDC also provides project administration services for a variety of rail-related projects funded by non-ORDC sources. ORDC has administered project awards from a variety of entities including the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Ohio Development Services Agency (ODSA), Ohio Environmental Protection Agency, ODOT, and local metropolitan planning organizations.

Lastly, ORDC provides technical expertise to Ohio companies and communities on a variety of railroad issues including economic development, safety, and transportation.

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

The most significant factor influencing this program is the decrease in General Revenue Fund support. While ORDC has been able to replace these flexible funds with allocations from the Rail Development Fund (4N40) in the past, this type of funding shift is not sustainable in the long-term. Fund 4N40 supports ORDC's development-related operations and the revolving loan fund, and the revenues to the fund are insufficient to

Report Created: 10/13/2020 10:34:51 AM

cover those uses plus make up for reductions in GRF funding.

This program has also been supported by allocations of federal freight funding from ODOT. These federal freight funds, however, carry programmatic requirements that make them impractical for many development projects. As a result, ORDC's ability to respond to rail infrastructure needs for economic development projects has been negatively impacted.

The program is also impacted by external factors affecting the rail industry. Most railroads operating in Ohio are either multi-state companies or are owned by holding companies with multiple railroads in multiple states. This structure means that Ohio is competing for private investment for every project.

New rail infrastructure projects are dependent on private capital investments for projects to advance. A downturn or even uncertainty in the private capital market impacts how quickly a project might advance from a proposal to a commitment to proceed. Volatility in the energy markets also have significant impacts on the demand for rail service and resulting investments in Ohio.

3. List all ALIs that support this program (ALI number, ALI name).

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

The effectiveness of this program is assessed on the job-related outcomes and investment activity that result from ORDC participation in projects. ORDC requires job creation/retention, rail carload traffic and rail infrastructure maintenance commitments on projects where appropriate. These outcomes, as well as data on leveraged investments, are reported to the Commission and are included in ORDC's annual project maps. These are available at www.rail.ohio.gov.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

Projects that are funded in the ORDC's Grant and Loan program are often the result of cooperation and coordination with other entities including JobsOhio, the regional JobsOhio affiliates, the Ohio Development Services Agency, and federal and local stakeholders. While there are a number of agencies supporting economic development activities in Ohio, ORDC's rail-specific funds fulfill a unique niche that these other agencies often cannot. Whether ORDC is developing a project with a railroad, community, or private company, the State of Ohio is competing for investments. A fully-funded, flexible freight rail grant program is critical to Ohio's competitiveness in the economic development arena.

This program is supported by the General Revenue Fund and the Rail Development Fund.

Funding for the program is split between Fund GRF, ALI 776-465 (grant program), and the Rail Development Fund (Fund 4N40), ALI 776-664 (loans and operations; limited grants). Revenues to the Rail Development Fund include the proceeds of property management

Report Created: 10/13/2020 10:34:51 AM

activities and repayments of ORDC project loans. All of these revenues are dedicated solely to this program.

Revenues to the Rail Development Fund are sufficient to support the traditional activities of this fund (operations and the revolving loan fund). Continuing to fund the grant program from this source is not sustainable, however.

DOT - Program 4961B - RAIL DEVELOPMENT GRANT/LOAN

Report Created: 10/13/2020 10:34:51 AM

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating A

10/12/20 1:19 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	DPF	Dedicated Purpose	4N40	Rail Development	776664	Rail Transportation-Other	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	500	\$608,904	\$674,095	\$766,400	\$788,867	\$867,778	\$884,586
DOT	DPF	Dedicated Purpose	4N40	Rail Development	776664	Rail Transportation-Other	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	510	\$15,166	\$18,575	\$40,963	\$42,855	\$46,000	\$46,000
DOT	DPF	Dedicated Purpose	4N40	Rail Development	776664	Rail Transportation-Other	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	520	\$82,591	\$87,108	\$83,828	\$59,150	\$92,000	\$93,000
DOT	DPF	Dedicated Purpose	4N40	Rail Development	776664	Rail Transportation-Other	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	550	\$539,164	\$200,736	\$489,030	\$554,590	\$560,000	\$560,000
DOT	DPF	Dedicated Purpose	4N40	Rail Development	776664	Rail Transportation-Other	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	570	\$77,930	\$85,799	\$256,155	\$96,525	\$100,000	\$100,000
DOT	DPF	Dedicated Purpose	4N40	Rail Development	776664	Rail Transportation-Other	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	595	\$426,469	\$819,633	\$400,000	\$421,783	\$1,210,022	\$1,192,214
DOT	DPF	Dedicated Purpose	5CF0	Rail Transload Facilities	776667	Rail Transload Facilities	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	550	\$15,000	\$0	\$0	\$0	\$0	\$0
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	776465	Rail Development	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	550	\$1,581,379	\$870,043	\$1,927,300	\$885,001	\$1,440,000	\$1,440,000
DOT	HOF	Highway Operating	7002	Highway Operating	776475	Rail- Federal Rail Administration	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	570	\$0	\$0	\$0	\$492,600	\$0	\$0
4961B - Total												\$3,346,602	\$2,755,988	\$3,963,675	\$3,341,371	\$4,315,800	\$4,315,800

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating B

10/12/20 1:34 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	DPF	Dedicated Purpose	4N40	Rail Development	776664	Rail Transportation-Other	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	500	\$608,904	\$674,095	\$766,400	\$788,867	\$867,778	\$884,586
DOT	DPF	Dedicated Purpose	4N40	Rail Development	776664	Rail Transportation-Other	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	510	\$15,166	\$18,575	\$40,963	\$42,855	\$46,000	\$46,000
DOT	DPF	Dedicated Purpose	4N40	Rail Development	776664	Rail Transportation-Other	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	520	\$82,591	\$87,108	\$83,828	\$59,150	\$92,000	\$93,000
DOT	DPF	Dedicated Purpose	4N40	Rail Development	776664	Rail Transportation-Other	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	550	\$539,164	\$200,736	\$489,030	\$554,590	\$0	\$0
DOT	DPF	Dedicated Purpose	4N40	Rail Development	776664	Rail Transportation-Other	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	570	\$77,930	\$85,799	\$256,155	\$96,525	\$100,000	\$100,000
DOT	DPF	Dedicated Purpose	4N40	Rail Development	776664	Rail Transportation-Other	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	595	\$426,469	\$819,633	\$400,000	\$421,783	\$1,770,022	\$1,752,214
DOT	DPF	Dedicated Purpose	5CF0	Rail Transload Facilities	776667	Rail Transload Facilities	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	550	\$15,000	\$0	\$0	\$0	\$0	\$0
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	776465	Rail Development	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	550	\$1,581,379	\$870,043	\$1,927,300	\$885,001	\$2,000,000	\$2,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	776475	Rail- Federal Rail Administration	4960A	Rail Transportation	4961B	RAIL DEVELOPMENT GRANT/LOAN	570	\$0	\$0	\$0	\$492,600	\$0	\$0
4961B - Total												\$3,346,602	\$2,755,988	\$3,963,675	\$3,341,371	\$4,875,800	\$4,875,800

DOT- Program 4962B - RAIL HIGHWAY GRADE CROSSING

Report Created: 10/13/2020 10:36:33 AM

Question	Answer
Program Number	4962B
Program Name	RAIL HIGHWAY GRADE CROSSING
FY 2022 Funding: Reduction Request (Operating A)	16,303,000
FY 2023 Funding: Reduction Request (Operating A)	16,303,000
FY 2022 Funding: Continuing Priorities Request (Operating B)	16,303,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	16,303,000

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

This program improves safety at railroad-highway grade crossings. Ohio's extensive transportation infrastructure features a dense network of railroads and highways. There are approximately 5,200 miles of active rail in the state as well as approximately 127,000 miles of roadway. Consequently, there are many public, at-grade crossings of highways and railroad tracks. There are approximately 5,700 at-grade vehicular public crossings, of which 59% are equipped with flashing lights and roadway gates, 10% have flashing lights only, and 31% have passive devices such as crossbucks. The number and proportion of crossings with gates and lights continues to increase every year, while the total number of crossings has decreased.

In calendar year 2019, there were 68 train-vehicle crashes at public grade crossings in Ohio, resulting in 18 injuries and 7 fatalities. In the last 10 years (2010-2019), there have been 674 crashes at crossings and 69 fatalities. As recently as 2007, Ohio experienced more than 100 crashes at public grade crossings every year.

In addition to funding grade crossing safety improvements, this program provides coordination between Ohio railroads and ODOT for highway projects that have a railroad impact.

Users of railroad-highway grade crossings (the traveling public) are the target population served by this program.

This program supports activities to improve safety at railroad-highway grade crossings. The improvements include the installation or upgrade of active grade crossing warning devices (lights & gates), improvement of roadway geometry, the elimination of hazardous crossings (closing crossings), and other infrastructure modifications to enhance safety for motorists and pedestrians.

Individual projects are identified using four methods:

- Formula-based upgrades: Grade crossings are identified using a statewide hazard ranking. The crossing data is verified, and a diagnostic review is performed at each potential project location to determine appropriate improvements.
- Corridor-based improvements: Grade crossings along a specified corridor are considered and prioritized to identify public safety benefits.
 - o Corridors identified in collaboration with railroads generally have increasing or high volumes of train traffic along with other factors such as

Report Created: 10/13/2020 10:36:33 AM

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

crash history and/or residential or industrial development. Projects identified in this way usually have railroad financial participation.

- o Corridors identified in partnership with communities generally involve grade crossing safety improvements that also contribute to the communities' development efforts.
- Constituent-identified upgrades: Project requests are considered, and selections made, based on hazard rankings, site conditions, and funding availability. Sources of requests include railroads, local and state government officials, city and county engineers, ODOT Districts, advocacy groups, and the public. Also considered under this program are locations that are the sites of fatal vehicle-train crashes, requests to provide local matching funds for projects partially-funded by the Public Utilities Commission, and grade crossing surface improvements when they are needed for the warning devices to function correctly or where the condition of the roadway surface is itself a safety hazard.
- Preemption projects: These projects improve safety by reducing the potential for a vehicle to be trapped on the tracks by traffic backups (queuing) when a train is approaching a crossing. The program typically interconnects railroad crossing warning devices and nearby traffic signals, however other queue management strategies may also be used.

Crashes continue to occur at crossings and present two challenges:

- i. There are more than 1,750 crossings in Ohio that do not have active warning devices to alert drivers of oncoming trains;
- ii. In 2019, 85% of crashes at grade crossings, and all of the fatalities, were at locations equipped with active warning devices.

These challenges combine to present an ongoing demand for this program. In response, ORDC expanded the project selection methodology to include high-hazard crossings that are already equipped with flashing lights and gates. This process looks at the highest-ranked crossings in the state, regardless of the existing warning devices, and considers engineering improvements that could further enhance safety.

A further challenge for the program is a reinterpretation by the Federal Highway Administration of the matching requirements for the set-aside railroad-highway crossing funds. To date, ODOT has pledged the use of toll revenue credit authority to continue using federal funds at 100%, however it is not an infinite source of state match.

Finally, the average costs per project are rising due to advances in technology and the increased complexity of many projects. Updated project cost data shows that average project costs are nearing \$220,000, with some individual locations nearing \$600,000. This has risen from an average of \$180,000 ten years ago. As a result of this cost increase, fewer projects can be completed at steady funding levels.

3. List all ALIs that support this program (ALI number, ALI name).

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key

The effectiveness of this program can be measured in terms of outputs (the number of grade crossing locations addressed) and outcomes

Report Created: 10/13/2020 10:36:33 AM

indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

(annual incident data, crashes following warning device upgrades, hazard ranking reductions). The monitoring of project outcomes complements ORDC's risk-based approach to project identification.

Outputs: ORDC publishes this data annually, available at www.rail.ohio.gov.

Outcomes: Program outcomes include a reduced occurrence of incidents at crossings statewide. The PUCO publishes an annual Grade Crossing Statistics Report that analyzes grade crossing incident statistics statewide and provides historical context. Trends regarding incidents are discussed in the response to question #1.

The annual Railway-Highway Crossing Program Report prepared by ORDC also assesses project outcomes. The most recent report was prepared and submitted to the Federal Highway Administration in August of 2020. The report indicates that at 25 grade crossings where upgraded warning devices have been in service for at least three years, there were six crashes prior to the improvements and only one crash after the improvements. In addition, the hazard ranking per upgraded crossing was reduced by an average of 1,440 points (as compared to the approximately 5,700 public at-grade crossings statewide).

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

This program is funded by Federal Highway Administration dollars allocated to ODOT and by state highway revenues. Federal law requires a minimum level of expenditures on grade crossing safety improvements and Ohio routinely exceeds this standard. The state funds and additional federal funds that support this program also support other highway-related programs.

DOT - Program 4962B - RAIL HIGHWAY GRADE CROSSING

Report Created: 10/13/2020 10:36:33 AM

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating A

10/12/20 1:19 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4960A	Rail Transportation	4962B	RAIL HIGHWAY GRADE CROSSING	500	\$1,029,237	\$1,053,474	\$1,118,218	\$1,113,406	\$1,192,594	\$1,227,039
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4960A	Rail Transportation	4962B	RAIL HIGHWAY GRADE CROSSING	510	\$1,200	\$23,749	\$2,276	\$1,078	\$3,000	\$3,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4960A	Rail Transportation	4962B	RAIL HIGHWAY GRADE CROSSING	520	\$3,524	\$5,498	\$5,125	\$2,145	\$4,000	\$4,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4960A	Rail Transportation	4962B	RAIL HIGHWAY GRADE CROSSING	570	\$0	\$118,664	\$110,876	\$338,692	\$1,000,000	\$1,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	776462	Grade Crossings-Federal	4960A	Rail Transportation	4962B	RAIL HIGHWAY GRADE CROSSING	570	\$10,646,394	\$13,139,053	\$17,689,027	\$14,172,000	\$14,103,406	\$14,068,961
4962B - Total												\$11,680,355	\$14,340,438	\$18,925,522	\$15,627,321	\$16,303,000	\$16,303,000

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating B

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4960A	Rail Transportation	4962B	RAIL HIGHWAY GRADE CROSSING	500	\$1,029,237	\$1,053,474	\$1,118,218	\$1,113,406	\$1,192,594	\$1,227,039
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4960A	Rail Transportation	4962B	RAIL HIGHWAY GRADE CROSSING	510	\$1,200	\$23,749	\$2,276	\$1,078	\$3,000	\$3,000
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4960A	Rail Transportation	4962B	RAIL HIGHWAY GRADE CROSSING	520	\$3,524	\$5,498	\$5,125	\$2,145	\$4,000	\$4,000
DOT	HOF	Highway Operating	7002	Highway Operating	772422	Highway Construction-Federal	4960A	Rail Transportation	4962B	RAIL HIGHWAY GRADE CROSSING	570	\$0	\$118,664	\$110,876	\$338,692	\$1,000,000	\$1,000,000
DOT	HOF	Highway Operating	7002	Highway Operating	776462	Grade Crossings-Federal	4960A	Rail Transportation	4962B	RAIL HIGHWAY GRADE CROSSING	570	\$10,646,394	\$13,139,053	\$17,689,027	\$14,172,000	\$14,103,406	\$14,068,961
4962B - Total												\$11,680,355	\$14,340,438	\$18,925,522	\$15,627,321	\$16,303,000	\$16,303,000

DOT - Program 4970B - MARITIME ASSISTANCE

Report Created: 10/13/2020 10:38:25 AM

Question	Answer
Program Number	4970B
Program Name	MARITIME ASSISTANCE
FY 2022 Funding: Reduction Request (Operating A)	0
FY 2023 Funding: Reduction Request (Operating A)	0
FY 2022 Funding: Continuing Priorities Request (Operating B)	0
FY 2023 Funding: Continuing Priorities Request (Operating B)	0

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

Program activities will include land acquisitions and site development; construction of various structures and improvements directly related to maritime commerce and harbor infrastructure; improvements for marine cargo terminals and associated uses; acquisition of cargo handling equipment and all types of ship loading and unloading equipment; and planning and design services associated with construction.

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

Factors influencing the program primarily pertain to codified laws and/or bills passes continuing the activity within the program. Specifically, HB 166, section 411.10 and 411.20 established the maritime assistance program under appropriation item 776670, to be used for the Ohio Maritime Assistance Program established originally under section 5501.91 of the Revised Code. HB 166 also authorized the Director of Budget and Management to transfer \$11,000,000 cash in fiscal year 2020 and \$12,000,000 cash in fiscal year 2021 from the Facilities Establishment Fund (DEV01)(Fund 7037) to the Ohio Maritime Assistance Fund (DOT01)(Fund 5QT0).

3. List all ALIs that support this program (ALI number, ALI name).

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

Projects have been selected and awarded based on a project grading scale; however, no indicators and/or measures have been established, as the program was just recently established.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

ODOT does not intend to request any additional appropriations in the FY 2022-2023 biennium budget submission.

DOT - Program 4970B - MARITIME ASSISTANCE

Report Created: 10/13/2020 10:38:25 AM



BPM-0002 BP Analysis Report (6 year report)

Model: Agency
Scenario: Current Year Operating A

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Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	DPF	Dedicated Purpose	5QT0	Ohio Maritime Assistance	776670	OHIO MARITIME ASSISTANCE PRGRM	4970A	Maritime	4970B	MARITIME ASSISTANCE	570	\$0	\$0	\$0	\$1,800,000	\$0	\$0
4970B - Total												\$0	\$0	\$0	\$1,800,000	\$0	\$0

Page No : 23 of 23



BPM-0002 BP Analysis Report (6 year report)

Model: Agency
Scenario: Current Year Operating B

10/12/20 1:34 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	DPF	Dedicated Purpose	5QT0	Ohio Maritime Assistance	776670	OHIO MARITIME ASSISTANCE PRGRM	4970A	Maritime	4970B	MARITIME ASSISTANCE	570	\$0	\$0	\$0	\$1,800,000	\$0	\$0
- Total												\$0	\$0	\$0	\$1,800,000	\$0	\$0

Page No : 23 of 23

DOT - Program 4980B - AVIATION OPERATING

Report Created: 10/13/2020 10:40:39 AM

Question	Answer
Program Number	4980B
Program Name	AVIATION OPERATING
FY 2022 Funding: Reduction Request (Operating A)	7,318,851
FY 2023 Funding: Reduction Request (Operating A)	7,355,616
FY 2022 Funding: Continuing Priorities Request (Operating B)	7,318,851
FY 2023 Funding: Continuing Priorities Request (Operating B)	7,355,616

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

Aviation

The purpose of this program is to meet the Strategic Initiatives of the Ohio Department of Transportation (ODOT) and other state agencies, along with improving Ohio's transportation system from an aviation perspective. The overall objective is to maintain a transportation system which ensures safety, efficiency and mobility.

The populations served by this program are ODOT, other State Agencies, as well as the public, general aviation, business aviation and emergency medical operations.

The Flight Operations section is responsible for operating the Ohio Department of Transportation's aircraft. The ODOT aircraft are used to transport state officials and other state personnel, and to perform ODOT missions such as Aerial Photography. ODOT also supports Emergency Management, Forestry Missions, Health, Homeland Security, prisoner transfers, ODNR Missions, wild animal inoculations, and deter criminal activity by assisting in marijuana eradication.

Also, the program administers functions pertaining to aircraft flight operations such as policies and procedures, pilot and ground crew qualifications and training, and airport record keeping. Flight Operations coordinates the filing of permits for construction in the vicinity of airports to ensure the safe penetration of air space by structures through maintaining the Federal Airways and Airspace software.

The Aircraft Registration section is responsible for assuring all Ohio based aircraft are registered with this office, as well as maintaining the information on the base location of airport, as required by ORC and Homeland Security.

The Aircraft Support section maintains the entire fleet of state aircraft, which includes those of the Ohio Highway Patrol and the Ohio Department of Natural Resources and the Ohio Department of Transportation.

Unmanned Aerial

The Ohio Unmanned Aerial Service (UAS) Center serves as the state's service provider and resource for unmanned aircraft and advanced aviation technologies. The Center works with other state agencies, governments and municipalities to promote the use of unmanned aircraft

for public purpose and the support of economic development. For ODOT, the UAS Center manages and performs all unmanned aircraft operations ranging from infrastructure inspections to mapping. As of September of 2020, the UAS Center has flown 385 total projects resulting in 1,354 individual flights. Using unmanned aircraft technology reduces operating expenses, increases the safety of the public and our workforce, and promotes efficiency. The UAS Center has seen a sharp increase in operations due to COVID-19 and travel restrictions. The pilots have given project managers the opportunity to monitor their projects during the COVID-19 pandemic. The UAS Center also serves as a shared service to other agencies within the state. In addition to operations, the UAS Center also is involved in the latest emerging technologies with unmanned aircraft, autonomous vehicles, and personal air vehicles. The UAS Center is the national leader in public unmanned aircraft and emerging technologies and is frequently sought after to aid outside state agencies, federal agencies, and private industries with UAS program development and policy/regulations.

Unmanned Aerial serves ODOT, other state agencies, other governmental entities, private industry, and the public.

The UAS Center performs unmanned aircraft operations for ODOT and other state agencies. In addition to operating the aircraft, the UAS Center also processes the data in a useable format for our customers including aerial imagery, 3D models, volume estimates, and high- resolution video. The UAS Center also manages all third-party unmanned aircraft operations within ODOT's Right of Way and within ODOT contracts.

Unmanned Aerial also has 2 active research projects with state universities and 1 partnership with the Air Force Research Laboratory. The research projects and partnerships provide a platform for the UAS Center to engage with private industry and promote economic development within the state. The partnership with the Air Force Research Laboratory on a Ground Based Detect and Avoid system called SkyVision in Springfield, Ohio and the Unmanned Traffic Management research project along the 33 Smart Mobility Corridor offer testing ranges to support research, development, testing and evaluation of unmanned aircraft and other emerging technologies which are managed by the UAS Center. In 2020, the UAS Center executed Addendum B to the UTM research projects that extended the project until 2022. The Addendum expands the scope to include medical package delivery with UPS Flight Forward and provide additional infrastructure and testing to support new organizations and applications within the Corridor.

Additionally, the UAS Center manages a research project exploring the use of unmanned aircraft applications for the Department of Transportation and a study to assess the resources expended for UAS enforcement, training, education, and protection within the State of Ohio. Once completed, this study will allow the Ohio UAS center to understand incidents requiring response to unmanned aircraft activities by state and local agencies. Included in this study is a report that will quantify the increase of state resources needed for enforcement, training, and education from small UAS to the projected increase in responses, training, and equipment required to address impacts by Unmanned Traffic Management and Urban Air Mobility at full national airspace integration.

Report Created: 10/13/2020 10:40:39 AM

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

The UAS Center's research projects aim to shape policy, regulation, and infrastructure needed for unmanned aircraft and emerging technologies in the State of Ohio and the United States.

As a national leader in unmanned aircraft technologies, the UAS Center is involved in several national committees and movements within entities such as the Transportation Research Board and the Federal Highway Administration (FHWA) which help shape the formation of future policy and regulation for UAS technologies nationwide. The Unmanned Aerial division also serves as a national resource for other state agencies for information and program development.

Aviation

Fluctuation in fuel prices and rising maintenance costs associated with maintaining an aircraft fleet, some of which are older aircraft, have contributed to the cost of this program.

Unmanned Aerial

The increasing demand for unmanned aircraft operations strains the UAS Center's small staff and limited resources. The cost of the aircraft and sensors required to perform operations needed by ODOT and other agencies continues to increase with the constant technology advancements in the field of UAS. The aircraft and sensors continue to become safer and provide accurate quality data that state agencies require. Not only is the UAS Center battling the constant technological updates, the amount of flights performed also increases the need for maintenance and repair. While much of the maintenance can be completed in house, often maintenance and repairs need to be completed by the manufacturer to avoid voiding the warranty, which can be costly. With the Ground-Based Detect and Avoid system being the first of its kind, the State is not sure of maintenance requirements and expenses for the system.

The Ohio UAS Center has continued to conduct and manage operations and projects at full capacity during the COVID-19 pandemic. The Center's FY21 annual budget was reduced by 15% in an effort to help stabilize the financial impact of the pandemic resulting in further restrictions and limitations of the staff and resources.

Another factor impacting the UAS Center is federal regulation. The Federal Aviation Administration (FAA) is responsible for managing unmanned aircraft in the National Airspace System. Much of Ohio is open to conduct UAS operations, but in major cities such as Columbus, Cleveland, and Cincinnati, the airspace is restricted requiring a waiver from the FAA to operate unmanned aircraft. The FAA's waiver approval process can last upwards of 90 days if no errors need to be corrected which severely limits the UAS Center's ability to operate in project time constraints. The Federal Aviation Administration also requires a waiver to conduct complex operations such as operating above 400 feet, beyond visual line of sight, or operating an unmanned aircraft at night which again can be problematic for completing requested operations and the success of SkyVision.

Additionally, Air traffic management systems (UTM) in the lower altitude

airspace is currently limited to the most basic Unmanned Aircraft (UA) operations or non-existent. Currently, we have the GBDAA and a \$7M dollar UTM research project to study this as a future mode of transportation. Meanwhile, technology for unmanned aircraft continues to advance in breadth of their use cases and depth of their capabilities. Currently, the commercial, small non-model UAS fleet is forecast to grow from 110,604 in 2017 to 451,800 in 2022. The average annual growth rate over the 5-year forecast period is 32.5 percent. It is projected that when package delivery by drones are enabled, in 20 years up to 86 million deliveries per day are possible, saving logistics companies up to 10 billion per year. The projected global market for urban passenger drones is expected to soar to 1 billion in 2025 and 21 billion in 2035 with the emerging Electric Vertical Takeoff and Landing (eVTOL) technologies.

The FAA has enabled the Low Altitude Authorization and Notification Capability (LAANC) system, which supports air traffic control authorization requirements for UAS operations conducted under the Special Rule for Model Aircraft (part 101e) and the Small UAS Rule (part 107). While this system will automate some limited unmanned aircraft operations, it is not adequate to support the more advanced unmanned aircraft operations and will not meet the emerging operational capabilities such as advanced data collection, freight logistics or the emerging eVTOL market supporting Personal Air Vehicles (PAV) or Air Taxi Services.

Providing LAANC services, the FAA has set precedents to allow third parties (outside of the FAA) to fill the role of offering these services for the lower altitude airspace titled UAS Service Suppliers (USS). As this white paper is co-authored by the leading State DOTs in UAS, we feel that it is our respective states interests to propose the USS is best served by the state DOT's thereby providing the infrastructure to support the following:

1. Advanced data collection supporting the existing ground transportation infrastructure, monitoring traffic for qualitative improvement and for support of the emerging connected vehicle technologies.
2. Logistics, by helping the last mile delivery proposals as well as larger freight transportation by UA.
3. Support for the emerging eVTOL market including PAV's and automated air taxi's.

All of these opportunities directly support our existing transportation infrastructure through the following:

1. More efficient data collection by enabling better allocation of our resources. Through more rapid response to our dynamic infrastructure needs or enhanced, high resolution, real-time situational awareness allowing us to respond to the traveling public's needs more efficiently and improving safety.
2. Reducing the demand of our existing ground transportation infrastructure through alternative methods of multimodal transportation options.
3. Enhancing our transportation infrastructure through potentially more efficient and safer modes of transportation.

Report Created: 10/13/2020 10:40:39 AM

3. List all ALIs that support this program (ALI number, ALI name).

Enabling the state DOT's, much like we do with interstate systems, a state supported UTM will enable the safe and structured infrastructure needed to provide services to the existing and emerging modes of transportation. The UAS Center is currently managing research projects that will investigate what the State of Ohio needs in order to develop, enable, and manage the integration of unmanned aircraft and other aviation technologies within the National Airspace System.

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

Aviation

Aviation compiles a focus report to gauge aircraft availability. The data is reviewed monthly and is not published. This budget does not reflect the outcome of those evaluations.

Unmanned Aerial

The effectiveness of ODOT's UAS program is measured by the number of flight operations requested by ODOT and other state agencies as well as feedback from its customers. The number of flight operation requests continue to climb as divisions, districts, and other agencies see the capabilities and value from the data collected by unmanned aircraft. Unmanned Aerial tracks each flight operations requests by district/division/agency and the type of operation requested (bridge inspection, communications, planning and engineering, etc.). The program is also measured by the amount of services and support provided to other state, local, and universities. As the UAS Center is recognized as the national leader for unmanned aircraft within state agencies, the division also provides support to other state agencies with their UAS program development. Unmanned Aerial has provided services to Kansas DOT, Illinois DOT, Indiana DOT, North Carolina DOT, Michigan DOT, Kentucky DOT, Utah DOT, and Vermont DOT. Additionally, Unmanned Aerial often provides support to the public in understanding unmanned aircraft and providing guidance to individual Remote Pilots. As of September of 2020, the UAS Center has flown 385 total projects resulting in 2,354 individual flights, a dramatic increase from 2019 flight operation figures.

Additionally, the UAS Center can calculate ROI by comparing data collection techniques between traditional technologies and techniques to the data collected by the UAS. An example is when a UAS can be used for a bridge deck inspection we have seen a 90% reduction in cost and a potential savings of \$14,600 per day by reducing the impact to the traveling public. Not to mention the increased safety by not shutting down a lane. Furthermore, when appropriate, when using a UAS for mapping operations we are seeing an 80% reduction in operating costs when compared to using traditional methods.

COVID-19 has presented unmanned aircraft as a method for project managers to stay abreast of their projects without traveling and allowing for appropriate social distancing to occur.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

Aviation

As the result of the September 11, 2001 attack on the United States of America, the State of Ohio enacted laws governing the security of general aviation airport and aircraft in the state.

On April 11, 2006, the Ohio Patriot Act (SB9) took effect. The bill mandated that the Ohio Department of Transportation register all private and public use airports (778) in the state biennially, for all aircraft (8,000) to register yearly and to notify ODOT if the base location of the aircraft changes, for airports to prepare a written security plan, for the ODOT to maintain copies of all security plans and to make them available to emergency responders and law enforcement personnel.

This program is funded through State Motor Fuel Tax revenues ALI 777475 (Fund 7002) and ALI 777471 (GRF). All non-highway use of the state aircraft is reimbursed at rates set in accordance with the State Consolidated Aviation Services Memorandum of Understanding.

Unmanned Aerial Systems

The UAS Center is funded by revenues received in to the Highway Operating Fund which are not constitutionally restricted to be used for roads and bridges.

The UAS Center is also integrated with DriveOhio and the autonomous vehicle initiatives in Ohio as UAS is a future mobility technology.

DOT - Program 4980B - AVIATION OPERATING

Report Created: 10/13/2020 10:40:39 AM

BPM-0002 BP Analysis Report (6 year report)

[DataDictionary](#)

Model: Agency

Scenario: Current Year Operating A

10/12/20 1:19 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	777471	Airport Improvements-State	4980A	Aviation	4980B	AVIATION OPERATING	500	\$380,565	\$396,815	\$488,465	\$405,836	\$447,165	\$456,789
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	777471	Airport Improvements-State	4980A	Aviation	4980B	AVIATION OPERATING	510	\$590,960	\$259,096	\$240,933	\$190,747	\$300,000	\$300,000
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	777471	Airport Improvements-State	4980A	Aviation	4980B	AVIATION OPERATING	520	\$208,403	\$117,954	\$114,818	\$102,879	\$135,000	\$135,000
DOT	HOF	Highway Operating	7002	Highway Operating	777475	Aviation Administration	4980A	Aviation	4980B	AVIATION OPERATING	500	\$1,967,738	\$2,126,970	\$2,191,608	\$2,344,070	\$2,514,360	\$2,563,227
DOT	HOF	Highway Operating	7002	Highway Operating	777475	Aviation Administration	4980A	Aviation	4980B	AVIATION OPERATING	510	\$333,044	\$330,036	\$343,774	\$334,169	\$550,000	\$550,000
DOT	HOF	Highway Operating	7002	Highway Operating	777475	Aviation Administration	4980A	Aviation	4980B	AVIATION OPERATING	520	\$2,337,387	\$2,341,250	\$1,766,643	\$2,306,805	\$2,972,326	\$2,950,600
DOT	HOF	Highway Operating	7002	Highway Operating	777475	Aviation Administration	4980A	Aviation	4980B	AVIATION OPERATING	530	\$160,618	\$184,802	\$270,511	\$589,863	\$400,000	\$400,000
4980B - Total												\$5,978,716	\$5,756,924	\$5,416,752	\$6,274,369	\$7,318,851	\$7,355,616

BPM-0002 BP Analysis Report (6 year report)

[DataDictionary](#)

Model: Agency

Scenario: Current Year Operating B

10/12/20 1:34 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	777471	Airport Improvements-State	4980A	Aviation	4980B	AVIATION OPERATING	500	\$380,565	\$396,815	\$488,465	\$405,836	\$447,165	\$456,789
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	777471	Airport Improvements-State	4980A	Aviation	4980B	AVIATION OPERATING	510	\$590,960	\$259,096	\$240,933	\$190,747	\$300,000	\$300,000
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	777471	Airport Improvements-State	4980A	Aviation	4980B	AVIATION OPERATING	520	\$208,403	\$117,954	\$114,818	\$102,879	\$135,000	\$135,000
DOT	HOF	Highway Operating	7002	Highway Operating	777475	Aviation Administration	4980A	Aviation	4980B	AVIATION OPERATING	500	\$1,967,738	\$2,126,970	\$2,191,608	\$2,344,070	\$2,514,360	\$2,563,227
DOT	HOF	Highway Operating	7002	Highway Operating	777475	Aviation Administration	4980A	Aviation	4980B	AVIATION OPERATING	510	\$333,044	\$330,036	\$343,774	\$334,169	\$550,000	\$550,000
DOT	HOF	Highway Operating	7002	Highway Operating	777475	Aviation Administration	4980A	Aviation	4980B	AVIATION OPERATING	520	\$2,337,387	\$2,341,250	\$1,766,643	\$2,306,805	\$2,972,326	\$2,950,600
DOT	HOF	Highway Operating	7002	Highway Operating	777475	Aviation Administration	4980A	Aviation	4980B	AVIATION OPERATING	530	\$160,618	\$184,802	\$270,511	\$589,863	\$400,000	\$400,000
4980B - Total												\$5,978,716	\$5,756,924	\$5,416,752	\$6,274,369	\$7,318,851	\$7,355,616

DOT - Program 4981B - AVIATION IMPROVEMENT PROGRAM

Report Created: 10/13/2020 10:42:13 AM

Question	Answer
Program Number	4981B
Program Name	AVIATION IMPROVEMENT PROGRAM
FY 2022 Funding: Reduction Request (Operating A)	4,765,010
FY 2023 Funding: Reduction Request (Operating A)	4,755,386
FY 2022 Funding: Continuing Priorities Request (Operating B)	6,562,522
FY 2023 Funding: Continuing Priorities Request (Operating B)	6,552,898

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

The purposes of the Aviation Improvement Program are to support capital improvements, maintain infrastructure and ensure safety at publicly owned, public use airports. Airport safety is ensured by performing airport inspections and funding of obstruction removal projects. Pavement, airport lighting and navigational aid maintenance projects promote both safety and infrastructure preservation. Obstruction removal and infrastructure maintenance projects at airports also promote economic development. Airport safety is promoted through data collection and enforcement of airport safety regulations, including the Ohio Airport Projection Act, which requires a permit for tall structures near airports. Airport security is promoted through requirements for Airport Security Plans.

The populations served by this program are the General Aviation public, including aircraft owners and operators, passengers, and businesses that use aviation or provide aviation products and services. Benefits occur in the form of reductions in accidents, injuries and damage to property, and in the form of increased economic activity, which benefits both the population of the airport's associated community and the state as a whole.

The Ohio Airport Grant Program provides approximately \$5.5M per year (including \$450,000 from aircraft registration receipts) for obstruction removal for safety purposes, and for maintenance and improvement of airport pavement, lighting and navigational aids. The program also provides matching grants for 5% of the total cost of projects at General Aviation airports funded by Federal Aviation Administration (FAA). The grant program also promotes airport security by requiring that grantees implement an approved Airport Security Plan.

Ninety-six publicly owned Ohio airports are currently eligible for the Ohio Airport Grant Program.

The Office of Aviation performs safety inspections of 148 non-commercial service public use airports. These inspections are performed on a three-year cycle, approximately 50 per year. As part of the inspection process, information is given to the airport sponsor for use in improving the airport's safety environment (i.e. trees that can be trimmed or removed).

The Office of Aviation also performs airport pavement inspections on a three-year cycle. These inspections generate a Pavement Condition

Report Created: 10/13/2020 10:42:13 AM

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

3. List all ALIs that support this program (ALI number, ALI name).

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

Index (PCI) for all paved areas at publicly owned, non-commercial service Ohio airports. This data is used to determine maintenance needs and in the selection of pavement maintenance projects for the Ohio Airport Grant Program.

To administer the Ohio Airport Protection Act, the Office of Aviation receives copies of all Federal forms filed within the State of Ohio that are required for all proposed construction within a specified distance of an airport runway. Independent of the Federal Aviation Administration, the Office of Aviation determines if the proposed structure would be an obstruction to navigation. If the proposed structure will not be an obstruction, a permit is issued. If it is determined that the proposed structure would be an obstruction, the permit is denied. In case of a permit denial negotiations with the building proponent generally result in a modified location and/or design such that the building will not be an obstruction, and then the permit is issued.

Fluctuation of oil and asphalt prices and construction costs.

Please see ALI list on next page

Key indicators used to measure the effectiveness of the Ohio Airport Grant Program are the Pavement Condition Index (PCI) of the airports that receive grants, and the quantity and severity of obstructions at the system's airports. PCI evaluations are conducted at every grant eligible airport on a three-year cycle, and the data, including graphical representations of all pavement areas, is published on the Office of Aviation website as soon as it is available. Information on the location, amount and description of all grants is also published on the Office of Aviation website.

The FY 2020 \$3,100,000 budget reduction to the ODOT Office of Aviation airport grant program resulted in the cancellation of 7 safety and maintenance projects and the partial funding of 11 safety and maintenance projects. The reduction was catastrophic to the FY 2020 grant program, and as a result FY 2021 funds were required to fund the 7 cancelled projects and to complete the remainder of the 11 partially funded projects. This resulted in the drastic reduction of new safety and maintenance projects for FY 2021 since the FY 2021 Grant budget was also reduced by 20%. Airport sponsors depend on ODOT funding to complete necessary safety and maintenance projects, and our office typically receives funding requests that exceed our annual budget by 300%-500%. Due to the previous biennium budget reductions, we have essentially lost a year of State funding support to complete critical airport improvements.

Report Created: 10/13/2020 10:42:13 AM

If the program is reduced in the SFY 2022-2023 biennium there will be significant reductions to the number of projects that can be performed and the safety at general aviation airports.

In FY 2020 & FY 2021, the Ohio Airport Grant Program is receiving approximately \$450,000 per year from aircraft registration receipts (Fund 5W90) and budgeted to receive \$5.5 million per year from GRF Funding, for a total annual grant program of approximately \$6.5 million. However, OBM reduced funding in FY 2020 by \$3.1 million and reduced funding by 20% for FY 2021. All remaining funding for Ohio Airport Protection Act enforcement, etc. comes from GRF.

This funding supports no other program.

DOT - Program 4981B - AVIATION IMPROVEMENT PROGRAM

Report Created: 10/13/2020 10:42:13 AM

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BPM-0002 BP Analysis Report (6 year report)

[DataDictionary](#)

Model: Agency

Scenario: Current Year Operating A

10/12/20 1:19 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	DPF	Dedicated Purpose	5W90	County Airport Maintenance Assistance	777615	County Airport Maintenance	4980A	Aviation	4981B	AVIATION IMPROVEMENT PROGRAM	550	\$454,969	\$394,077	\$179,329	\$620,000	\$620,000	\$620,000
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	777471	Airport Improvements-State	4980A	Aviation	4981B	AVIATION IMPROVEMENT PROGRAM	550	\$5,049,892	\$4,532,628	\$4,902,457	\$3,010,597	\$3,740,010	\$3,730,386
DOT	HOF	Highway Operating	7002	Highway Operating	777472	Airport Improvements-Federal	4980A	Aviation	4981B	AVIATION IMPROVEMENT PROGRAM	570	\$0	\$0	\$0	\$60,750	\$405,000	\$405,000
4981B - Total												\$5,504,861	\$4,926,705	\$5,081,785	\$3,691,347	\$4,765,010	\$4,755,386

BPM-0002 BP Analysis Report (6 year report)

[DataDictionary](#)

Model: Agency

Scenario: Current Year Operating B

10/12/20 1:34 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	DPF	Dedicated Purpose	5W90	County Airport Maintenance Assistance	777615	County Airport Maintenance	4980A	Aviation	4981B	AVIATION IMPROVEMENT PROGRAM	550	\$454,969	\$394,077	\$179,329	\$620,000	\$620,000	\$620,000
DOT	GRF_GEN_REV	General Revenue	GRF	General Revenue (GRF)	777471	Airport Improvements-State	4980A	Aviation	4981B	AVIATION IMPROVEMENT PROGRAM	550	\$5,049,892	\$4,532,628	\$4,902,457	\$3,010,597	\$5,537,522	\$5,527,898
DOT	HOF	Highway Operating	7002	Highway Operating	777472	Airport Improvements-Federal	4980A	Aviation	4981B	AVIATION IMPROVEMENT PROGRAM	570	\$0	\$0	\$0	\$60,750	\$405,000	\$405,000
4981B - Total												\$5,504,861	\$4,926,705	\$5,081,785	\$3,691,347	\$6,562,522	\$6,552,898

DOT - Program 4982B - AVIATION SIB LOANS

Report Created: 10/13/2020 10:43:58 AM

Question	Answer
Program Number	4982B
Program Name	AVIATION SIB LOANS
FY 2022 Funding: Reduction Request (Operating A)	2,000,000
FY 2023 Funding: Reduction Request (Operating A)	2,400,000
FY 2022 Funding: Continuing Priorities Request (Operating B)	2,000,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	2,400,000

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

The purpose of the State Infrastructure Bank (SIB) program is to assist with a method of funding for aviation projects by making direct loans/bonds to public entities.

Any public entity is eligible to submit an application.

This program provides direct loans to public entities for aviation projects. The SIB revolving loan program is used to enhance airports throughout the state. Also, the SIB is utilized as a financing option to complement other sources of funding on aviation projects.

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

The SIB program is a revolving loan program that does not require additional funding or have costs associated to it. As repayments are received, the funds are loaned out to new borrowers. An entity may choose to construct a project quicker, to avoid the increase of materials required for the project.

3. List all ALIs that support this program (ALI number, ALI name).

Please see ALI list on next page

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

An annual financial statement is prepared for the Federal Highway Administration (FHWA) and there is a section in the ODOT financial statement reporting the activity of the bank. Progress of the program is measured monthly with various reports. The program was rated by Standard & Poor's in February 2019 and received a rating of AA+. The program is very successful with local entities and their transportation projects. Ohio has always been in the top three states for SIB program activity.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

The SIB GRF bank was capitalized with \$40M in General Revenue Funds. These funds were established through state authorization and are dedicated solely to this program. The SIB is a revolving loan program that does not require additional funding. As repayments are received, these funds are loaned out to

Report Created: 10/13/2020 10:43:58 AM

new borrowers.

The basic process of the SIB is an applicant submits an application that is reviewed and presented to a loan committee who either approves or denies the loan. Several factors determine the approval, including the entity's ability for repayment, management of the project, need/public benefit, collateral and the status of the project in relation to construction start-up. An independent financial advisor is used to review the financial statements of the borrower and the strength of the pledged repayment.

There are several accounts within the SIB bank. Each account has different qualifiers where a transportation project is matched.

With each SIB loan application, it is determined which account the project qualifies under.

There is an internal manual that describes the process of the SIB and a webpage on ODOT's website explaining the program. Located on the webpage, one can find the SIB financial statements, the processes of the SIB, borrowers and loan amounts and a SIB application.

<http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx>

DOT - Program 4982B - AVIATION SIB LOANS

Report Created: 10/13/2020 10:43:58 AM

BPM-0002 BP Analysis Report (6 year report)

[DataDictionary](#)

Model: Agency

Scenario: Current Year Operating A

10/12/20 1:19 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	2130	Aviation Infrastructure Bank	777477	Aviation Infrastructure Bank-State	4980A	Aviation	4982B	AVIATION SIB LOANS	570	\$0	\$0	\$0	\$150,000	\$0	\$0
DOT	HOF	Highway Operating	2130	Aviation Infrastructure Bank	777477	Aviation Infrastructure Bank-State	4980A	Aviation	4982B	AVIATION SIB LOANS	595	\$105,699	\$1,779,584	\$478,476	\$217,557	\$2,000,000	\$2,400,000
4982B - Total												\$105,699	\$1,779,584	\$478,476	\$367,557	\$2,000,000	\$2,400,000

BPM-0002 BP Analysis Report (6 year report)

[DataDictionary](#)

Model: Agency

Scenario: Current Year Operating B

10/12/20 1:34 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	2130	Aviation Infrastructure Bank	777477	Aviation Infrastructure Bank-State	4980A	Aviation	4982B	AVIATION SIB LOANS	570	\$0	\$0	\$0	\$150,000	\$0	\$0
DOT	HOF	Highway Operating	2130	Aviation Infrastructure Bank	777477	Aviation Infrastructure Bank-State	4980A	Aviation	4982B	AVIATION SIB LOANS	595	\$105,699	\$1,779,584	\$478,476	\$217,557	\$2,000,000	\$2,400,000
4982B - Total												\$105,699	\$1,779,584	\$478,476	\$367,557	\$2,000,000	\$2,400,000

DOT - Program 4990B - ADMINISTRATION OPERATING

Report Created: 10/13/2020 10:45:38 AM

Question	Answer
Program Number	4990B
Program Name	ADMINISTRATION OPERATING
FY 2022 Funding: Reduction Request (Operating A)	107,129,516
FY 2023 Funding: Reduction Request (Operating A)	110,169,850
FY 2022 Funding: Continuing Priorities Request (Operating B)	107,129,516
FY 2023 Funding: Continuing Priorities Request (Operating B)	110,169,850

Program Summary

1. Provide a brief overview of the program (e.g., what is the purpose, what population is served and/or regulated, what services and/or activities are provided).

The purpose of this program is to support administrative duties in various departments within the Ohio Department of Transportation (ODOT) including: Division of Communications, Division of Chief Legal Counsel, Director's Office and Executive Leadership Staff, Division of Human Resources, Division of Finance, Division of Facilities Management, Division of Information Technology, and Division of Opportunity, Diversity, and Inclusion.

Communications - provide press releases, newsletters, etc. to inform the public of ODOT's efforts, including key construction work.

Chief Legal Counsel is involved in ODOT legal matters including Court of Claims cases, internal investigations, etc.

Executive Leadership includes the Director, Assistant Directors, Chief of Staff, and Policy & Legislative Affairs. Legislative Services tracks the legislation at both the state and federal levels. The District Deputy Directors ensure the needs of the Department and the public are being addressed and set agency policy.

Human Resources is involved in creating and maintaining ODOT Divisions' Table of Organizations, coordinating Employee Training and Development, administering Labor Relations, involved in the selection and hiring process through recruitment and develops the Human Resource Plan, which evaluates Districts and Central Office human resource needs, and administers the coordination and processing of payroll.

Finance establishes state and federal revenue projections, develops and submits the Department's budget, monitors the Operating and Capital budgets for current and future years, processes disbursements to vendors and contractors, monitors the accounting of all appropriated funds – state, federal, local, and bond, works with FHWA to obtain federal authorization and obligation of all projects using federal funds, performs external audits where federal and state funds have been used, analyzes the cost for various programs and activities within the Department and works with the business owners to develop areas for improvements.

Facilities is responsible for the construction, maintenance and upkeep of all administrative buildings (mowing, roof repair, remodeling). ODOT currently operates 1 Central Office Headquarters Complex, 1 West Broad

Report Created: 10/13/2020 10:45:38 AM

2. Describe any factors influencing the costs of this program, including trends in demographics, caseloads, or technology, and any changes in federal/state regulations.

3. List all ALIs that support this program (ALI number, ALI name).

Performance Measures

4. Describe how the effectiveness of this program is measured. Include any federal and/or state key indicators used to measure success, the frequency of evaluations, how data is tracked and published, and any changes made as a result of evaluations.

Additional Information

5. Provide any additional information concerning this program not included above that will serve to assist OBM in the analysis of this request.

Central Maintenance & Office Complex, 1 Aviation Maintenance & Office Complex, 12 District Headquarter Complexes, over 90 Full Service Maintenance Facilities, over 102 Outpost/yard locations and over 80 rest areas.

Information Technology is responsible for new systems application development and maintenance, the purchase of IT equipment, maintenance of IT equipment including hardware, software, servers, etc.

Opportunity, Diversity, & Inclusion works to increase diversity and inclusion opportunities, including those seeking to do business with ODOT and those who are seeking employment with the Department. The Division includes the Equal Opportunity office which is responsible for ensuring that ODOT is in full compliance with all related federal and state non-discrimination laws, regulations, directives, and executive orders in all its programs and activities. The division is the focal point for equal opportunity compliance activities and functions conducted throughout the Department's multi-modal transportation divisional programs and statewide activities.

The expected funding levels requested will be sufficient to accomplish the programs goals, objectives and responsibilities, and supports the employees in the various ODOT departments discussed above.

Staff Levels and Payroll have primarily driven the cost of this program in the past. Maintenance and utilities of existing buildings would account for the second driver of program costs, while Information Technology costs would be the third driver of program costs.

Please see ALI list on next page

Various deliverable measures are monitored for the numerous administrative services that are performed at ODOT.

Evaluations of processes and procedures may be monitored daily, weekly, monthly, and/or yearly by ODOT and/or auditors.

Many deliverables and measures are published to multiple websites and delivered through mail (i.e. annual and monthly financial statements, FHWA reporting, GASB reporting etc.) within ODOT, the state, and/or the nation.

Currently, the Ohio Department of Transportation is moving to upgrade its Appropriation Accounting (AA) system. AA resides on the mainframe and utilizes software that is coded in Mantis. ODOT has not upgraded Mantis since 1998. The version ODOT uses is no longer supported by Cincom.

DOT - Program 4990B - ADMINISTRATION OPERATING

Report Created: 10/13/2020 10:45:38 AM

For several years, ODOT has been looking for a way to decommission the mainframe and move AA to a different platform.

This program is funded through the State Motor Fuel tax revenues.

The State Motor Fuel tax revenues fund many programs within ODOT

DOT - Program 4990B - ADMINISTRATION OPERATING

Report Created: 10/13/2020 10:45:38 AM

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating A

10/12/20 1:19 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	520	\$6,233	\$0	\$0	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	520	\$0	\$0	\$42	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	520	\$260	\$200	\$0	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	550	\$0	\$0	\$104,412	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	779491	Administration-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	500	\$47,727,461	\$48,946,849	\$54,139,978	\$55,585,745	\$60,354,516	\$62,169,850
DOT	HOF	Highway Operating	7002	Highway Operating	779491	Administration-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	510	\$23,795,357	\$12,461,310	\$10,894,832	\$7,452,585	\$12,025,000	\$12,250,000
DOT	HOF	Highway Operating	7002	Highway Operating	779491	Administration-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	520	\$27,372,526	\$37,335,053	\$28,587,575	\$28,356,326	\$31,250,000	\$32,250,000
DOT	HOF	Highway Operating	7002	Highway Operating	779491	Administration-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	530	\$9,357,157	\$5,364,085	\$4,911,397	\$1,982,119	\$3,500,000	\$3,500,000
4990B - Total												\$108,258,995	\$104,107,496	\$98,638,235	\$93,376,775	\$107,129,516	\$110,169,850

BPM-0002 BP Analysis Report (6 year report)

Model: Agency

Scenario: Current Year Operating B

10/12/20 1:34 PM

Agency	BFG	BFG Description	Fund Code	Fund Description	ALI	ALI Desc	A Level Program	A Level Program Description	B Level Program	B Level Program Description	Account	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Estimate (CUR)	FY22 Proposal	FY23 Proposal
DOT	HOF	Highway Operating	7002	Highway Operating	771411	Planning and Research-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	520	\$6,233	\$0	\$0	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	772421	Highway Construction-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	520	\$0	\$0	\$42	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	773431	Highway Maintenance-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	520	\$260	\$200	\$0	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	775452	Public Transportation-Federal	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	550	\$0	\$0	\$104,412	\$0	\$0	\$0
DOT	HOF	Highway Operating	7002	Highway Operating	779491	Administration-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	500	\$47,727,461	\$48,946,849	\$54,139,978	\$55,585,745	\$60,354,516	\$62,169,850
DOT	HOF	Highway Operating	7002	Highway Operating	779491	Administration-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	510	\$23,795,357	\$12,461,310	\$10,894,832	\$7,452,585	\$12,025,000	\$12,250,000
DOT	HOF	Highway Operating	7002	Highway Operating	779491	Administration-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	520	\$27,372,526	\$37,335,053	\$28,587,575	\$28,356,326	\$31,250,000	\$32,250,000
DOT	HOF	Highway Operating	7002	Highway Operating	779491	Administration-State	4990A	Program Administration	4990B	ADMINISTRATION OPERATING	530	\$9,357,157	\$5,364,085	\$4,911,397	\$1,982,119	\$3,500,000	\$3,500,000
4990B - Total												\$108,258,995	\$104,107,496	\$98,638,235	\$93,376,775	\$107,129,516	\$110,169,850

ALI BUDGET AND ACTIVITY QUESTIONS

DOT
Fund 7002 - Highway Operating
ALI 771411 - Planning and Research-State

Report Created: 10/13/2020 12:03:27 PM

Question	Answer
Fund	7002
ALI	771411
ALI Description	Planning and Research-State
FY 2022 Funding: Reduction Request (Operating A)	27,701,087
FY 2023 Funding: Reduction Request (Operating A)	28,289,885
FY 2022 Funding: Continuing Priorities Request (Operating B)	27,701,087
FY 2023 Funding: Continuing Priorities Request (Operating B)	28,289,885
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	<p>The purpose for this ALI is to create a long-range plan which includes the movements of people and freight, the promotion of safety, the reduction of congestion, the creation of jobs and responsible growth, sustainable communities, and linkage of all transportation modes.</p> <p>This program allows the Ohio Department of Transportation (ODOT) Research & Development personnel to provide decision makers with the information and tools they require to ensure Ohio's transportation system meets the evolving needs of Ohio's residents and the traveling public by: 1) developing, delivering and managing the State Planning & Research annual work plan and 2) conducting and participating in federally-mandated periodic research, peer exchanges, etc.</p> <p>Planning The purpose of the State Planning and Research (SPR) program is to conduct transportation planning activities in Ohio. Planning is the first step toward improving transportation infrastructure for Ohioans. These planning activities include development of a long-range transportation plan as well as data collection efforts.</p> <p>Collect, process, analyze, and maintain data files. Data files include statewide traffic monitoring data (e.g., volume, classification, weight, speed, etc.); all Ohio public road inventory for state, county, township and municipal roads (mileage, functional classification, roadway characteristics, other related attributes, etc.); pavement condition rating and roughness; centerline inventory; travel demand model (population, employment, travel, land use, other demographic data, etc.), and the Highway Performance Monitoring System (HPMS) as required by the Federal Highway Administration (FHWA). Enhance and maintain the Geographic Information System (GIS) to support the integration of databases for a comprehensive mapping system to handle federal and state mapping requirements.</p> <p>Coordinate with county engineers and other local authorities in order to certify local road mileages for revenue distribution purposes in accordance with the provisions of Section 4501.4 O.R.C.</p>

DOT
Fund 7002 - Highway Operating
ALI 771411 - Planning and Research-State

Report Created: 10/13/2020 12:03:27 PM

Forecast potential statewide, regional and/or local impacts for congestion management, energy conservation, travel mileage, accident, and vehicle miles by level of service. Provide technical services to other agencies in traffic forecasting, air quality conformity, congestion, new technology/procedures, pavement, and transportation studies.

Update/maintain statewide long-range transportation plan. Solicit public input. Conduct corridor planning studies (road capacity, infrastructure improvements, multi-modal, access management, land use, economic development/ investment, freight, etc.).

MPO Program

The US Bureau of Census identifies urbanized areas as concentrated population centers exceeding 50,000 persons. Each urbanized area is served by a Metropolitan Planning Organization (MPO), and each MPO is required to conduct and maintain an urban transportation planning program. Ohio has 17 MPOs.

The purpose of the MPO planning program is to conduct the urban transportation planning program within the boundaries of each MPO. Similar to the SPR planning program, the MPO planning program is the first step toward improving transportation infrastructure in urban Ohio.

Research

The primary goal of the research program is to provide decision makers with the information and tools they require to ensure Ohio's transportation system meets the evolving needs of Ohio's residents and the traveling public. The program works to anticipate and address transportation concerns before they become critical problems and increase efficiency and effectiveness in meeting ODOT's mission.

The program researches a variety of topics with priority given to the following research focus areas: safety, infrastructure preservation, organizational transformation and division/office priorities. The research program is also responsive to the department's overall strategic initiatives and is flexible enough to respond to emerging issues and some emergency requests. It seeks to maximize research investments, take advantage of new technologies, provide information for management policy decisions; utilize a variety of mechanisms to share research results with customers; and produce practical results that have a strong possibility of being implemented. Methods used by the program involve exploring new areas of knowledge; adapting findings to practical applications by developing new technologies and deploying these technologies via dissemination, demonstration and training. We cooperate with other States, the FHWA, and other appropriate agencies to achieve RD&T objectives established at the national level and participate in technology transfer activities to promote and use those results. Research funds are pooled in cooperative efforts as a way to address national and regional issues and as a way to leverage the overall funding. This includes contributing to cooperative RD&T programs such as the National Cooperative Highway Research Program (NCHRP), the Transportation Research Board (TRB), and FHWA pooled fund studies.

The authority for a State research organization to use Federal funds is

DOT
Fund 7002 - Highway Operating
ALI 771411 - Planning and Research-State

Report Created: 10/13/2020 12:03:27 PM

	found in Title 23 USC 505 and 23 CFR 420. The authority for a State to administer the State Planning and Research (SP&R) funds is found in 23 CFR 420.
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	Yes
Identify the ALI(s) and describe the relationship between them.	ALI 771412 is the Federal Portion of the Planning and Research and MPO funding with ALI 771411 being the State portion.
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	
5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).	Yes
Describe the distribution methodology, including allocation methods, formulas used, and legal authority.	<p>Planning The planning program is utilized by other state agencies (ODPS, OIT) as well as other governmental entities (Regional Transportation Planning Organizations and Metropolitan Planning Organizations). Funds utilized by these agencies go through the normal SPR Planning application and selection process with entities submitting an application to ODOT to use SPR funds for a specific planning project. ODOT reviews all applications submitted (both planning projects internal to ODOT as well as planning projects from external agencies). Once ODOT selects projects, all projects are submitted to US DOT for a final approval.</p> <p>MPO Program ODOT allocates MPO program funds to Ohio's 17 MPOs. The distribution of these funds is regulated by 23 CFR 420.109. All federal MPO program funds that are made available to ODOT must then be made available to Ohio's MPOs. Federal regulations require ODOT to develop a distribution formula for MPO program funds. ODOT's distribution formula is mainly based on population within each MPO.</p> <p>Research The research program historically contracts over 80% of research work with state universities. The allocation methodology is successful proposal to a competitive RFP process.</p>
6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?	The programs funded within this ALI have the purpose of creating a long-range plan which includes the movements of people and freight, the promotion of safety, the reduction of congestion, the creation of jobs and responsible growth, sustainable communities, and linkage of all

DOT
Fund 7002 - Highway Operating
ALI 771411 - Planning and Research-State

Report Created: 10/13/2020 12:03:27 PM

transportation modes.

The state, local government, and the general public benefit from the Planning and Research programs.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

There is no expected reduction in the State match to the Federal funding.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Current activities and services can be provided at the current levels of funding.

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

There is no expected reduction in the State match to the Federal funding.

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

ODOT utilizes an internal payroll system (Planning & Budgeting Cloud Services) to calculate the Annual Budget, Biennium Budget, and Payroll Projection utilized to evaluate payroll through the Fiscal Year.

The payroll may increase due to vacancies possibly being filled in Fiscal Year 2022 and 2023 assuming the "hiring freeze" due to the COVID-19 pandemic will be lifted. The payroll will also increase due to the rise in the cost of health care along with an expected 3% increase in COLA for Exempt employees in FY 2022. At this time, we are unaware of any expected COLA increases for the non-exempt employees as the contract will not be negotiated until the spring of calendar year 2021.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

This is a continuing program which is required by the Federal Highway Administration.

Planning

The US DOT reviews and approves all projects selected for SPR Planning funds. In addition, a yearly annual report on program status is required to be submitted to US DOT.

MPO Program

The US DOT reviews the outcomes of this program to make sure all federal requirements are met. The US DOT also reviews and approves each of the seventeen Ohio MPO programs on an annual basis and

DOT
Fund 7002 - Highway Operating
ALI 771411 - Planning and Research-State

Report Created: 10/13/2020 12:03:27 PM

conducts on-site reviews of the nine large MPO programs on a four-year cycle.

DOT
Fund 7002 - Highway Operating
ALI 771412 - Planning and Research-Federal

Report Created: 10/13/2020 12:07:17 PM

Question	Answer
Fund	7002
ALI	771412
ALI Description	Planning and Research-Federal
FY 2022 Funding: Reduction Request (Operating A)	42,062,017
FY 2023 Funding: Reduction Request (Operating A)	42,062,017
FY 2022 Funding: Continuing Priorities Request (Operating B)	42,062,017
FY 2023 Funding: Continuing Priorities Request (Operating B)	42,062,017

ALI Summary

1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	<p>Planning The purpose of the State Planning and Research (SPR) program is to conduct transportation planning activities in Ohio. Planning is the first step toward improving transportation infrastructure for Ohioans. The target population is all users of Ohio's transportation system. These planning activities include development of a long-range transportation plan as well as data collection efforts. The planning products produced by the SPR program are used to meet federal requirements and directly impact the amount of federal transportation funding Ohio receives. The following provides more information on the products produced.</p> <p>Collect, process, analyze, and maintain data files. Data files include statewide traffic monitoring data (e.g., volume, classification, weight, speed, etc.); all Ohio public road inventory for state, county, township and municipal roads (mileage, functional classification, roadway characteristics, other related attributes, etc.); pavement condition rating and roughness; centerline inventory; travel demand model (population, employment, travel, land use, other demographic data, etc.), and the Highway Performance Monitoring System (HPMS) as required by the Federal Highway Administration. Enhance and maintain the Geographic Information System (GIS) to support the integration of databases for a comprehensive mapping system to handle federal and state mapping requirements.</p> <p>Coordinate with county engineers and other local authorities in order to certify local road mileages for revenue distribution purposes in accordance with the provisions of Section 4501.4 O.R.C.</p> <p>Forecast potential statewide, regional and/or local impacts for congestion management, energy conservation, travel mileage, accident, and vehicle miles by level of service. Provide technical services to other agencies in traffic forecasting, air quality conformity, congestion, new technology/procedures, pavement, and transportation studies.</p> <p>Update/maintain statewide long-range transportation plan. Solicit public input. Conduct corridor planning studies (road capacity, infrastructure</p>

DOT
Fund 7002 - Highway Operating
ALI 771412 - Planning and Research-Federal

Report Created: 10/13/2020 12:07:17 PM

improvements, multi-modal, access management, land use, economic development/ investment, freight, etc.).

MPO Program

The US Bureau of Census identifies urbanized areas as concentrated population centers exceeding 50,000 persons. Each urbanized area is served by a Metropolitan Planning Organization (MPO), and each MPO is required to conduct and maintain an urban transportation planning program. Ohio has 17 MPOs. The program also serves Ohio's 32 urban counties.

The purpose of the MPO planning program is to conduct the urban transportation planning program within the boundaries of each MPO. Like the SPR planning program, the MPO planning program is the first step toward improving transportation infrastructure in urban Ohio. The products produced by the MPO planning program are federal requirements that are prerequisites to spending federal transportation dollars in MPO areas.

Research

The primary goal of the research program is to provide decision makers with the information and tools they require to ensure Ohio's transportation system meets the evolving needs of Ohio's residents and the traveling public. The program works to anticipate and address transportation concerns before they become critical problems and increase efficiency and effectiveness in meeting the Ohio Department of Transportation's (ODOT's) mission.

The program researches a variety of topics with priority given to the topics that address ODOT's critical success factors. The research program is also responsive to the department's overall strategic initiatives and is flexible enough to respond to emerging issues and some emergency requests. It seeks to maximize research investments, take advantage of new technologies, provide information for management policy decisions, utilize a variety of mechanisms to share research results with customers, and produce practical results that have a strong possibility of being implemented. Methods used by the program involve exploring new areas of knowledge, adapting findings to practical applications by developing new technologies and deploying these technologies via dissemination, demonstration and training. The program cooperates with other States, the FHWA, and other appropriate agencies to achieve research and development objectives established at the national level and participate in technology transfer activities to promote and use those results. Research funds are pooled in cooperative efforts to address national and regional issues and to leverage the overall funding. This includes contributing to cooperative RD&T programs such as the National Cooperative Highway Research Program (NCHRP), the Transportation Research Board (TRB), and FHWA pooled fund studies.

The authority for a State research organization to use Federal funds is found in Title 23 USC 505 and 23 CFR 420. The authority for a State to administer the State Planning and Research (SP&R) funds is found in 23 CFR 420.

DOT
Fund 7002 - Highway Operating
ALI 771412 - Planning and Research-Federal

Report Created: 10/13/2020 12:07:17 PM

3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?

Identify the ALI(s) and describe the relationship between them.

4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?

Identify the ALI(s) and describe the relationship between them.

5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).

Describe the distribution methodology, including allocation methods, formulas used, and legal authority.

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used

Yes
771411 - Planning & Research – State: This provides the required 20% match to the federal funds received for ALI 771412.
No
Yes
<p>Planning The planning program is utilized by other state agencies (ODPS, OIT) as well as other governmental entities (Regional Transportation Planning Organizations and Metropolitan Planning Organizations). Funds utilized by these agencies go through the normal SPR Planning application and selection process with entities applying to ODOT to use SPR funds for a specific planning project. ODOT reviews all applications submitted (both planning projects internal to ODOT as well as planning projects from external agencies). Once ODOT selects projects, all projects are submitted to US DOT for a final approval.</p> <p>MPO Program ODOT allocates MPO program funds to Ohio's 17 MPOs. The distribution of these funds is regulated by 23 CFR 420.109. All federal MPO program funds that are made available to ODOT must then be made available to Ohio's MPOs. Federal regulations require ODOT to develop a distribution formula for MPO program funds. ODOT's distribution formula is mainly based on population within each MPO.</p> <p>Research The research program historically contracts over 80% of research work with state universities. The allocation methodology is successful proposal to a competitive RFP process.</p>
<p>The programs funded within this ALI have the purpose of creating a long-range plan which includes the movements of people and freight, the promotion of safety, the reduction of congestion, the creation of jobs and responsible growth, sustainable communities, and linkage of all transportation modes.</p> <p>The state, local government, and the general public benefit from the Planning and Research programs.</p>

These are federal funds and no reductions are expected.

DOT
Fund 7002 - Highway Operating
ALI 771412 - Planning and Research-Federal

Report Created: 10/13/2020 12:07:17 PM

to meet the reduction levels such as service cancelation, decreased subsidies, etc.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Explain (e.g., payroll, inflationary increases, etc.)

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

Current activities and services can be provided at the current levels of funding.

These are federal funds and no reductions are expected.

Yes

The requested appropriations are based on the federal funding made available to ODOT by the US Department of Transportation.

This is a continuing program which is required by the Federal Highway Administration.

Planning

The US DOT reviews and approves all projects selected for SPR Planning funds. In addition, a yearly annual report on program status is required to be submitted to US DOT.

MPO Program

The US DOT reviews the outcomes of this program to make sure all federal requirements are met. The US DOT also reviews and approves each of the seventeen Ohio MPO programs on an annual basis and conducts on-site reviews of the nine large MPO programs on a four-year cycle.

Research

The US DOT reviews and approves all projects selected for SPR Research funds. Effectiveness of the Research program is gauged by several methods and measures including:

- Return-on-investment (ROI) for projects.
- Use of research work and final recommendations in ODOT business.
- Commitment of ODOT staff to begin new projects and implement active and completed work.

DOT
Fund 7002 - Highway Operating
ALI 772421 - Highway Construction-State

Report Created: 10/13/2020 3:02:39 PM

Question	Answer
Fund	7002
ALI	772421
ALI Description	Highway Construction-State
FY 2022 Funding: Reduction Request (Operating A)	713,639,296
FY 2023 Funding: Reduction Request (Operating A)	700,265,960
FY 2022 Funding: Continuing Priorities Request (Operating B)	713,639,296
FY 2023 Funding: Continuing Priorities Request (Operating B)	700,265,960
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	<p>The design, planning, and construction to maintain a safe, efficient, and accessible transportation system is included in this ALI. It covers the Highway Construction costs with the goal of completing highway and bridge projects on the transportation infrastructure system.</p> <p>The District and Central Office personnel provide the support needed to administer the various ODOT programs.</p> <p>Division of Construction Management includes labor, materials, and equipment utilized in Central Office for Construction Administration, Materials Management, and Contracts. The Construction Administration is involved in project administration such as change orders, Critical Path Method scheduling, Construction Inspection manual, etc. Materials Management will test the aggregate, asphalt and concrete to assure that standards are met. Estimating section is tasked with estimating contracts, bid lettings, etc.</p> <p>DriveOhio DriveOhio is actively engaging with workforce development partners and stakeholders from state and local governments, industry, education and community organizations across Ohio. The objectives of the statewide "Listening Tour" are to review best practices and existing programs, and to identify stakeholder needs and problem statements. As use cases are identified, smart mobility workforce development Pilot Programs will be established to deploy solution concepts, using DriveOhio resources to accelerate progress.</p> <p>DriveOhio's workforce Development programs will focus on:</p> <ul style="list-style-type: none"> • Transitioning disrupted employees into new jobs • Preparing people for the jobs of tomorrow • Attracting jobs in this industry to Ohio • Ensuring equitable access to mobility for education and work • Will develop and implement ODOT's Public Private Partnership (P3's) policy and program. Process will encourage innovation and private sector investment which will benefit Ohio

DOT
Fund 7002 - Highway Operating
ALI 772421 - Highway Construction-State

Report Created: 10/13/2020 3:02:39 PM

3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?

Identify the ALI(s) and describe the relationship between them.

Yes

ALI 772422 is the Federal Portion of the Highway Construction funding with ALI 772421 being the State portion.

ALI 777475 includes Unmanned Aerial Services which has contributed research for the autonomous vehicle program. On the Table of Organization, Unmanned Aerial (UAS) is a cost center under the DriveOhio Division.

4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?

Identify the ALI(s) and describe the relationship between them.

No

5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).

Describe the distribution methodology, including allocation methods, formulas used, and legal authority.

No

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

ODOT has a fiduciary and mission driven responsibility to use funds on the transportation system. These funds are used to repair roads and bridges. The Governor has made maintaining Ohio's infrastructure a priority with the increase in the gas tax to support ODOT's role in ensuring the transportation supports the economic development for the state.

Also, Governor Kasich was instrumental in creating and developing DriveOhio which Governor DeWine has continued to support the development of autonomous and connected vehicles. The purpose of this project is to provide equipment and applications for smart mobility technologies that could be utilized by state and local governments.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

There are no reductions in service which will result at the requested funding level.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Not Applicable

DOT
Fund 7002 - Highway Operating
ALI 772421 - Highway Construction-State

Report Created: 10/13/2020 3:02:39 PM

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Not Applicable

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

ODOT is reducing this ALI, 772421 in FY2022 and FY2023 due to the continued decline in state revenues from the COVID-19 pandemic. The changes in traffic volumes and travel habits will continue to impact revenues into the next biennium.

ODOT utilizes an internal payroll system (Planning & Budgeting Cloud Services) to calculate the Annual Budget, Biennium Budget, and Payroll Projection utilized to evaluate payroll thru the Fiscal Year.

The payroll may increase due to vacancies possibly being filled in Fiscal Year 2022 and 2023 assuming the "hiring freeze" due to the COVID-19 pandemic will be lifted. The payroll will also increase due to the rise in the cost of health care along with an anticipated 3% increase in COLA for Exempt employees in FY 2022. At this time, we are unaware of any expected COLA increases for the non-exempt employees as the contract will not be negotiated until the spring of calendar year 2021.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

Not Applicable

DOT
Fund 7002 - Highway Operating
ALI 772422 - Highway Construction-Federal

Report Created: 10/13/2020 12:11:20 PM

Question	Answer
Fund	7002
ALI	772422
ALI Description	Highway Construction-Federal
FY 2022 Funding: Reduction Request (Operating A)	1,243,129,005
FY 2023 Funding: Reduction Request (Operating A)	1,236,154,808
FY 2022 Funding: Continuing Priorities Request (Operating B)	1,243,129,005
FY 2023 Funding: Continuing Priorities Request (Operating B)	1,236,154,808
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	<p>Preserving the State's roadways (pavement, bridge, culvert, traffic signals, signs, lighting, and barriers), while maintaining the condition of the assets at acceptable levels through preventative, preservation, rehabilitation, and replacement activities.</p> <p>As part of the program, the Ohio Department of Transportation (ODOT) prioritizes and studies the top high-crash, severe-crash locations, and awards funding to ODOT districts and local agencies so they can address these priority crash locations. The goal of the program is to save lives, reduce injuries and prevent traffic crashes on Ohio roads, which is part of ODOT's mission and strategic initiatives.</p> <p>To provide federal transportation funding to Ohio local government project sponsors to maintain and improve multi-modal transportation system networks. Program goals and objectives are established within the Federal programs and by the respective local government recipients. These are a combination of required sub-allocated Federal program funds and additional Federal funds by policy utilized for infrastructure improvements and enhancements</p> <p>ODOT Construction Federal Programs that do not fit neatly into other defined programs which will increase mobility, provide connectivity, increasing the accessibility of a region for economic development, along with increasing the capacity of a transportation facility (multi modal), and improve safety or reduce congestion throughout Ohio. Includes: Miscellaneous State Programs, OJT/SS Fed Program, National Highway Freight, Geologic Site Management, Noise Walls, and Federal Discretionary.</p>
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	Yes
Identify the ALI(s) and describe the relationship between them.	<p>State and Federal Motor fuel taxes. Pavement and Bridge preservation projects are also leveraged by utilizing bonds.</p> <p>ALI 772421 – provides the state match for federal funding in ALI 772422. Most uses of federal dollars in this program require a State or local</p>

DOT
Fund 7002 - Highway Operating
ALI 772422 - Highway Construction-Federal

Report Created: 10/13/2020 12:11:20 PM

4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?

Identify the ALI(s) and describe the relationship between them.

5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).

Describe the distribution methodology, including allocation methods, formulas used, and legal authority.

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

match.

ALI 772424 – provides the local match for federal funding in ALI 772422.

ALI 772723 – provides state HCAP bonds that can also be used on the projects that qualify for this funding.

ALI 772428 – provides federal GARVEE bonds that can also be used on the projects that qualify for this funding.

No

Yes

Local Government Program funds are typically distributed to local agencies through competitive application. ODOT solicits project applications on an annual cycle and ranks submitted projects according to project selection and priority criteria established through policy and procedure for each local funding program. Metropolitan Planning Organizations similarly solicit and select projects through a competitive process.

ODOT has a fiduciary and mission driven responsibility to use funds on the transportation system. These funds are used to repair roads and bridges. The Governor has made maintaining Ohio's infrastructure a priority with the increase in the gas tax to support ODOT's role in ensuring the transportation supports the economic development for the state.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

There are no reductions in service which will result at the requested funding level.

Not Applicable

Not Applicable

Continuing Priorities Funding Level (Operating B)

DOT
Fund 7002 - Highway Operating
ALI 772422 - Highway Construction-Federal

Report Created: 10/13/2020 12:11:20 PM

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

The requested appropriations are based on the federal funding made available to ODOT by the US Department of Transportation.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

The bond funding in this program only funds the preservation of roads and bridges which the state is responsible for, not for any local roads or bridges.

Local Government Program funds through ODOT are critical to the improvement and preservation of the local government-maintained transportation system in Ohio. Without Local Government Program assistance through ODOT, the local transportation infrastructure would continue to deteriorate and cause unsafe conditions for the travelling public.

DOT
Fund 7002 - Highway Operating
ALI 772424 - Highway Construction-Other

Report Created: 10/13/2020 12:15:50 PM

Question	Answer
Fund	7002
ALI	772424
ALI Description	Highway Construction-Other
FY 2022 Funding: Reduction Request (Operating A)	80,000,000
FY 2023 Funding: Reduction Request (Operating A)	80,000,000
FY 2022 Funding: Continuing Priorities Request (Operating B)	80,000,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	80,000,000
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	<p>This ALI represents local entity contributions for the Ohio Department of Transportation (ODOT) projects. To provide federal transportation funding to Ohio local government project sponsors to maintain and improve multi-modal transportation system networks, a local match is sometimes required. Program goals and objectives are established within the Federal programs and by the respective local government recipients.</p> <p>Ohio local government transportation improvement project sponsors (counties, cities, villages, townships, public transit operators, school districts).</p> <p>Also, this program serves the general traveling public in the State of Ohio.</p>
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	Yes
Identify the ALI(s) and describe the relationship between them.	ALI 772422 – provides the federal funding associated with the projects that typically require a local match.
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	
5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).	Yes
Describe the distribution methodology, including allocation methods, formulas used, and legal authority.	Local Government Program funds are typically distributed to local agencies through competitive application. ODOT solicits project applications on an annual cycle and ranks submitted projects according to project selection and priority criteria established through policy and procedure for each local funding program. Metropolitan Planning

DOT
Fund 7002 - Highway Operating
ALI 772424 - Highway Construction-Other

Report Created: 10/13/2020 12:15:50 PM

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

Organizations similarly solicit and select projects through a competitive process.

Federal funding is 80%. Local government project sponsors typically provide 20% match funding.

ODOT has a fiduciary and mission driven responsibility to use funds on the local transportation system. These funds are used to repair roads, bridges and improve highway safety. The Governor has made highway safety a priority on both the state and local systems.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

There are no reductions in service which will result at the requested funding level.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Not Applicable

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Not Applicable

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

No

Explain (e.g., payroll, inflationary increases, etc.)

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

Not Applicable

DOT
Fund 2120 - Highway/Transit Infrastructure Bank
ALI 772426 - Highway Infrastructure Bank-Federal

Report Created: 10/13/2020 12:18:30 PM

Question	Answer
Fund	2120
ALI	772426
ALI Description	Highway Infrastructure Bank-Federal
FY 2022 Funding: Reduction Request (Operating A)	5,500,000
FY 2023 Funding: Reduction Request (Operating A)	5,500,000
FY 2022 Funding: Continuing Priorities Request (Operating B)	5,500,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	5,500,000
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	The purpose of the State Infrastructure Bank (SIB) program is to assist political subdivisions with a method of funding for transportation projects. An advantage of the SIB is that the borrower can construct infrastructure projects faster than under traditional financing methods. SIB funds can be used for all phases of a project, except for environmental costs.
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	Yes
Identify the ALI(s) and describe the relationship between them.	ALI 772427 – provides the state SIB funding associated with the projects that typically require a state match.
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	
5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).	Yes
Describe the distribution methodology, including allocation methods, formulas used, and legal authority.	When a loan and/or a bond issuance are closed, funds are encumbered on non-traditional projects. Loan and bond funds are distributed when the appropriate disbursement forms are submitted to the Division of Finance. Documentation is also submitted with the forms to support the project's expenses. If the project is sold by ODOT, the loan and bond funds are encumbered with the other project sources, when the contract is awarded and paid directly to the contractor.
6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?	This fund was originally seeded with federal highway, federal transit dollars and state motor fuel tax revenues. Those revenues have been loaned out over the years to local governmental entities, and the principal

DOT
Fund 2120 - Highway/Transit Infrastructure Bank
ALI 772426 - Highway Infrastructure Bank-Federal

Report Created: 10/13/2020 12:18:30 PM

repaid along with interest earned on the loan. This fund is used for Title 23 eligible highway projects. In FY2009 the loan repayment revenues were also used to support a bonding program within the SIB. This will allow the SIB to increase the amount of low-cost dollars available to locals to support local highway projects.

The assumptions used are based solely on the estimated revenues to be received from loan repayments, as well as investment income expected to be earned on the account. Bond appropriations would only be used if a local was awarded a SIB bond and required ODOT to let and administer the project. ODOT has the authority to re-appropriate unused SIB appropriations from prior years.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

There are no reductions in service which will result at the requested funding level.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Not Applicable

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Not Applicable

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

The SIB program is a revolving loan program. The funding allocated within the SIB program is based on the assumptions of the estimated revenues to be received from loan repayments, as well as investment income expected to be earned on the account.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

The SIB program is a revolving loan and bond program that does not require additional funding or have costs associated to it. As repayments are received, the funds are loaned out to new borrowers. An entity may choose to construct a project quicker, to avoid the increase of materials required for the project.

An annual financial statement is prepared for the Federal Highway Administration (FHWA) and a section in the ODOT financial statement reporting the activity of the bank. A SIB portfolio is prepared semi-annually listing data since the inception of the program. Progress of the program is measured monthly with various reports. The program is very

DOT
Fund 2120 - Highway/Transit Infrastructure Bank
ALI 772426 - Highway Infrastructure Bank-Federal

Report Created: 10/13/2020 12:18:30 PM

successful with local entities and their transportation projects. Ohio continues to be in the top three states for loan activity.

DOT
Fund 2120 - Highway/Transit Infrastructure Bank
ALI 772427 - Highway Infrastructure Bank-State

Report Created: 10/14/2020 2:13:08 PM

Question	Answer
Fund	2120
ALI	772427
ALI Description	Highway Infrastructure Bank-State
FY 2022 Funding: Reduction Request (Operating A)	14,750,000
FY 2023 Funding: Reduction Request (Operating A)	14,750,000
FY 2022 Funding: Continuing Priorities Request (Operating B)	14,750,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	14,750,000
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	The purpose of the State Infrastructure Bank (SIB) program is to assist political subdivisions with a method of funding for transportation projects. An advantage of the SIB is that the borrower can construct infrastructure projects faster than under traditional financing methods. SIB funds can be used for all phases of a project, except for environmental costs.
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	Yes
Identify the ALI(s) and describe the relationship between them.	ALI 772426 – provides the federal SIB funding associated with the projects that typically require a state match.
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	
5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).	Yes
Describe the distribution methodology, including allocation methods, formulas used, and legal authority.	When a loan and/or a bond issuance are closed, funds are encumbered on non-traditional projects. Loan and bond funds are distributed when the appropriate disbursement forms are submitted to the Division of Finance. Documentation is also submitted with the forms to support the project's expenses. If the project is sold by ODOT, the loan and bond funds are encumbered with the other project sources, when the contract is awarded and paid directly to the contractor.
6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?	This fund was originally seeded with federal highway, federal transit dollars and state motor fuel tax revenues. Those revenues have been loaned out over the years to local governmental entities, and the principal repaid along with interest earned on the loan. This fund is used for Title 23 eligible highway projects. In FY2009 the loan repayment revenues were also used to support a bonding program within the SIB. This will

DOT
Fund 2120 - Highway/Transit Infrastructure Bank
ALI 772427 - Highway Infrastructure Bank-State

Report Created: 10/14/2020 2:13:08 PM

allow the SIB to increase the amount of low-cost dollars available to locals to support local highway projects.

The assumptions used are based solely on the estimated revenues to be received from loan repayments, as well as investment income expected to be earned on the account. Bond appropriations would only be used if a local was awarded a SIB bond and required ODOT to let and administer the project. ODOT has the authority to re-appropriate unused SIB appropriations from prior years.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

There are no reductions in service which will result at the requested funding level.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Not Applicable

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Not Applicable

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

The SIB program is a revolving loan program. The funding allocated within the SIB program is based on the assumptions of the estimated revenues to be received from loan repayments, as well as investment income expected to be earned on the account.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

The SIB program is a revolving loan and bond program that does not require additional funding or have costs associated to it. As repayments are received, the funds are loaned out to new borrowers. An entity may choose to construct a project quicker, to avoid the increase of materials required for the project.

An annual financial statement is prepared for the Federal Highway Administration (FHWA) and a section in the ODOT financial statement reporting the activity of the bank. A SIB portfolio is prepared semi-annually listing data since the inception of the program. Progress of the program is measured monthly with various reports. The program is very successful with local entities and their transportation projects. Ohio continues to be in the top three states for loan activity.

DOT
Fund 7045 - Infrastructure Bank Obligation
ALI 772428 - Highway Infrastructure Bank-Bonds

Report Created: 10/26/2020 9:32:26 AM

Question	Answer
Fund	7045
ALI	772428
ALI Description	Highway Infrastructure Bank-Bonds
FY 2022 Funding: Reduction Request (Operating A)	60,000,000
FY 2023 Funding: Reduction Request (Operating A)	66,101,265
FY 2022 Funding: Continuing Priorities Request (Operating B)	60,000,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	80,000,000
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	<p>This fund was created under the authority granted by section 5531.09 of the Ohio Revised Code and houses proceeds from debt obligations issued by the state called Grant Anticipation Revenue Vehicle (GARVEE) bonds. These bonds are backed by anticipated future receipts of federal highway funds. In addition, the fund earns investment income. Debt service for these funds are paid out of appropriations and cash in the Highway Operating Fund (7002).</p> <p>Preserving the State's Major highway, bridge construction, rehabilitation projects and system preservation.</p>
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	Yes
Identify the ALI(s) and describe the relationship between them.	ALI 772428 is the ALI for the GARVEE Bonds. There are two ALIs that relate to the debt service associated with these bonds. These ALIs are 772437 (GARVEE Debt Service – State) and 772438 (GARVEE Debt Service – Federal).
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	
5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).	No
Describe the distribution methodology, including allocation methods, formulas used, and legal authority.	

DOT
Fund 7045 - Infrastructure Bank Obligation
ALI 772428 - Highway Infrastructure Bank-Bonds

Report Created: 10/26/2020 9:32:26 AM

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

ODOT has a fiduciary and mission driven responsibility to use funds on the transportation system. These funds are used to repair roads and bridges. The Governor has made maintaining Ohio's infrastructure a priority with the increase in the gas tax to support ODOT's role in ensuring the transportation supports the economic development for the state. Expenditures from this ALI support transportation infrastructure.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

The Operating A request reflects the Fund Target from the previous biennium. This funding level would not be sufficient for ODOT to award the transportation infrastructure construction projects currently programmed to occur during the FY22/FY23 biennium. If the Operating B request is not approved for FY23, the upcoming construction projects would have to be evaluated and one or more them would likely need to be delayed or cancelled.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

A reduction to funding in this ALI would result in the cancellation or delay in transportation infrastructure construction projects. It may also mean that proceeds from a prior bond issuance go unspent while still requiring ODOT to pay interest on the debt service associated with the prior bond issuances.

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Generally, reduced or eliminated services could impact the safety and efficiency of the state's transportation network. Specifically, this could affect road conditions, traffic congestion, and other safety-related issues.

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

During the FY2020/FY2021 biennium budget, ODOT made a commitment to the Governor and the citizens within the state of Ohio to minimize the amount of new debt that is incurred to support Ohio's infrastructure needs. In response to decreased revenues resulting from the COVID-19 pandemic, to continue to maintain ODOT's preservation program, a minimal increase in bond appropriations will be needed in FY2023.

DOT
Fund 7045 - Infrastructure Bank Obligation
ALI 772428 - Highway Infrastructure Bank-Bonds

Report Created: 10/26/2020 9:32:26 AM

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

The bond funding in this program only funds the preservation of roads and bridges which the state is responsible for, not for any local roads or bridges.

Since this fund is supported by revenues from issuances of bonds, the revenues have been driven by projects funded through Bond appropriations. The Department needs to ensure it retains sufficient state revenues, after debt service, to cover Departmental operating costs and to match available federal funds.

Typically, bonds are issued in 15 to 18-month cycles, and it is based on an analysis conducted to determine how much cash we will pay out on construction projects funded through State Highway bond appropriations. Typically, cash needs lag behind appropriations (i.e. 20% 1st year, 50% 2nd year, 20% 3rd year and 10% 4th year).

DOT
Fund 2130 - Aviation Infrastructure Bank
ALI 772431 - Roadway Infrastructure Bank - State

Report Created: 10/13/2020 12:30:25 PM

Question	Answer
Fund	2130
ALI	772431
ALI Description	Roadway Infrastructure Bank - State
FY 2022 Funding: Reduction Request (Operating A)	3,600,000
FY 2023 Funding: Reduction Request (Operating A)	3,750,000
FY 2022 Funding: Continuing Priorities Request (Operating B)	3,600,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	3,750,000
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	The purpose of the State Infrastructure Bank (SIB) program is to assist political subdivisions with a method of funding for transportation projects. An advantage of the SIB is that the borrower can construct infrastructure projects faster than under traditional financing methods. SIB funds can be used for all phases of a project, except for environmental costs.
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	No
Identify the ALI(s) and describe the relationship between them.	
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	
5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).	Yes
Describe the distribution methodology, including allocation methods, formulas used, and legal authority.	When a loan and/or a bond issuance are closed, funds are encumbered on non-traditional projects. Loan and bond funds are distributed when the appropriate disbursement forms are submitted to the Division of Finance. Documentation is also submitted with the forms to support the project's expenses. If the project is sold by ODOT, the loan and bond funds are encumbered with the other project sources, when the contract is awarded and paid directly to the contractor.
6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?	This fund was originally seeded with federal highway, federal transit dollars and state motor fuel tax revenues. Those revenues have been loaned out over the years to local governmental entities, and the principal repaid along with interest earned on the loan. This fund is used for Title 23 eligible highway projects. In FY2009 the loan repayment revenues were also used to support a bonding program within the SIB. This will

DOT
Fund 2130 - Aviation Infrastructure Bank
ALI 772431 - Roadway Infrastructure Bank - State

Report Created: 10/13/2020 12:30:25 PM

allow the SIB to increase the amount of low-cost dollars available to locals to support local highway projects.

The assumptions used are based solely on the estimated revenues to be received from loan repayments, as well as investment income expected to be earned on the account. Bond appropriations would only be used if a local was awarded a SIB bond and required ODOT to let and administer the project. ODOT has the authority to re-appropriate unused SIB appropriations from prior years.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

There are no reductions in service which will result at the requested funding level.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Not Applicable

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Not Applicable

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

The SIB program is a revolving loan program. The funding allocated within the SIB program is based on the assumptions of the estimated revenues to be received from loan repayments, as well as investment income expected to be earned on the account.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

The SIB bank was capitalized with \$87M in Federal Funds, \$40M in General Revenue Funds, and \$10M in Motor Fuel Tax funds. These funds were established through federal and state authorization. The SIB program is a revolving loan and bond program that does not require additional funding. As repayments are received, these funds are loaned out to new borrowers.

The basic process of the SIB is an applicant submits an application that is reviewed and presented to a loan committee who either approves or denies the loan/bond. Several factors determine the approval, including the entity's ability for repayment, management of the project, need/public benefit, collateral and the status of the project in relation to construction start-up. An independent financial advisor is used to review the financial statements of the borrower and the strength of the pledged repayment.

The SIB program is a revolving loan and bond program that does not

DOT
Fund 2130 - Aviation Infrastructure Bank
ALI 772431 - Roadway Infrastructure Bank - State

Report Created: 10/13/2020 12:30:25 PM

require additional funding or have costs associated to it. As repayments are received, the funds are loaned out to new borrowers. An entity may choose to construct a project quicker, to avoid the increase of materials required for the project.

DOT
Fund 7042 - Highway Capital Improvement
ALI 772723 - Highway Construction-Bonds

Report Created: 10/26/2020 9:35:17 AM

Question	Answer
Fund	7042
ALI	772723
ALI Description	Highway Construction-Bonds
FY 2022 Funding: Reduction Request (Operating A)	60,000,000
FY 2023 Funding: Reduction Request (Operating A)	65,000,000
FY 2022 Funding: Continuing Priorities Request (Operating B)	60,000,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	89,953,867
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	This fund was created under the authority granted by section 5528.53 of the Ohio Revised Code and houses proceeds from State Highway Bond debt obligations issued by the state. In addition, the fund earns investment income. Debt service for these proceeds is paid from ODOT's share of the state motor fuel tax. An amount equal to the debt service requirements for these bonds is deducted from the motor fuel tax distribution process from September through February each year and remitted to the Highway Obligations Bond Retirement Fund administered by the Treasurer's office.
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	No
Identify the ALI(s) and describe the relationship between them.	
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	
5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).	No
Describe the distribution methodology, including allocation methods, formulas used, and legal authority.	
6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?	ODOT has a fiduciary and mission driven responsibility to use funds on the transportation system. These funds are used to repair roads and bridges. The Governor has made maintaining Ohio's infrastructure a priority with the increase in the gas tax to support ODOT's role in ensuring the transportation supports the economic development for the state. Expenditures from this ALI support transportation infrastructure.

DOT
Fund 7042 - Highway Capital Improvement
ALI 772723 - Highway Construction-Bonds

Report Created: 10/26/2020 9:35:17 AM

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

The Operating A request reflects the Fund Target from the previous biennium. This funding level would not be sufficient for ODOT to award the transportation infrastructure construction projects currently programmed to occur during the FY22/FY23 biennium. If the Operating B request is not approved for FY23, the upcoming construction projects would have to be evaluated and one or more them would likely need to be delayed or cancelled.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

A reduction to funding in this ALI would result in the cancellation or delay in transportation infrastructure construction projects. It may also mean that proceeds from a prior bond issuance go unspent while still requiring ODOT to pay interest on the debt service associated with the prior bond issuances.

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Generally, reduced or eliminated services could impact the safety and efficiency of the state's transportation network. Specifically, this could affect road conditions, traffic congestion, and other safety-related issues.

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

During the FY2020/FY2021 biennium budget, ODOT made a commitment to the Governor and the citizens within the state of Ohio to minimize the amount of new debt that is incurred to support Ohio's infrastructure needs. In response to decreased revenues resulting from the COVID-19 pandemic, to continue to maintain ODOT's preservation program, a minimal increase in bond appropriations will be needed in FY2023.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

The bond funding in this program only funds the preservation of roads and bridges which the state is responsible for, not for any local roads or bridges.

Since this fund is supported by revenues from issuances of bonds, the revenues have been driven by projects funded through Bond appropriations. The Department needs to ensure it retains sufficient state revenues, after debt service, to cover Departmental operating costs and to match available federal funds.

Typically, bonds are issued in 15 to 18-month cycles, and it is based on an analysis conducted to determine how much cash we will pay out on construction projects funded through State Highway bond appropriations. Typically, cash needs lag behind appropriations (i.e. 20% 1st year, 50% 2nd year, 20% 3rd year and 10% 4th year).

DOT
Fund 7002 - Highway Operating
ALI 773431 - Highway Maintenance-State

Report Created: 10/13/2020 12:39:33 PM

Question	Answer
Fund	7002
ALI	773431
ALI Description	Highway Maintenance-State
FY 2022 Funding: Reduction Request (Operating A)	604,833,251
FY 2023 Funding: Reduction Request (Operating A)	610,599,776
FY 2022 Funding: Continuing Priorities Request (Operating B)	604,833,251
FY 2023 Funding: Continuing Priorities Request (Operating B)	610,599,776

ALI Summary

1. Is this a new ALI for FY 2022-23?
2. Explain the purpose of this ALI and list the services or initiatives supported by it.

No
<p>This ALI covers Highway Maintenance operating costs which includes payroll, supplies and materials, equipment, and Land & Buildings with the goal of maintaining the transportation infrastructure system.</p> <p>The traveling public in the State of Ohio is the primary beneficiary of the services of this program.</p> <p>This ALI impacts all divisions internal to ODOT, statewide agencies, and the traveling public in the State of Ohio by providing the equipment, materials, and services to our maintenance and construction business operational areas to support state-wide initiatives.</p> <p>This includes individuals going to school, work, and to take care of daily needs. Beneficiaries also include businesses transporting goods and services and emergency personnel in responding to calls for service.</p> <p>Facilities The purpose of the building capital improvements program is to produce an ongoing logical, systematic and predictable replacement (Master Planning Process) for ODOT's operational facilities to keep all buildings effectively operating within their anticipated life cycle utilizing centralized funding.</p> <p>ODOT currently operates one Central Office Headquarters Complex, one West Broad Central Maintenance & Office Complex, one Aviation Maintenance & Office Complex, 12 District Headquarter Complexes, over 90 Full Service Maintenance Facilities, over 102 Outpost/yard locations and over 80 rest areas statewide.</p> <p>Equipment ODOT has both the Statewide Centralized Snow and Ice Truck Program and the Statewide Centralized Fleet Equipment Program. The purpose of these programs is to efficiently and effectively purchase passenger, snow/ice, heavy and construction equipment to support ODOT's</p> <p>transportation infrastructure plan. With the assistance of recommendations of the State Auditor's office, ODOT will continue to</p>

DOT
Fund 7002 - Highway Operating
ALI 773431 - Highway Maintenance-State

Report Created: 10/13/2020 12:39:33 PM

	<p>utilize a lifecycle replacement methodology for our fleet replacement plan</p> <p>This office provides equipment utilized by ODOT Central Office, Districts, and Counties to ensure the equipment needed for snow and ice control, pavement repair, bridge repair and all other maintenance of ODOT's infrastructure are available when needed. This includes sedans, pick-ups, dump trucks, pavement repair equipment, snowplows, loaders, excavators, backhoes, etc. Central Office oversees snowplow dump truck construction by the Ohio Penal Industries at Chillicothe Correctional Institution and the refurbishing program for the older dump truck, loader, and trailer fleet. Also, the program provides training on specialized equipment for testing, research, and supports statewide programs and objectives.</p> <p>Division of Operations includes labor, materials and supplies, and equipment utilized in Central Office and the Districts for Maintenance Administration, Traffic Engineering, Emergency Management, and Traffic Management Center. Maintenance administration involves snow and ice control, special hauling permits, and the Roadway Weather Information System.</p> <p>Traffic administers the policies and standards with the Ohio Manual of Uniform Traffic Devices, signal design, ensuring signs are in place to ensure the traveling public's safety, highway lighting and coordination of the statewide Traffic Management Center (TMC).</p> <p>Snow and Ice Program The purpose of the snow and ice program is to maintain roadway safety for the traveling public during times of inclement weather, in particular, the winter season. Failure to sustain the highest levels of service as related to snow and ice control would result in extreme negative impacts crippling the transportation systems.</p>
<p>3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?</p> <p>Identify the ALI(s) and describe the relationship between them.</p>	<p>No</p>
<p>4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?</p> <p>Identify the ALI(s) and describe the relationship between them.</p>	<p>No</p>
<p>5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).</p> <p>Describe the distribution methodology, including allocation methods, formulas used, and legal authority.</p>	<p>No</p>
<p>6. How do expenditures from this ALI support the</p>	<p>The Department provides snow and ice removal at a high-quality level of</p>

DOT
Fund 7002 - Highway Operating
ALI 773431 - Highway Maintenance-State

Report Created: 10/13/2020 12:39:33 PM

agency mission and/or the Governor's priorities?

service to promote safety, reduce congestion, and minimize negative impacts of weather events on the roadways for the traveling public.

The message boards are also maintained to provide the most up to date information on the roadway conditions to ensure the safety of the traveling public.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

No reductions in services will result at the requested funding level.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Not applicable

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Not applicable

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

ODOT utilizes an internal payroll system (Planning & Budgeting Cloud Services) to calculate the Annual Budget, Biennium Budget, and Payroll Projection utilized to evaluate payroll thru the Fiscal Year.

The payroll may increase due to possible vacancies being filled in Fiscal Year 2022 and 2023 assuming the "hiring freeze" due to the COVID-19 pandemic will be lifted. The payroll will also increase due to the rise in the cost of health care along with an estimated 3% increase in COLA for Exempt employees in FY 2022. At this time, we are unaware of any expected COLA increases for the non-exempt employees as the contract will not be negotiated until the spring of calendar year 2021.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

This ALI impacts all divisions internal to ODOT, statewide agencies, and the traveling public in the State of Ohio by providing the equipment, materials, and services to our maintenance and construction business operational areas to support state-wide initiatives.

This includes individuals going to school, work, and to take care of daily needs. Beneficiaries also include businesses transporting goods and services and emergency personnel in responding to calls for service.

DOT
Fund 7002 - Highway Operating
ALI 775452 - Public Transportation-Federal

Report Created: 10/13/2020 12:42:26 PM

Question	Answer
Fund	7002
ALI	775452
ALI Description	Public Transportation-Federal
FY 2022 Funding: Reduction Request (Operating A)	40,207,799
FY 2023 Funding: Reduction Request (Operating A)	41,158,833
FY 2022 Funding: Continuing Priorities Request (Operating B)	40,207,799
FY 2023 Funding: Continuing Priorities Request (Operating B)	41,158,833

ALI Summary

1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	<p>The purpose of this ALI is to fund the Federal Public Transportation Grants that are funded from the Federal Transit Administration (FTA) as part of the US DOT. This ALI includes several program services and activities provided, including but not limited to, allocating and managing rural area, surface transportation block, congestion mitigation and air quality (CMAQ), bus and bus facility, rural transit assistance, local and state grant programs and Federal Discretionary grants.</p> <p>The Rural Transit Program activities involve utilizing federal and state funds in assisting with operating and capital expenses in the provision of general public transportation services in rural. The program works with various Counties, Municipalities, Villages, Regional Transit Authorities, County Transit Boards, Private Nonprofit Corporations designated by a county or municipality and a County or Municipal department on behalf of a county, municipality or village in order to facilitate the use of these funds.</p> <p>The 5311 Rural Area grant activities involve assisting transit operators and local governmental authorities in financing capital, operating, planning projects associated with providing public transportation in rural areas by supporting both the maintenance of existing public transportation services and the expansion of those services through:</p> <ul style="list-style-type: none"> - Enhancing access in rural areas to health care, shopping, education, employment, public services, and recreation; - Assisting in the maintenance, development, improvement, and use of public transportation systems in rural areas; - Encouraging and facilitating the most efficient use of all transportation funds used to provide passenger transportation in rural areas through the coordination of programs and services; - Providing financial assistance to help carry out national/statewide goals related to mobility for all, including seniors, individuals with disabilities, and low-income individuals; - Increasing availability of transportation options through investments in intercity bus services; - Assisting in the development and support of intercity bus transportation; - Encouraging mobility management, employment-related transportation alternatives, joint development practices, and transit-oriented

DOT
Fund 7002 - Highway Operating
ALI 775452 - Public Transportation-Federal

Report Created: 10/13/2020 12:42:26 PM

development;

- Providing for the participation of private transportation providers in rural areas.

Various flexible funding programs include CMAQ and STP funded activities. The CMAQ flexible funding program provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit. Also, STP funded activities provide funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects through surface transportation block grants.

The discretionary Capital Investment Grant (CIG) program provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail.

There are four categories of eligible projects under the CIG program: new starts, small starts, core capacity, and programs of interrelated projects.

- New Starts projects are new fixed guideway projects or extensions to existing fixed guideway systems with a total estimated capital cost of \$300 million or more, or that are seeking \$100 million or more in Section 5309 CIG program funds;

- Small Starts projects are new fixed guideway projects, extensions to existing fixed guideway systems, or corridor-based bus rapid transit projects with a total estimated capital cost of less than \$300 million and that are seeking less than \$100 million in Section 5309 CIG program funds;

- Core Capacity projects are substantial corridor-based capital investments in existing fixed guideway systems that increase capacity by not less than 10 percent in corridors that are at capacity today or will be in five years. Core capacity projects may not include elements designed to maintain a state of good repair;

- Programs of Interrelated Projects are comprised of any combination of two or more new starts, small starts, or core capacity projects.

Finally, any other discretionary grants Transit would receive not covered in traditional apportionments, would be covered under activities within this program.

The 5339 Bus and Bus Facilities program provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.

3. Is there a direct relationship between this ALI and

Yes

DOT
Fund 7002 - Highway Operating
ALI 775452 - Public Transportation-Federal

Report Created: 10/13/2020 12:42:26 PM

another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?

Identify the ALI(s) and describe the relationship between them.

ALI 775454, Public Transportation – Other,

The use of and distribution of these funds are decided locally. Those funds used for transit assistance programs must be certified available during the state application process and are used as required match for federal funds, typically 20% local and 80% federal.

4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?

Identify the ALI(s) and describe the relationship between them.

No

5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).

Describe the distribution methodology, including allocation methods, formulas used, and legal authority.

Yes

ODOT accepts applications in the spring for projects to be awarded in the summer/fall of the same year. Programs are both formula and discretionary. ODOT maintains criteria for all federally funded programs through the ODOT Office of Transit.

ODOT is designated by the Governor's Office to be the designated recipient of the FTA Federal funds. FTA's circulars lay out the individual program guidance for designating recipients.

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

Provides federal funds to support elderly, disabled, low-income, zero car households and all transit propensity Ohioans access to health, work, school, and quality of life transportation.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

These are federal funds and no reductions are expected.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Cuts disproportionately affect the elderly, people with disabilities, low income, and individuals needing consistent/reliable work and medical transportation. The cuts will reduce mobility options for these at-risk individuals.

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

These are federal funds and no reductions are expected.

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or

Yes

DOT
Fund 7002 - Highway Operating
ALI 775452 - Public Transportation-Federal

Report Created: 10/13/2020 12:42:26 PM

decrease) from the level appropriated in FY 2021?

Explain (e.g., payroll, inflationary increases, etc.)

The requested appropriations are based on the federal funding made available to ODOT by FTA. Growth in the federal funding from FTA is dependent on formula-based apportionments, all which are dependent upon ridership, population served, as well as discretionary factors from FTA.

Over the course of the last biennium, FTA apportionments were awarded at double the anticipated allocation, specifically for the Bus and Bus Facilities (5339) Formula and Discretionary (5339)(b) grant programs.

ODOT utilizes an internal payroll system (Planning & Budgeting Cloud Services) to calculate the Annual Budget, Biennium Budget, and Payroll Projection utilized to evaluate payroll through the Fiscal Year.

The payroll may increase due to vacancies possibly being filled in Fiscal Year 2022 and 2023 assuming the "hiring freeze" due to the COVID-19 pandemic will be lifted. The payroll will also increase due to the rise in the cost of health care along with an expected 3% increase in COLA for Exempt employees in FY 2022. At this time, we are unaware of any expected COLA increases for the non-exempt employees as the contract will not be negotiated until the spring of calendar year 2021.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

According to the 2010 Census one in seven Ohioans is a senior compared to one in eight Americans. Ohio's elderly population is increasing. By 2030, one in four Ohioans are estimated to be a senior, compared to one in five Americans bringing Ohio's senior population above the national average.

Transportation has proven to be one of the top concerns and challenges with Ohio's health and human services. Reduction in the FTA federal funds will ultimately reduce the transportation options for all Ohioans.

DOT
Fund 7002 - Highway Operating
ALI 775454 - Public Transportation-Other

Report Created: 10/13/2020 12:49:00 PM

Question	Answer
Fund	7002
ALI	775454
ALI Description	Public Transportation-Other
FY 2022 Funding: Reduction Request (Operating A)	1,500,000
FY 2023 Funding: Reduction Request (Operating A)	1,500,000
FY 2022 Funding: Continuing Priorities Request (Operating B)	1,500,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	1,500,000
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	The purpose of this ALI is to provide the authority to receive local funding to program and procure transit capital items as part of a combined funded projects. These projects in turn help provide a safe, reliable, accessible, and affordable public transportation system for all Ohioans, by managing and implementing numerous federal formula and discretionary grants for use on the public transportation system to maintain transit capital and operating assets for the traveling public.
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	Yes
Identify the ALI(s) and describe the relationship between them.	ALI 775452, Public Transportation – Federal, The use of and distribution of these funds are decided locally. Those funds used for transit assistance programs must be certified available during the state application process and are used as required match for federal funds, typically 20% local and 80% federal.
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	
5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).	Yes
Describe the distribution methodology, including allocation methods, formulas used, and legal authority.	ODOT accepts applications in the spring for projects to be awarded in the summer/fall of the same year. Programs are both formula and discretionary. ODOT maintains criteria for all federally funded programs through the ODOT Office of Transit. If local funds are needed to procure a transit capital items, this pro rata is determined through the application process and then documented in a signed contract.

DOT
Fund 7002 - Highway Operating
ALI 775454 - Public Transportation-Other

Report Created: 10/13/2020 12:49:00 PM

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

Provides federal funds to support elderly, disabled, low-income, zero car households and all transit propensity Ohioans access to health, work, school, and quality of life transportation.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

These are local funds used to match federal and state awards.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Cuts disproportionately affect the elderly, people with disabilities, low income, and individuals needing consistent/reliable work and medical transportation. The cuts will reduce mobility options for these at-risk individuals.

If this ALI is reduced transit capital items that are beyond their useful life will not be able to be purchased and replaced.

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

These are local funds used to match federal and state awards.

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

No

Explain (e.g., payroll, inflationary increases, etc.)

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

According to the 2010 Census one in seven Ohioans is a senior compared to one in eight Americans. Ohio's elderly population is increasing. By 2030, one in four Ohioans are estimated to be a senior, compared to one in five Americans bringing Ohio's senior population above the national average.

Transportation has proven to be one of the top concerns and challenges with Ohio's health and human services. Reduction in the FTA federal funds will ultimately reduce the transportation options for all Ohioans.

DOT
Fund GRF - General Revenue (GRF)
ALI 775470 - Public Transportation - State

Report Created: 10/13/2020 12:51:42 PM

Question	Answer
Fund	GRF
ALI	775470
ALI Description	Public Transportation - State
FY 2022 Funding: Reduction Request (Operating A)	50,400,000
FY 2023 Funding: Reduction Request (Operating A)	50,400,000
FY 2022 Funding: Continuing Priorities Request (Operating B)	70,000,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	70,000,000
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	<p>The purpose of this ALI is to fund the State Public Transportation Grants that are funded from the State of Ohio through the Ohio Department of Transportation. This ALI includes several program services and activities provided, including but not limited to, Ohio's Pubic Transit Partnership Program (OTP2), Rural Transit Program (RTP), Urban Transit Program (UTP) E&D Fare Assistance Program, Specialized Transportation Program (STP), and program administration. Details for each program are available on ODOT's Office of Transit website.</p> <p>Urban Transit Program (UTP) – Encompasses funding administered for transit service in Ohio's urbanized areas with populations of 50,000 or more.</p> <p>Specialized Transportation Program (STP) – Provides funds for transit projects intended to enhance mobility for seniors and persons with disabilities.</p> <p>Rural Transit Program (RTP) – Provides state assistance to general public transportation service in rural areas.</p> <p>Ohio Transit Partnership Program (OTP2) – Provides funds to rural and urban transportation systems with an emphasis on, but not limited to, preservation projects.</p> <p>Elderly & Disabled (E&D) Transit Fare Assistance – Provides grants to reimburse eligible public transportation systems that offers reduced fares to elderly and disabled riders.</p> <p>Administration – Provides funds to match Federal FTA program dollars to administer the federal and state program in Ohio.</p>
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	Yes
Identify the ALI(s) and describe the relationship between them.	ALI 775452, Public Transportation – Federal, ALI 775454; Public Transportation - Other

DOT
Fund GRF - General Revenue (GRF)
ALI 775470 - Public Transportation - State

Report Created: 10/13/2020 12:51:42 PM

4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?

Identify the ALI(s) and describe the relationship between them.

5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).

Describe the distribution methodology, including allocation methods, formulas used, and legal authority.

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

Funds used for transit assistance programs must be certified available during the state application process and are used as required match for federal funds in some cases, typically 20% local/20% state and 80% federal.

No

Yes

ODOT accepts applications in the spring for projects to be awarded in the summer/fall of the same year. Programs are both formula and discretionary. ODOT maintains criteria for all federal and state funded programs through the ODOT Office of Transit.

ODOT is designated by the Governor's Office to be the designated recipient of the FTA Federal funds. FTA's circulars lay out the individual program guidance for designating recipients. ODOT has authority designated through Ohio Revised Code (ORC) to administer state and federal transit dollars.

Provides state funds to support elderly, disabled, low-income, zero car households and all transit propensity Ohioans access to health, work, school, and quality of life transportation.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

A majority of state funds are used to help provide the match for federal funds. ODOT's program criteria may need be changed to ensure the largest priorities are being funded in an equitable way across the state. ODOT will expand applications and funding strategies to utilize as much as in-kind type of funding when applicable for matching federal funds.

ODOT would not be able to fund as many projects, and a reduction in funding would hurt rural and small urban areas that are currently challenged to provide the required local match. With the current levels of funding ODOT Transit was able to expand transportation services into new areas that previously did not have service. With a reduced funding there would be no more expansion of service, and funding to maintain existing levels of service would also be reduced and locals would have to find additional ways to fund and maintain their programs. Reduction of funding during the COVID pandemic would lead to increased users and passengers having shared rides. Operators would need to combine more trips to meet the growing demand, thus potentially exposing more riders and operators.

Specifically, funding reductions would occur for operations, capital maintenance, vehicles purchased, and equipment purchases both for general public transit and specialized transportation.

DOT
Fund GRF - General Revenue (GRF)
ALI 775470 - Public Transportation - State

Report Created: 10/13/2020 12:51:42 PM

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Reductions for operations and capital maintenance would mean reduction in current level of service. Level of service refers back to the frequency and quality of service. This could include reducing the area a transit agency serves, reducing the hours of operations, reducing the overall quality of service, and more shared rides amongst a national pandemic. This would result in less individuals having access to transportation resources, putting a larger strain on the existing overtaxed human service transportation networks.

With the COVID pandemic transportation remains a critical service. Cost to provide that service has increased in part to the additional cleaning and PPE, but more importantly due to the additional trips and service required to meet the social distancing. Public Transit riders can be high risk and it is important we continue to provide the best service we can though mitigating additional health risk while accessing life essential services. Transportation has proven to be one of the top concerns and challenges with Ohio's health and human services. Reduction in the funding will ultimately reduce the transportation options for all Ohioans.

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

Operating B is requesting the original amount allocated by the General Assembly and as originally signed by the Governor for the SFY2020/2021 biennium budget. This original amount appropriated was still not enough to fund the request and projects needed by Ohio's public transit operators. ODOT was only able to fund roughly half of the project request with the funds that were originally allocated.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

With the COVID pandemic transportation remains a critical service. Cost to provide that service has increased in part to the additional cleaning and PPE, but more importantly due to the additional trips and service required to meet the social distancing. Public Transit riders can be high risk and it is important we continue to provide the best service we can though mitigating additional health risk while accessing life essential services. Transportation has proven to be one of the top concerns and challenges with Ohio's health and human services. Reduction in the funding will ultimately reduce the transportation options for all Ohioans.

In 2017, Americans took 10.1 billion trips on public transportation and each weekday 34 million times, people board public transportation. Public transportation is a \$62 billion industry that employs more than 420,000 people. The latest research shows that in 2011, U.S. public transportation use saved 850 million hours in travel time and 450 million gallons of fuel in 498 urban areas.

The American Public Transportation Association (APTA) reports every \$1 invested in public transportation generates approximately \$4 in economic returns, \$1 billion invested in public transportation supports and creates

DOT
Fund GRF - General Revenue (GRF)
ALI 775470 - Public Transportation - State

Report Created: 10/13/2020 12:51:42 PM

more than 50,000 jobs and every \$10M in capital investment in public transportation yields \$30M in increased business sales.

According APTA, public transportation is a \$68 billion industry that employs more than 420,000 people.

DOT
Fund 7002 - Highway Operating
ALI 776462 - Grade Crossings-Federal

Report Created: 10/13/2020 12:54:14 PM

Question	Answer
Fund	7002
ALI	776462
ALI Description	Grade Crossings-Federal
FY 2022 Funding: Reduction Request (Operating A)	14,103,406
FY 2023 Funding: Reduction Request (Operating A)	14,068,961
FY 2022 Funding: Continuing Priorities Request (Operating B)	14,103,406
FY 2023 Funding: Continuing Priorities Request (Operating B)	14,068,961
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	<p>This line item funds safety improvement projects at railroad crossings statewide. The improvements include the installation or upgrade of active grade crossing warning devices (lights & gates), improvement of roadway geometry, the elimination of hazardous crossings (closing crossings), and other infrastructure modifications to enhance safety for motorists and pedestrians.</p> <p>ORDC funded projects at 115 locations in FY19 and FY20, which consisted of 93 warning device improvements, five grade crossing closures, 11 grade crossing surface reconstructions and 13 other safety improvements. ORDC expects a similar volume of projects in FY22 and FY23, however the number of projects that will be approved and completed will vary depending on the individual project characteristics.</p>
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	Yes
Identify the ALI(s) and describe the relationship between them.	This line item and an allocation from 772421, Highway Construction – State, provide the capital and operating portions, respectively, for the Grade Crossing Safety Program. Under ODOT’s pro forma budget, the cap for these two-line items combined is \$15.2 million. Modifications to the ORDC allocation in 772421 may require modifications to the appropriation in this line item.
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	
5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).	Yes

DOT
Fund 7002 - Highway Operating
ALI 776462 - Grade Crossings-Federal

Report Created: 10/13/2020 12:54:14 PM

Describe the distribution methodology, including allocation methods, formulas used, and legal authority.

Funds from this line item are allocated to individual railroad safety improvement projects. Most funds are paid to privately-owned railroads, however; occasionally, local entities are recipients of funding. This funding could result when a local government owns the railroad infrastructure where the project is being undertaken, when roadway or traffic signal modifications are needed as part of a railroad crossing safety project, or when the funding is an incentive for a community to voluntarily eliminate at-grade railroad crossings through road closures.

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

Expenditures from this ALI support ORDC's role in mitigating the risks of rail transportation, a key part of ORDC's mission. In addition, expenditures from this ALI support the Governor's roadway safety priorities. ORDC works closely with ODOT and is a partner in Ohio's Strategic Highway Safety Plan to identify and fund projects that improve safety for drivers, riders, bicyclists, and pedestrians.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

No reductions in service will result at the requested funding level.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Not applicable

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Not applicable

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

The requested appropriation in this line item is slightly lower in the upcoming biennium than in the current fiscal year. However, the combined appropriation level between this line item and the ORDC allocation in line item 772421 are flat with the FY 2021 appropriation (see question #3 above for further explanation).

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

Not applicable

DOT
Fund GRF - General Revenue (GRF)
ALI 776465 - Rail Development

Report Created: 10/13/2020 3:26:46 PM

Question	Answer
Fund	GRF
ALI	776465
ALI Description	Rail Development
FY 2022 Funding: Reduction Request (Operating A)	1,440,000
FY 2023 Funding: Reduction Request (Operating A)	1,440,000
FY 2022 Funding: Continuing Priorities Request (Operating B)	2,000,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	2,000,000
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	This ALI is used solely to fund rail development grants that support Governor DeWine's economic development priorities. In FY19 and FY20, the 39 projects to which the Ohio Rail Development Commission (ORDC) provided direct funding assistance are committed to create or retain over 1,700 jobs, as well as supporting an additional 7,400 jobs, and leveraging \$162 in other investment for every \$1 of ORDC funding. Nearly 98% of the investments leveraged by ORDC supported projects comes from private sources. While these programmatic results cross multiple ALIs, they are representative of the value that the funds in this line item provide to the State of Ohio.
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	No
Identify the ALI(s) and describe the relationship between them.	
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	
5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).	Yes
Describe the distribution methodology, including allocation methods, formulas used, and legal authority.	This ALI is used to make grants to support rail-related development projects and local entities are among the eligible recipients. Other eligible recipients include private companies and railroads. Grants are awarded to individual projects based on applications received by ORDC and the funding amount depends on the project's costs and public benefits. The legal authority for these loans and grants is contained in ORDC Chapter 4981.

DOT
Fund GRF - General Revenue (GRF)
ALI 776465 - Rail Development

Report Created: 10/13/2020 3:26:46 PM

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

This ALI is critical to supporting ORDC's role in maximizing the benefits to the state of rail transportation. This work aligns with the Governor's economic development and job creation and retention priorities. ORDC coordinates closely with JobsOhio, its regional affiliates, the Ohio Development Services Agency, and the Ohio Department of Transportation to integrate freight rail development into the state's development efforts

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

ORDC proposes to offset the reduction in available funds with allotments from the Rail Development Fund (Fund 4N40). The Rail Development Fund has a sufficient balance to provide short-term support for rail-related economic development grants, although this offset is not a viable long-term option and limits the amount of loan funding the Commission has available over the biennium.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

With the offset in the Rail Development Fund, ORDC can preserve the current level of service in the Freight Rail Development Program during the 2022-2023 biennium. However, long-term use of the cash balance in the Rail Development Fund will erode the agency's ability to respond to development projects and could impact the funding of agency operating costs.

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

The long-term impact of funding at the Reduction Request level will erode the agency's ability to respond to the financing needs of rail-related development projects. In order for the Rail Development Fund to serve its purpose as a revolving loan fund, the principal balance in the fund cannot be spent down on projects with no repayment stream. Despite this, we believe that grant funding is more effective and has a greater impact than loan funds in the short-term, so the trade-off is appropriate given the current budget circumstances.

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

No

Explain (e.g., payroll, inflationary increases, etc.)

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

This line item provides the only dedicated source of freight rail development funds in the state. The flexibility of GRF funding is essential to supporting the state's efforts to attract and retain businesses and jobs in Ohio.

DOT
Fund 4N40 - Rail Development
ALI 776664 - Rail Transportation-Other

Report Created: 10/13/2020 12:58:53 PM

Question	Answer
Fund	4N40
ALI	776664
ALI Description	Rail Transportation-Other
FY 2022 Funding: Reduction Request (Operating A)	2,875,800
FY 2023 Funding: Reduction Request (Operating A)	2,875,800
FY 2022 Funding: Continuing Priorities Request (Operating B)	2,875,800
FY 2023 Funding: Continuing Priorities Request (Operating B)	2,875,800
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	<p>This line item serves two permanent purposes:</p> <ol style="list-style-type: none"> 1. Supporting the Ohio Rail Development Commission's (ORDC) non-highway-related operations. ORDC's staff support the state's economic development activities, including the award of funding and post-award monitoring of compliance with the conditions of funding, such as job creation and retention, and infrastructure maintenance. In addition, ORDC's staff manages the 267 miles of state-owned rail property by monitoring leases to operating railroads and reviewing modifications to and use of those properties by the railroads and others. 2. Providing revolving loan funds for rail-related economic development projects. Loans awarded by ORDC typically have a 5-7-year repayment term with low interest rates. Rail infrastructure can be challenging to finance commercially due to the often-unique nature of rail infrastructure and assets, so these funds fill a needed role. ORDC reviews the financial standing of each prospective borrower and requires collateral to ensure that the state's financial interests are protected. <p>In addition, the line item is intermittently used to offset reductions in GRF funding to preserve the availability of flexible grants for business development projects.</p>
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	Yes
Identify the ALI(s) and describe the relationship between them.	Temporarily, In FY 2021, ORDC intends to use this line item to provide state matching funds to federal grants in Fund 7002 ALI 776475, Rail – Federal Railroad Administration. This relationship and interaction occur on an intermittent basis depending on the award of federal project grants.
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	

DOT
Fund 4N40 - Rail Development
ALI 776664 - Rail Transportation-Other

Report Created: 10/13/2020 12:58:53 PM

5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).

Describe the distribution methodology, including allocation methods, formulas used, and legal authority.

Yes

This ALI makes loans and intermittently, grants, to support rail-related development projects and local entities are among the eligible recipients. Other eligible recipients include private companies and railroads. Loans and grants are awarded for individual projects based on applications received by ORDC and the funding amount depends on the project's costs and public benefits. The legal authority for these loans and grants is contained in ORDC Chapter 4981.

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

This ALI is critical to supporting ORDC's role in maximizing the benefits of rail transportation to the state. In addition, it is aligned with the Governor's economic development and job creation and retention priorities. ORDC coordinates closely with JobsOhio, its regional affiliates, the Ohio Development Services Agency, and the Ohio Department of Transportation to integrate freight rail development into the transportation network.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

At the Reduction Request level, the appropriation in this ALI is maintained at the FY 2021 level. However, if GRF ALI 776465, Rail Development, is funded at its Reduction Request level, then ORDC intends to offset the GRF reduction with an allotment of grant funds in this ALI. This will result in a reduced amount of funding available for the revolving loan fund in FYs 2022 and 2023.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

As described in the response to question 7 above, the amount of funding available to the revolving loan fund will be reduced. This reduction could compromise ORDC's ability to respond to rail-related economic development opportunities. Despite this, we believe that grant funding is more effective and has a greater relative impact than loan funds, so the short-term trade-off is appropriate given the current budget circumstances.

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

This reduction could compromise ORDC's ability to respond to rail-related economic development opportunities in the long-term.

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

No

Explain (e.g., payroll, inflationary increases, etc.)

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

Not applicable

DOT
Fund 5QT0 – Ohio Maritime Assistance
ALI 776670 – Ohio Maritime Assistance Program

Report Created: 10/13/2020 2:21:49 PM

Question	Answer
Fund	5QT0
ALI	776670
ALI Description	Ohio Maritime Assistance Program
FY 2022 Funding: Reduction Request (Operating A)	0
FY 2023 Funding: Reduction Request (Operating A)	0
FY 2022 Funding: Continuing Priorities Request (Operating B)	0
FY 2023 Funding: Continuing Priorities Request (Operating B)	0
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	The purpose of the ALI is to manage appropriations received for the Maritime Assistance program and authorizing activities for land acquisitions and site development; construction of various structures and improvements directly related to maritime commerce and harbor infrastructure; improvements for marine cargo terminals and associated uses; acquisition of cargo handling equipment and all types of ship loading and unloading equipment; and planning and design services associated with construction.
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	No
Identify the ALI(s) and describe the relationship between them.	
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	
5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).	Yes
Describe the distribution methodology, including allocation methods, formulas used, and legal authority.	Funding is distributed based off project awards to various port authorities and locals to support maritime development and maintenance projects, as local entities are among the eligible recipients. Funding is awarded on a project grading scale based on applications received by ODOT.
6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?	This ALI supports ODOT's role in maximizing the benefits to the state for maritime activities. This work aligns with the Governor's economic development and job creation and retention priorities.
<u>Reduction Funding Level (Operating A)</u>	

DOT
Fund 5QT0 – Ohio Maritime Assistance
ALI 776670 – Ohio Maritime Assistance Program

Report Created: 10/13/2020 2:21:49 PM

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

ODOT will not be requesting funding for the Maritime Assistance program in the FY 22-23 biennium submission, as the revenue to support the requested appropriations is dependent on cash transfers from the Department of Developmental Services (DSA) Facilities Establishment Fund (Fund 7037).

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Reducing the funding level to \$0 will result in no additional grant application periods for funding opportunities for applicants to fund future services and activities. This fund would be discontinued after FY 2020-2021 funding has been granted.

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Not applicable.

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

The requested appropriation level for this ALI in the Operating B request in FYs 2022 and 2023 is \$0. Without additional cash transfers from the Department of Development Services fund, there will not be cash to support appropriations for the Maritime program in FY 2022-2023.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

Not applicable.

DOT
Fund GRF - General Revenue (GRF)
ALI 777471 - Airport Improvements-State

Report Created: 10/13/2020 1:02:10 PM

Question	Answer
Fund	GRF
ALI	777471
ALI Description	Airport Improvements-State
FY 2022 Funding: Reduction Request (Operating A)	4,622,175
FY 2023 Funding: Reduction Request (Operating A)	4,622,175
FY 2022 Funding: Continuing Priorities Request (Operating B)	6,419,687
FY 2023 Funding: Continuing Priorities Request (Operating B)	6,419,687
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	The purpose of the ALI is to support capital improvements, maintain infrastructure and ensure safety at publicly owned, public use airports. Airport safety is ensured by performing airport inspections and funding of obstruction removal projects. Pavement, airport lighting and navigational aid maintenance projects promote both safety and infrastructure preservation. Obstruction removal and infrastructure maintenance projects at airports promote economic development. Airport safety is promoted through enforcement of airport safety regulations, data collection, and through enforcement of the Ohio Airport Projection Act, which requires a permit for tall structures near airports.
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	Yes
Identify the ALI(s) and describe the relationship between them.	In rare cases depending on Federal Aviation Administration (FAA) grant management needed and/or FAA discretionary grants ODOT would receive. Funding is provided in ALI 777471 (GRF), ALI 777472 (7002), and ALI 777615 (5W90). The bulk of funding for these programs comes from 777471 (GRF), but approximately \$450,000 per year comes from ALI 777615 (5W90, aircraft registration receipts). Funding from ALI 777472 (7002) is used for airport system planning studies, as well as FAA discretionary grants.
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	
5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared	Yes

DOT
Fund GRF - General Revenue (GRF)
ALI 777471 - Airport Improvements-State

Report Created: 10/13/2020 1:02:10 PM

revenues)? Do not include central services charges (e.g. DAS, OBM).

Describe the distribution methodology, including allocation methods, formulas used, and legal authority.

Funds are passed from this ALI to airport sponsors (cities, counties, airport and port authorities) wishing to obtain grants from the Ohio Airport Grant Program.

ORC Ch. 4561 created the ODOT Office of Aviation and allows the Ohio Department of Transportation (ODOT) to cooperate with the federal government in the establishment and improvement of airports. Funding for ALI 777471 is appropriated biennially by the Ohio Legislature.

Funds are distributed through an annual application process. Airport Sponsors must submit applications to the Office of Aviation by May 1 for the Fiscal Year that starts on the following July 1. Applications are reviewed for eligibility, and eligible projects are then ranked using a scoring matrix. Points are awarded based on criteria that include: Effect on safety or infrastructure, number of based aircraft, the airport's economic impact, the airport's performance in maintaining its pavement, and percentage of local match.

Additionally, funds are distributed to provide up to half of the local share of FAA Airport Improvement Program grants for General Aviation and Commercial Service airports.

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

ODOT is a multi-modal transportation agency dedicated to providing safe and easy movement of people and goods. Ohio airports provide over 123,000 jobs and have a \$13.3B annual economic impact to Ohio's economy.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

Reduction levels will be met by non-performing safety and infrastructure maintenance projects (i.e. Direct Grants) at General Aviation airports.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Historically, the project funding requests for airport grants has exceeded available funding by approximately 500%-800%. Any reduction would directly result fewer projects being awarded. This would result in safety projects such as obstruction removal or navigational aid replacement being delayed or canceled, and critical maintenance or reconstruction projects such as runway rehabilitation being delayed or canceled. Airport sponsors would realize a reduction in the safety and utility of their airport, having a negative effect to the economic impact that airports provide to their community.

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

During the previous biennium, the reductions resulted in over \$4M of lost funding. This effectively amounts to losing an entire year of funding for airport safety and maintenance projects at General Aviation airports. As a result, projects necessarily have been put off or held indefinitely until funding can be secured either from ODOT or other sources. Long-term, system wide progress that has been made over the previous 6-8 years in improving pavement condition, for example, will reverse and begin to decline. Without continuous and regular effort, deferred maintenance projects quickly transition into much more costly reconstruction projects.

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI

No

DOT
Fund GRF - General Revenue (GRF)
ALI 777471 - Airport Improvements-State

Report Created: 10/13/2020 1:02:10 PM

in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Explain (e.g., payroll, inflationary increases, etc.)

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

The Ohio Airport Grant Program matches FAA grants to Ohio General Aviation airports (airports that do not receive FAA passenger or air cargo entitlements). The ODOT share is 5% of total project cost, so the final cost breakout is 90% FAA, 5% ODOT and 5% local. In addition, \$500,000 has been provided to Ohio Commercial Service airports to match FAA grants. These funds are divided equally among the 7 qualified airports, but do not exceed 5% of the FAA grant amount.

ODOT grants from a given fiscal year are used to match FAA grants from the prior fiscal year because the FAA fiscal year is three months behind ODOT's, and because FAA issues its grants late in the federal fiscal year. Historically, ODOT has provided approximately \$1.25M in grants to match FAA discretionary and airport improvement grants totaling \$25.0M at 50 airports annually.

DOT
Fund 7002 - Highway Operating
ALI 777475 - Aviation Administration

Report Created: 10/26/2020 9:38:38 AM

Question	Answer
Fund	7002
ALI	777475
ALI Description	Aviation Administration
FY 2022 Funding: Reduction Request (Operating A)	6,436,686
FY 2023 Funding: Reduction Request (Operating A)	6,463,827
FY 2022 Funding: Continuing Priorities Request (Operating B)	6,436,686
FY 2023 Funding: Continuing Priorities Request (Operating B)	6,463,827
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	<p>This ALI supports several programs that are classified as Aviation Administration including Aviation and Unmanned Aerial Systems.</p> <p>Aviation The purpose of this program is to meet the Strategic Initiatives of the Ohio Department of Transportation (ODOT) and other state agencies, along with improving Ohio's transportation system from an aviation perspective. The overall objective is to maintain a transportation system which ensures safety, efficiency and mobility.</p> <p>Unmanned Aerial Systems The Ohio Unmanned Aerial Systems (UAS) Center serves as the state's service provider, resource for unmanned aircraft (UA) and advanced air mobility (AAM) technologies. The Center works with other state agencies, governments and municipalities to promote the use of UA/AAM for public purpose and the support of economic development. For ODOT, the UAS Center performs all UA operations ranging from infrastructure inspections to mapping. Using unmanned aircraft technology reduces operating expenses, increases the safety to the public and our workforce, and promotes efficiency within the agency. The UAS Center also serves as a shared service to other governmental entities within the State. In addition to operations, the UAS Center also is involved in the latest emerging technologies with UA/AAM, autonomous vehicles, and optionally piloted aircraft. The UAS Center is the national leader in UA/AAM and emerging technologies and is frequently sought after to aid outside state agencies, federal agencies, and private industry with program development and policy/regulations.</p>
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	No
Identify the ALI(s) and describe the relationship between them.	

DOT
Fund 7002 - Highway Operating
ALI 777475 - Aviation Administration

Report Created: 10/26/2020 9:38:38 AM

4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?

Identify the ALI(s) and describe the relationship between them.

Yes

Unmanned Aerial Systems

The Ohio UAS Center serves as the state's resource for unmanned aircraft operations and program development. The state works with most state agencies including the Ohio Department of Rehabilitation and Corrections, the Ohio Department of Natural Resources (ODNR), and Ohio Environmental Protection Agency.

The Ohio UAS Center currently has an MOU with the Ohio Department of Natural Resources Division of Oil and Gas to perform flight operations using a magnetometer that measures the Earth's magnetic field to find abandon well heads. The equipment and flight operations performed significantly increase ODNR's ability to detect the well heads and mitigation of them for the safety of the environment and public. The MOU does include a payback model for flight operations however, ODOT is still trying to develop the mechanism for the UAS Center to accept funding from agencies for operations.

The Ohio Environmental Protection Agency has a similar agreement with the UAS Center for flight operations and programmatic support. The agreement also includes the payback model described above.

Additionally, the Ohio UAS Center works with the Ohio Department of Rehabilitation and Corrections on UAS program development and support the efforts for detecting unmanned aircraft around correctional facilities.

Lastly, the UAS Center has an agreement with the United States Air Force and the Air Force Research Laboratory for SkyVision, the Ground-based detect and avoid system located at the Springfield-Beckley Municipal Airport. The system allows the Air Force to conduct UAS and sensor testing beyond line of sight and locally. The UAS Center has several MOUs with industry for SkyVision's services for the testing of UA/AAM and related technologies.

Aviation

In 1993, Am. Sub. House Bill No. 298 Section 91.03 Consolidated Flight Operations which resulted in an MOU between ODOT, OSHP and ODNR. ODOT Aviation supplies the materials and labor to maintain a fleet of 25 aircraft for the three state agencies. ODOT owns four aircraft and one helicopter, the Highway Patrol owns 14 aircraft and three helicopters, ODNR owns two aircraft and one helicopter. The Aircraft Support section maintains the aircraft in accordance with Federal Aviation Regulations 14 CFR part 91.405 for inspections, maintenance and repairs.

Specific ALI(s) are unable to be mentioned as flight operation requests for state agencies range in nature and the Division within the agency requesting the flight.

DOT
Fund 7002 - Highway Operating
ALI 777475 - Aviation Administration

Report Created: 10/26/2020 9:38:38 AM

5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).

Describe the distribution methodology, including allocation methods, formulas used, and legal authority.

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

No

Aviation

The Flight Operations section is responsible for operating the Ohio Department of Transportation's aircraft. The ODOT aircraft are used to transport state officials and other state personnel, and to perform ODOT missions such as Aerial Photography. ODOT also supports Emergency Management, Forestry Missions, Health, Homeland Security, prisoner transfers, ODNR Missions, wild animal inoculations, and deter criminal activity by assisting in marijuana eradication.

The Aircraft Registration section is responsible for assuring all Ohio based aircraft are registered with this office, as well as maintaining the information on the base location of airport, as required by Ohio Revised Code and Homeland Security.

The Aircraft Support section maintains the entire fleet of state aircraft, which includes those of the Ohio Highway Patrol, the Ohio Department of Natural Resources, and the Ohio Department of Transportation.

Unmanned Aerial Systems

With the mission of the Department to provide safe and easy movement of people and goods from place to place, unmanned aircraft provide a safe, cost effective, and alternate way to obtain critical data needed for the agency to make decisions. As of September 2020, the Ohio UAS Center has flown over 385 projects for the Department in support of data collection activities. Flight operation requests have continued to increase due to the travel and budget limitations from COVID-19 for the agency as the unmanned aircraft can allow project managers to stay abreast of their active projects. As for cost savings, supplementing unmanned aircraft operations for a bridge deck inspection potentially results in a 90% reduction and a potential savings of \$14,600 per day by reducing the impact to the traveling public, not to mention the increased safety by not shutting down a lane. Furthermore, when appropriate, when using a UAS for mapping operations ODOT is realizing an 80% reduction in operating costs when compared to using traditional aerial collection methods.

In addition to data collection activities, the Ohio UAS Center is currently shaping the infrastructure, policy, and regulation for Advanced Air Mobility in Ohio. Enabling advanced aviation technologies will expand Ohio's transportation modes to provide ease of access and mobility choices to customers. By enabling alternative transportation methods, ODOT improves transportation system reliability, increases system resiliency, and improves highway capacity within urban environments.

DOT
Fund 7002 - Highway Operating
ALI 777475 - Aviation Administration

Report Created: 10/26/2020 9:38:38 AM

During the COVID-19 pandemic, the Ohio UAS Center has served ODOT and other agencies through the use of technology allowing for continued data collection and project monitoring safely. Operations have been conducted following the health mandates and travel restrictions. Flight operations have allowed the public to continue to safely travel and move goods throughout the state.

In addition to flight operations, the Ohio UAS Center has continued to bring innovation to Ohio through research and partnerships for the advancement of aviation and mobility. Despite the pandemic, the Ohio UAS Center has facilitated several organizations traveling to the state to conduct operations, expanded the Unmanned Traffic Management research along the U.S. 33 corridor to include a major package delivery company, and made connections for organizations move operations to Ohio mirroring InnovateOhio's customer-centric efforts.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

Aviation and Unmanned Aerial Systems
The current funding level requested under the Operating A scenario does not contain any reduced services and/or support for the FY22-23 biennium for the ALI.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Aviation
If the current funding level for Operating A scenario is passed for the FY22-23 biennium, there won't be disruptions to services or activities for aircraft maintenance and inspections that are required by the FAA leading to potentially grounding state aviation aircraft assets which includes OSHP, ODNR and ODOT, support for aerial photography (construction projects), OSHP and ODNR initiatives, safety airport inspections due to not being able to properly complete the inspection based on criteria required by Ohio Revised Code every 3 year and the purchase of bulk fuel to our facilities and the use of aviation fuel credit cards.

Unmanned Aerial Systems
The UAS Center will continue to maintain the above activities and services, assuming no additional demand, at this funding level and will comply with all state and federal regulations. Though with the expected increase in demand, additional funding will be needed to maintain aircraft and operators in the near future. Also, technological advances continuously increase the UAS' capabilities and therefore opens up the ability to meet new business requirements.

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Aviation and Unmanned Aerial Systems
The current funding level requested under the Operating A scenario does not contain any reduced services and/or support for the FY22-23 biennium; and therefore, will not result in any short-term or long-term impacts.

DOT
Fund 7002 - Highway Operating
ALI 777475 - Aviation Administration

Report Created: 10/26/2020 9:38:38 AM

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Explain (e.g., payroll, inflationary increases, etc.)

Yes

The decreased request for Aviation Administration funding is a result of aircraft avionics upgrades being completed within the current biennium (FY20-21), resulting in funding requests for the FY22-23 biennium being reduced significantly.

ODOT utilizes an internal payroll system (Planning & Budgeting Cloud Services) to calculate the Annual Budget, Biennium Budget, and Payroll Projection utilized to evaluate payroll thru the fiscal year.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

Aviation

As the result of the September 11, 2001 attack on the United States of America, the State of Ohio enacted laws governing the security of general aviation airport and aircraft in the state.

On April 11, 2006, the Ohio Patriot Act (SB9) took effect. The bill mandated that the Ohio Department of Transportation register all private and public use airports (778) in the state biennially, for all aircraft (8,000) to register yearly and to notify ODOT if the base location of the aircraft changes, for airports to prepare a written security plan, for the ODOT to maintain copies of all security plans and to make them available to emergency responders and law enforcement personnel.

Unmanned Aerial Systems

The UAS Center is also integrated with DriveOhio and the autonomous vehicle initiatives in Ohio as UAS is a future mobility technology.

DOT
Fund 2130 - Aviation Infrastructure Bank
ALI 777477 - Aviation Infrastructure Bank-State

Report Created: 10/13/2020 1:10:41 PM

Question	Answer
Fund	2130
ALI	777477
ALI Description	Aviation Infrastructure Bank-State
FY 2022 Funding: Reduction Request (Operating A)	2,000,000
FY 2023 Funding: Reduction Request (Operating A)	2,400,000
FY 2022 Funding: Continuing Priorities Request (Operating B)	2,000,000
FY 2023 Funding: Continuing Priorities Request (Operating B)	2,400,000
<u>ALI Summary</u>	
1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	<p>This ALI supports the State Infrastructure Bank (SIB) program. The purpose of the SIB program is to assist with a method of funding for aviation projects by making direct loans/bonds to public entities.</p> <p>Any public entity is eligible to submit an application.</p> <p>This program provides direct loans to public entities for aviation projects. The SIB revolving loan program is used to enhance airports throughout the state. Also, the SIB is utilized as a financing option to complement other sources of funding on aviation projects.</p>
3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?	No
Identify the ALI(s) and describe the relationship between them.	
4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?	No
Identify the ALI(s) and describe the relationship between them.	
5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).	Yes
Describe the distribution methodology, including allocation methods, formulas used, and legal authority.	<p>When a loan closes, funds are encumbered to the local entity on non-traditional projects. Loan funds are distributed when the appropriate disbursement forms are submitted to the Division of Finance. Documentation is also submitted with the forms to support the project's expenses. If the project is sold by ODOT, the loan funds are encumbered with the other funding sources, if applicable, when the contract is awarded and then paid directly to the contractor.</p>
6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?	The purpose of the State Infrastructure Bank (SIB) program is to assist with a method of funding for aviation projects by making direct

DOT
Fund 2130 - Aviation Infrastructure Bank
ALI 777477 - Aviation Infrastructure Bank-State

Report Created: 10/13/2020 1:10:41 PM

loans/bonds to public entities.

This program provides direct loans to public entities for aviation projects. The SIB revolving loan program is used to enhance airports throughout the state. Also, the SIB is utilized as a financing option to complement other sources of funding on aviation projects.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

This funding request will allow the SIB program to continue to operate as a revolving loan program and assist entities with a form of funding for aviation projects. Since the inception of the program there has been \$46.6M authorized for 19 aviation projects.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Not applicable

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Not applicable

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

The SIB program is a revolving loan program. The funding allocated within the SIB program is based on the assumptions of the estimated revenues to be received from loan repayments as well as investment income expected to be earned on the account.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

The SIB program is a revolving loan program that does not require additional funding or have costs associated to it. As repayments are received, the funds are loaned out to new borrowers. An entity may choose to construct a project quicker, to avoid the increase of materials required for the project.

The program was rated by Standard & Poor's in February 2019 and received a rating of AA+. The program is very successful with local entities and their transportation projects. Ohio continues to be in the top three states for SIB program activity.

DOT
Fund 7002 - Highway Operating
ALI 779491 - Administration-State

Report Created: 10/13/2020 1:13:15 PM

Question	Answer
Fund	7002
ALI	779491
ALI Description	Administration-State
FY 2022 Funding: Reduction Request (Operating A)	107,129,516.00
FY 2023 Funding: Reduction Request (Operating A)	110,169,850.00
FY 2022 Funding: Continuing Priorities Request (Operating B)	107,129,516.00
FY 2023 Funding: Continuing Priorities Request (Operating B)	110,169,850.00

ALI Summary

1. Is this a new ALI for FY 2022-23?	No
2. Explain the purpose of this ALI and list the services or initiatives supported by it.	<p>The purpose of this ALI is to support administrative duties in various departments within the Ohio Department of Transportation (ODOT) including: Division of Communications, Division of Chief Legal Counsel, Director's Office and Executive Leadership Staff, Division of Human Resources, Division of Finance, Division of Facilities Management, Division of Information Technology, and Division of Opportunity, Diversity, and Inclusion.</p> <p>Communications provides press releases, newsletters, etc. to inform the public of ODOT's efforts, including key construction work.</p> <p>Chief Legal Counsel is involved in ODOT legal matters including Court of Claims cases, internal investigations, etc.</p> <p>Executive Leadership includes the Director, Assistant Directors, Chief of Staff, and Policy & Legislative Affairs. Legislative Services tracks the legislation at both the state and federal levels. The District Deputy Directors ensure the needs of the department and the public are being addressed and set agency policy.</p> <p>Human Resources is involved in creating and maintaining ODOT Divisions' Table of Organizations, coordinating Employee Training and Development, administering Labor Relations, involved in the selection and hiring process through recruitment and develops the Human Resource Plan, which evaluates Districts and Central Office human resource needs, and administers the coordination and processing of payroll.</p> <p>Finance establishes state and federal revenue projections, develops and submits the Department's budget, monitors the Operating and Capital budgets for current and future years, processes disbursements to vendors and contractors, monitors the accounting of all appropriated funds – state, federal, local, and bonds, works with FHWA to obtain federal authorization and obligation of all projects using federal funds, performs external audits where federal and state funds have been used, analyzes the cost for various programs and activities within the Department and works with the business owners to develop areas for</p>

DOT
Fund 7002 - Highway Operating
ALI 779491 - Administration-State

Report Created: 10/13/2020 1:13:15 PM

	<p>improvements.</p> <p>Facilities is responsible for the construction, maintenance and upkeep of all administrative buildings (mowing, roof repair, remodeling). ODOT currently operates one Central Office Headquarters Complex, one West Broad Central Maintenance & Office Complex, one Aviation Maintenance & Office Complex, 12 District Headquarter Complexes, over 90 Full Service Maintenance Facilities, over 102 Outpost/yard locations and over 80 rest areas statewide.</p> <p>Information Technology is responsible for new systems application development and maintenance, the purchase of IT equipment, maintenance of IT equipment including hardware, software, servers, etc.</p> <p>Opportunity, Diversity, & Inclusion works to increase diversity and inclusion opportunities, including those seeking to do business with ODOT and those who are seeking employment with the Department. The Division includes the Equal Opportunity office which is responsible for ensuring that ODOT is in full compliance with all related federal and state non-discrimination laws, regulations, directives, and executive orders in all its programs and activities. The division is the focal point for equal opportunity compliance activities and functions conducted throughout the Department's multi-modal transportation divisional programs and statewide activities.</p> <p>The expected funding levels requested will be enough to accomplish the programs' goals, objectives and responsibilities, and supports the employees in the various ODOT departments discussed above.</p>
<p>3. Is there a direct relationship between this ALI and another ALI(s) within the same agency (i.e., changes to this ALI require changes to another ALI)?</p> <p style="padding-left: 20px;">Identify the ALI(s) and describe the relationship between them.</p>	<p>No</p>
<p>4. Excluding lines related to Medicaid (65xxxx), is there a direct relationship between this ALI(s) and another ALI(s) in other agencies (e.g., MOUs or other financial partnerships between agencies)?</p> <p style="padding-left: 20px;">Identify the ALI(s) and describe the relationship between them.</p>	<p>Yes</p> <p>There is an MOU with the Attorney General's Office.</p> <p>While ODOT may have an overlapping program with various agencies, the services provided by the administrative sections have unique requirements. An example of this is ODOT's current bill system to monitor expended federal funds for the federal government to reimburse ODOT for costs incurred.</p>
<p>5. Does this ALI pass funds to other state or local entities (e.g., grants, subsidies, or shared revenues)? Do not include central services charges (e.g. DAS, OBM).</p> <p style="padding-left: 20px;">Describe the distribution methodology, including allocation methods, formulas used, and legal</p>	<p>No</p>

DOT
Fund 7002 - Highway Operating
ALI 779491 - Administration-State

Report Created: 10/13/2020 1:13:15 PM

authority.

6. How do expenditures from this ALI support the agency mission and/or the Governor's priorities?

The ALI includes Administrative support staff who are ensuring the approved funding is focused on resources, which are the highest priority needs, while also working to automate processes so the Department is operating in the most efficient manner possible.

The resources funded within this ALI are closely monitoring and working to realize the promise made by Director Marchbanks to Ohioans during his Transportation Budget Testimony during the FY 20 -21 biennium budget testimony that ODOT would save \$100 million dollars in operational efficiencies in the next four years.

Reduction Funding Level (Operating A)

7. Describe the proposed strategies that will be used to meet the reduction levels such as service cancelation, decreased subsidies, etc.

No reduction will result at the requested funding level.

8. What services or activities will not be provided if this reduction in funding level occurs? Please describe each reduced or eliminated service, initiative, or function including, but not limited to, changes to the number of people served, level of assistance provided, the number of awards and amounts disbursed, etc. Include the estimated amount for each reduction.

Not applicable

9. For each of the reduced or eliminated services, initiatives, or functions, describe the short-term and long-term impacts of these reductions.

Not applicable

Continuing Priorities Funding Level (Operating B)

10. Is the requested appropriation level for this ALI in FY 2022 or FY 2023 different (increase or decrease) from the level appropriated in FY 2021?

Yes

Explain (e.g., payroll, inflationary increases, etc.)

ODOT utilizes an internal payroll system (Planning & Budgeting Cloud Services) to calculate the Annual Budget, Biennium Budget, and Payroll Projection utilized to evaluate payroll thru the Fiscal Year.

The payroll may increase due to possible vacancies being filled in Fiscal Year 2022 and 2023 assuming the "hiring freeze" due to the COVID-19 pandemic will be lifted. The payroll will also increase due to the rise in the cost of health care along with an estimated 3% increase in COLA for Exempt employees in FY 2022. At this time, unaware of any expected COLA increases for the non-exempt employees as the contract will not be negotiated until the spring of calendar year 2021.

ODOT also continues to work towards efficiencies and ways to reduce administrative costs, as is demonstrated in the reduced biennium request from FY 2021 ALI controls.

Additional Information

11. Provide any additional information concerning this ALI not included above that will serve to assist OBM in the analysis of this request.

Currently, the Ohio Department of Transportation is in the process of upgrading its Appropriation Accounting (AA) system. AA resides on the mainframe and utilizes software that is coded in Mantis. ODOT has not

DOT
Fund 7002 - Highway Operating
ALI 779491 - Administration-State

Report Created: 10/13/2020 1:13:15 PM

upgraded Mantis since 1998. The version ODOT uses is no longer supported by Cincom. For several years, ODOT has been looking for a way to decommission the mainframe and move AA to a different platform.

FUND ACTIVITY QUESTIONS AND ACTIVITY
SUMMARY REPORTS

DOT - Activity For Fund 2120 - Highway/Transit Infrastructure Bank

Report Created: 10/13/2020 9:37:30 AM

Question	Answer
Fund Number	2120
Fund Description	Highway/Transit Infrastructure Bank
<u>Fund Summary</u>	
1. Was this fund active in OAKS during the FY 2020-21 biennium?	Yes
2. Explain the legal authority of this fund, including the Ohio Revised Code chapter, the section of temporary (uncodified) law, and/or the Controlling Board action number and approval date.	This fund was created under authority established in section 5531.09 of the Ohio Revised Code.
3. List all ALIs that are within this fund (ALI number, ALI name).	Any ALIs will be listed below
<u>Revenue</u>	
4. Explain all major sources of revenue deposited into this fund.	The major source of revenue deposited into this fund are loan repayments from borrowers.
Are any of these major sources of revenue grants?	No
Please fill out the Grants Table.	Any Grants will be listed below
5. What factors (e.g., fee increase, population changes, etc.) have influenced revenues into this fund? What specific assumptions were used in developing revenue estimates for this budget?	<p>This fund was originally seeded with federal highway, federal transit dollars and state motor fuel tax revenues. Those revenues have been loaned out over the years to local governmental entities, and the principal repaid along with interest earned on the loan. This fund is used for Title 23 eligible highway projects. In FY2009 the loan repayment revenues were also used to support a bonding program within the SIB. This will allow the SIB to increase the amount of low-cost dollars available to locals to support local highway projects.</p> <p>The assumptions used are based solely on the estimated revenues to be received from loan repayments, as well as investment income expected to be earned on the account. Bond appropriations would only be used if a local was awarded a SIB bond and required ODOT to let and administer the project. ODOT has the authority to re-appropriate unused SIB appropriations from prior years.</p>
6. Identify and explain patterns in revenue flow in this fund (e.g., all revenue received in May and June due to seasonal nature of renewals; revenues received evenly throughout the fiscal year, etc.).	Investment income is earned and deposited quarterly, and loan repayments are received throughout the year, according to individual loan amortization schedules.
7. Compare your agency's FY 2020 revenue estimates for this fund to actual revenues collected in that year. Provide the amount of the variance, the percent difference, and a brief explanation of the variance.	There was not a significant difference between FY2020 loan repayments forecasted to the actual FY2020 loan repayments received.
<u>Fund Balance</u>	
8. Identify the target ending cash balance to adequately support programs for this fund, as either a percentage of revenue or months of expenditures. Explain the rationale for this target.	The cash balance for this fund has recently been between \$76 million and \$80 million. This cash is supporting open encumbrances as well as appropriations that are available to be loaned out, and loans that have been approved but not yet encumbered.
9. Are there any "transfers-in" or "transfers-out" shown in the Fund Activity Summary for this fund?	No

DOT - Activity For Fund 2120 - Highway/Transit Infrastructure Bank

Report Created: 10/13/2020 9:37:30 AM

Explain the source or recipient and the legal authority for any transfers in or out of this fund.

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DOT - Activity For Fund 2120 - Highway/Transit Infrastructure Bank

Report Created: 10/13/2020 9:37:30 AM

[illegible]

BPM-0003 Fund Activity Summary

[Data Dictionary](#)

Model: Agency Model
Scenario: Operating A

10/11/20 5:36 PM

Fund: 2120

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			93,402,336.39	92,362,550.31	87,660,054.14	76,343,370.78	75,376,731.78	73,435,852.78
Revenue	4200	BUSINESS LICENSES & FEES	27,762.70	21,043.79	17,062.48	7,000.00	7,000.00	7,000.00
Revenue	4600	OTHER SOURCES OF FINANCING	21,675,849.46	18,383,983.20	21,073,542.62	13,900,000.00	18,502,121.00	17,755,462.00
Revenue	4700	ISTVS	1,171,116.11	1,987,910.99	1,665,931.06	400,000.00	400,000.00	400,000.00
Total Receipts (Net of AR) - Total			22,874,728.27	20,392,937.98	22,756,536.16	14,307,000.00	18,909,121.00	18,162,462.00
Total Resources Available - Total			116,277,064.66	112,755,488.29	110,416,590.30	90,650,370.78	94,285,852.78	91,598,314.78
Expenses	570	Capital Items	18,272,421.92	19,865,086.69	29,214,657.87	11,513,058.00	13,000,000.00	13,000,000.00
Expenses	591	Debt Service	546,452.69	550,669.78	548,360.88	510,000.00	600,000.00	600,000.00
Expenses	595	Transfers and Non-Expense	5,095,639.74	4,679,677.68	4,310,200.77	3,250,581.00	7,250,000.00	7,250,000.00
Total Disbursements (Net of AP) - Total			23,914,514.35	25,095,434.15	34,073,219.52	15,273,639.00	20,850,000.00	20,850,000.00
Total Use of Funds - Total			23,914,514.35	25,095,434.15	34,073,219.52	15,273,639.00	20,850,000.00	20,850,000.00
Net Cash Balance (ending balance)			92,362,550.31	87,660,054.14	76,343,370.78	75,376,731.78	73,435,852.78	70,748,314.78

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	2120
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	Yes
Operating B	No
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

BPM-0003 Fund Activity Summary

Model: Agency Model
Scenario: Operating B

10/11/20 6:36 PM

Fund: 2120

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			93,402,336.39	92,362,550.31	87,660,054.14	76,343,370.78	75,376,731.78	73,435,852.78
Revenue	4200	BUSINESS LICENSES & FEES	27,762.70	21,043.79	17,062.48	7,000.00	7,000.00	7,000.00
Revenue	4600	OTHER SOURCES OF FINANCING	21,675,849.46	18,383,983.20	21,073,542.62	13,900,000.00	18,502,121.00	17,755,462.00
Revenue	4700	ISTVS	1,171,116.11	1,987,910.99	1,665,931.06	400,000.00	400,000.00	400,000.00
Total Receipts (Net of AR) - Total			22,874,728.27	20,392,937.98	22,756,536.16	14,307,000.00	18,909,121.00	18,162,462.00
Total Resources Available - Total			116,277,064.66	112,755,488.29	110,416,590.30	90,650,370.78	94,285,852.78	91,598,314.78
Expenses	570	Capital Items	18,272,421.92	19,865,086.69	29,214,657.87	11,513,058.00	13,000,000.00	13,000,000.00
Expenses	591	Debt Service	546,452.69	550,669.78	548,360.88	510,000.00	600,000.00	600,000.00
Expenses	595	Transfers and Non-Expense	5,095,639.74	4,679,677.68	4,310,200.77	3,250,581.00	7,250,000.00	7,250,000.00
Total Disbursements (Net of AP) - Total			23,914,514.35	25,095,434.15	34,073,219.52	15,273,639.00	20,850,000.00	20,850,000.00
Total Use of Funds - Total			23,914,514.35	25,095,434.15	34,073,219.52	15,273,639.00	20,850,000.00	20,850,000.00
Net Cash Balance (ending balance)			92,362,550.31	87,660,054.14	76,343,370.78	75,376,731.78	73,435,852.78	70,748,314.78

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	2120
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	No
Operating B	Yes
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

DOT - Activity For Fund 2130 - Aviation Infrastructure Bank

Report Created: 10/13/2020 9:40:35 AM

Question	Answer
Fund Number	2130
Fund Description	Aviation Infrastructure Bank
<u>Fund Summary</u>	
1. Was this fund active in OAKS during the FY 2020-21 biennium?	Yes
2. Explain the legal authority of this fund, including the Ohio Revised Code chapter, the section of temporary (uncodified) law, and/or the Controlling Board action number and approval date.	This fund was created under authority established in section 5531.09 of the Ohio Revised Code.
3. List all ALIs that are within this fund (ALI number, ALI name).	Any ALIs will be listed below
<u>Revenue</u>	
4. Explain all major sources of revenue deposited into this fund.	The major source of revenue deposited in this fund are loan repayments from borrowers.
Are any of these major sources of revenue grants?	No
Please fill out the Grants Table.	Any Grants will be listed below
5. What factors (e.g., fee increase, population changes, etc.) have influenced revenues into this fund? What specific assumptions were used in developing revenue estimates for this budget?	<p>This fund was originally seeded with GRF dollars and is used to support projects that would not be eligible for loans using funds in the 2120 fund.</p> <p>Those GRF revenues have been loaned out over the years to local governmental entities, and the principal repaid along with interest earned on the loan. These funds are flexible and can be used for practically any type of local infrastructure or multi-modal transportation project. In FY2007 the loan repayment revenues were also used to support a bonding program within the 2130 SIB fund. This will allow the GRF SIB to increase the amount of low-cost dollars available to locals to support local multi-modal transportation projects.</p> <p>The assumptions used are based solely on the estimated revenues to be received from loan repayments, as well as investment income expected to be earned on the account. Bond appropriations would only be used if a local was awarded a SIB bond and required ODOT to let and administer the project. ODOT has the authority to re-appropriate unused SIB appropriations from prior years.</p>
6. Identify and explain patterns in revenue flow in this fund (e.g., all revenue received in May and June due to seasonal nature of renewals; revenues received evenly throughout the fiscal year, etc.).	Investment income is earned and deposited quarterly, and loan repayments are received throughout the year, according to individual loan amortization schedules.
7. Compare your agency's FY 2020 revenue estimates for this fund to actual revenues collected in that year. Provide the amount of the variance, the percent difference, and a brief explanation of the variance.	There was not a significant variance between FY2020 loan repayments forecasted to the actual FY2020 loan repayments received.
<u>Fund Balance</u>	
8. Identify the target ending cash balance to adequately support programs for this fund, as either a percentage of revenue or months of expenditures. Explain the	The cash balance for this fund has recently been between \$10 million and \$11 million. This cash is supporting open encumbrances as well as appropriations that are available to be loaned out, and loans that have

DOT - Activity For Fund 2130 - Aviation Infrastructure Bank

Report Created: 10/13/2020 9:40:35 AM

rationale for this target.

9. Are there any "transfers-in" or "transfers-out" shown in the Fund Activity Summary for this fund?

Explain the source or recipient and the legal authority for any transfers in or out of this fund.

been approved but not yet encumbered.

No

DOT - Activity For Fund 2130 - Aviation Infrastructure Bank

Report Created: 10/13/2020 9:40:35 AM

[illegible]

BPM-0003 Fund Activity Summary

Model: Agency Model
Scenario: Operating A

10/11/20 5:53 PM

Fund: 2130

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			11,387,078.79	12,923,738.51	10,852,778.66	10,349,249.86	11,124,254.86	9,193,558.86
Revenue	4200	BUSINESS LICENSES & FEES	7,445.42	17,161.26	30,285.94	1,000.00	1,000.00	1,000.00
Revenue	4600	OTHER SOURCES OF FINANCING	5,097,653.71	3,421,428.02	3,656,883.03	3,224,000.00	4,168,304.00	4,084,586.00
Revenue	4700	ISTVS	151,847.66	236,907.34	213,940.92	50,000.00	50,000.00	50,000.00
Total Receipts (Net of AR) - Total			5,256,946.79	3,675,496.62	3,901,109.89	3,275,000.00	4,219,304.00	4,135,586.00
Total Resources Available - Total			16,644,025.58	16,599,235.13	14,753,888.55	13,624,249.86	15,343,558.86	13,329,144.86
Expenses	570	Capital Items	0.00	0.00	0.00	337,500.00	200,000.00	200,000.00
Expenses	591	Debt Service	525,474.33	481,668.54	444,742.56	552,500.00	550,000.00	0.00
Expenses	595	Transfers and Non-Expense	3,194,812.74	5,264,787.93	3,959,896.13	1,609,995.00	5,400,000.00	5,950,000.00
Total Disbursements (Net of AP) - Total			3,720,287.07	5,746,456.47	4,404,638.69	2,499,995.00	6,150,000.00	6,150,000.00
Total Use of Funds - Total			3,720,287.07	5,746,456.47	4,404,638.69	2,499,995.00	6,150,000.00	6,150,000.00
Net Cash Balance (ending balance)			12,923,738.51	10,852,778.66	10,349,249.86	11,124,254.86	9,193,558.86	7,179,144.86

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	2130
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	Yes
Operating B	No
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

BPM-0003 Fund Activity Summary

Model: Agency Model
Scenario: Operating B

10/11/20 6:33 PM

Fund: 2130

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			11,387,078.79	12,923,738.51	10,852,778.66	10,349,249.86	11,124,254.86	9,193,558.86
Revenue	4200	BUSINESS LICENSES & FEES	7,445.42	17,161.26	30,285.94	1,000.00	1,000.00	1,000.00
Revenue	4600	OTHER SOURCES OF FINANCING	5,097,653.71	3,421,428.02	3,656,883.03	3,224,000.00	4,168,304.00	4,084,586.00
Revenue	4700	ISTVS	151,847.66	236,907.34	213,940.92	50,000.00	50,000.00	50,000.00
Total Receipts (Net of AR) - Total			5,256,946.79	3,675,496.62	3,901,109.89	3,275,000.00	4,219,304.00	4,135,586.00
Total Resources Available - Total			16,644,025.58	16,599,235.13	14,753,888.55	13,624,249.86	15,343,558.86	13,329,144.86
Expenses	570	Capital Items	0.00	0.00	0.00	337,500.00	200,000.00	200,000.00
Expenses	591	Debt Service	525,474.33	481,668.54	444,742.56	552,500.00	550,000.00	0.00
Expenses	595	Transfers and Non-Expense	3,194,812.74	5,264,787.93	3,959,896.13	1,609,995.00	5,400,000.00	5,950,000.00
Total Disbursements (Net of AP) - Total			3,720,287.07	5,746,456.47	4,404,638.69	2,499,995.00	6,150,000.00	6,150,000.00
Total Use of Funds - Total			3,720,287.07	5,746,456.47	4,404,638.69	2,499,995.00	6,150,000.00	6,150,000.00
Net Cash Balance (ending balance)			12,923,738.51	10,852,778.66	10,349,249.86	11,124,254.86	9,193,558.86	7,179,144.86

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	2130
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	No
Operating B	Yes
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

DOT - Activity For Fund 4N40 - Rail Development

Report Created: 10/13/2020 9:41:50 AM

Question	Answer
Fund Number	4N40
Fund Description	Rail Development
<u>Fund Summary</u>	
1. Was this fund active in OAKS during the FY 2020-21 biennium?	Yes
2. Explain the legal authority of this fund, including the Ohio Revised Code chapter, the section of temporary (uncodified) law, and/or the Controlling Board action number and approval date.	The Rail Development Fund is created in section 4981.09 of the Ohio Revised Code.
3. List all ALIs that are within this fund (ALI number, ALI name).	Any ALIs will be listed below
<u>Revenue</u>	
4. Explain all major sources of revenue deposited into this fund.	Revenues to this fund consist of loan repayments and property management and miscellaneous revenues. ORDC's loans carry a 5- to 7-year term, with no interest due in the first year and a below-prime rate in the remaining years. Interest rates are fixed at the time of the loan closing so payment amounts for each loan are stable and predictable. Property management revenues include lease payments by railroads operating on state-owned lines, as well as fees for use of the state-owned property by utilities and royalty payments for gas and oil resources. Amounts vary depending on the value of the property and the extent of its use by the lessee. The Rail Development Fund also receives miscellaneous payments for rail purposes, including federal grant and local project reimbursements.
Are any of these major sources of revenue grants?	No
Please fill out the Grants Table.	Any Grants will be listed below
5. What factors (e.g., fee increase, population changes, etc.) have influenced revenues into this fund? What specific assumptions were used in developing revenue estimates for this budget?	<p>The loan repayment stream is a function of the loans currently in repayment and is expected to remain flat from FY2021 to FY2022 (\$399,407 and \$404,138 respectively) and then decline to \$298,512 in FY2023 based on the outstanding loan portfolio. Additional loans issued by the Commission will result in additional repayments.</p> <p>Property management revenues have been generally flat in the FY2019-FY2021 period. Variations in total revenues to the fund have been the result of one-time circumstances.</p> <p>The FY2021-FY2023 revenue estimates are based on the issuance of Commission-approved loans during prior fiscal years. They also assume continued loan repayments consistent with the current terms of each loan agreement. In addition, the estimates include revenues from ORDC's property management activities.</p>
6. Identify and explain patterns in revenue flow in this fund (e.g., all revenue received in May and June due to seasonal nature of renewals; revenues received evenly throughout the fiscal year, etc.).	ORDC's loan repayments are structured to be consistent from month to month, so there are not variations during the fiscal year. Variances through the fiscal year occur in the property management and other revenues and are based on the timing of loan application and commitment fee payments, lease agreements, and other one-time instances.

DOT - Activity For Fund 4N40 - Rail Development

Report Created: 10/13/2020 9:41:50 AM

7. Compare your agency's FY 2020 revenue estimates for this fund to actual revenues collected in that year. Provide the amount of the variance, the percent difference, and a brief explanation of the variance.

Actual revenues for this fund were above estimates for FY2020 (\$2,208,614 compared to the estimated \$1,960,909). This is a variance of \$247,705, or 12.6%. The overage is largely a result of reimbursement of the local share of a grade crossing safety project in the Village of Glendale.

Fund Balance

8. Identify the target ending cash balance to adequately support programs for this fund, as either a percentage of revenue or months of expenditures. Explain the rationale for this target.

Sound fiscal management requires a balance to cover outstanding encumbrances (grant and loan commitments into which the ORDC has entered) and to manage cash flow for ongoing agency operations. Loan disbursements often occur in lump sum; as such, an ending unencumbered cash balance of at least one year's appropriation is targeted.

9. Are there any "transfers-in" or "transfers-out" shown in the Fund Activity Summary for this fund?

No

Explain the source or recipient and the legal authority for any transfers in or out of this fund.

DOT - Activity For Fund 4N40 - Rail Development

Report Created: 10/13/2020 9:41:50 AM

BPM-0003 Fund Activity Summary

Model: Agency Model
Scenario: Operating A

10/11/20 6:01 PM

Fund: 4N40

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			8,424,783.02	8,855,576.60	9,786,747.16	9,958,985.65	9,899,622.65	8,932,960.65
Revenue	4200	BUSINESS LICENSES & FEES	7,000.00	6,255.40	5,000.00	5,000.00	5,000.00	5,000.00
Revenue	4430	OTHER GRANTS AND CONTRIBUTIONS	0.00	0.00	2,500.00	0.00	0.00	0.00
Revenue	4500	RECOVERIES AND REIMBURSEMENTS	1,276,116.10	1,987,502.95	1,502,241.62	1,500,000.00	1,500,000.00	1,500,000.00
Revenue	4600	OTHER SOURCES OF FINANCING	897,900.32	823,357.75	698,872.19	399,407.00	404,138.00	298,512.00
Total Receipts (Net of AR) - Total			2,181,016.42	2,817,116.10	2,208,613.81	1,904,407.00	1,909,138.00	1,803,512.00
Total Resources Available - Total			10,605,799.44	11,672,692.70	11,995,360.97	11,863,392.65	11,808,760.65	10,736,472.65
Expenses	500	Personal Services	608,903.54	674,094.96	766,400.09	788,867.00	867,778.00	884,586.00
Expenses	510	Purchased Personal Services	15,165.58	18,574.61	40,962.85	42,855.00	46,000.00	46,000.00
Expenses	520	Supplies and Maintenance	82,590.87	87,108.41	83,828.01	59,150.00	92,000.00	93,000.00
Expenses	550	Subsidies Shared Revenue	539,163.98	200,736.02	489,029.73	554,590.00	560,000.00	560,000.00
Expenses	570	Capital Items	77,929.68	85,798.67	256,154.64	96,525.00	100,000.00	100,000.00
Expenses	595	Transfers and Non-Expense	426,469.19	819,632.87	400,000.00	421,783.00	1,210,022.00	1,192,214.00
Total Disbursements (Net of AP) - Total			1,750,222.84	1,885,945.54	2,036,375.32	1,963,770.00	2,875,800.00	2,875,800.00
Total Use of Funds - Total			1,750,222.84	1,885,945.54	2,036,375.32	1,963,770.00	2,875,800.00	2,875,800.00
Net Cash Balance (ending balance)			8,855,576.60	9,786,747.16	9,958,985.65	9,899,622.65	8,932,960.65	7,860,672.65

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	4N40
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	Yes
Operating B	No
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

BPM-0003 Fund Activity Summary

Model: Agency Model
Scenario: Operating B

10/11/20 6:31 PM

Fund: 4N40

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			8,424,783.02	8,855,576.60	9,786,747.16	9,958,985.65	9,899,622.65	8,932,960.65
Revenue	4200	BUSINESS LICENSES & FEES	7,000.00	6,255.40	5,000.00	5,000.00	5,000.00	5,000.00
Revenue	4430	OTHER GRANTS AND CONTRIBUTIONS	0.00	0.00	2,500.00	0.00	0.00	0.00
Revenue	4500	RECOVERIES AND REIMBURSEMENTS	1,276,116.10	1,987,502.95	1,502,241.62	1,500,000.00	1,500,000.00	1,500,000.00
Revenue	4600	OTHER SOURCES OF FINANCING	897,900.32	823,357.75	698,872.19	399,407.00	404,138.00	298,512.00
Total Receipts (Net of AR) - Total			2,181,016.42	2,817,116.10	2,208,613.81	1,904,407.00	1,909,138.00	1,803,512.00
Total Resources Available - Total			10,605,799.44	11,672,692.70	11,995,360.97	11,863,392.65	11,808,760.65	10,736,472.65
Expenses	500	Personal Services	608,903.54	674,094.96	766,400.09	788,867.00	867,778.00	884,586.00
Expenses	510	Purchased Personal Services	15,165.58	18,574.61	40,962.85	42,855.00	46,000.00	46,000.00
Expenses	520	Supplies and Maintenance	82,590.87	87,108.41	83,828.01	59,150.00	92,000.00	93,000.00
Expenses	550	Subsidies Shared Revenue	539,163.98	200,736.02	489,029.73	554,590.00	0.00	0.00
Expenses	570	Capital Items	77,929.68	85,798.67	256,154.64	96,525.00	100,000.00	100,000.00
Expenses	595	Transfers and Non-Expense	426,469.19	819,632.87	400,000.00	421,783.00	1,770,022.00	1,752,214.00
Total Disbursements (Net of AP) - Total			1,750,222.84	1,885,945.54	2,036,375.32	1,963,770.00	2,875,800.00	2,875,800.00
Total Use of Funds - Total			1,750,222.84	1,885,945.54	2,036,375.32	1,963,770.00	2,875,800.00	2,875,800.00
Net Cash Balance (ending balance)			8,855,576.60	9,786,747.16	9,958,985.65	9,899,622.65	8,932,960.65	7,860,672.65

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	4N40
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	No
Operating B	Yes
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

DOT - Activity For Fund 5QT0 - Ohio Maritime Assistance Program

Report Created: 10/26/2020 7:20:55 AM

Question	Answer
Fund Number	5QT0
Fund Description	Ohio Maritime Assistance Program
<u>Fund Summary</u>	
1. Was this fund active in OAKS during the FY 2020-21 biennium?	Yes
2. Explain the legal authority of this fund, including the Ohio Revised Code chapter, the section of temporary (uncodified) law, and/or the Controlling Board action number and approval date.	The Ohio Maritime Assistance Program is created in section 5501.91 of the Ohio Revised Code.
3. List all ALIs that are within this fund (ALI number, ALI name).	Any ALIs will be listed below
<u>Revenue</u>	
4. Explain all major sources of revenue deposited into this fund.	Revenues to this fund consist of cash transfers in FY 2020 and 2021 from the Facilities Establishment Fund (Fund 7037).
Are any of these major sources of revenue grants?	No
Please fill out the Grants Table.	Any Grants will be listed below
5. What factors (e.g., fee increase, population changes, etc.) have influenced revenues into this fund? What specific assumptions were used in developing revenue estimates for this budget?	The factors that influenced revenues into this fund were from H.B. 166. H.B. 166 established cash transfers to occur in FY 2020 and 2021 for \$11,000,000 and \$12,000,000, respectively. There are no other revenue assumptions used to develop revenue estimates. ODOT doesn't anticipate additional revenue to occur in the near term.
6. Identify and explain patterns in revenue flow in this fund (e.g., all revenue received in May and June due to seasonal nature of renewals; revenues received evenly throughout the fiscal year, etc.).	The cash transfers for this revenue occurred in July of FY 2020 and 2021.
7. Compare your agency's FY 2020 revenue estimates for this fund to actual revenues collected in that year. Provide the amount of the variance, the percent difference, and a brief explanation of the variance.	Actual revenues for this fund were the amount of the cash transfer. There was no estimated revenue forecasted.
<u>Fund Balance</u>	
8. Identify the target ending cash balance to adequately support programs for this fund, as either a percentage of revenue or months of expenditures. Explain the rationale for this target.	Target ending cash balance is anticipated to be zero once the cash that has been transferred into the fund has been completely expended.
9. Are there any "transfers-in" or "transfers-out" shown in the Fund Activity Summary for this fund?	Yes
Explain the source or recipient and the legal authority for any transfers in or out of this fund.	This funds revenue source comes from a transfer-in. The source of this revenue is \$11,000,000 and \$12,000,000 from Facilities Establishment Fund (Fund 7037) during FY 2020 and 2021, respectively. Legal Authority was established under H.B. 166.

DOT - Activity For Fund 5QT0 - Ohio Maritime Assistance Program

Report Created: 10/26/2020 7:20:55 AM

BPM-0003 Fund Activity Summary

[Data Dictionary](#)

Model: Agency Model
Scenario: Operating A

10/26/20 7:03 AM

Fund: 5QT0

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			0.00	0.00	0.00	11,000,000.00	21,200,000.00	21,200,000.00
Revenue	885500	-	0.00	0.00	11,000,000.00	12,000,000.00	0.00	0.00
Total Resources Available - Total			0.00	0.00	11,000,000.00	23,000,000.00	21,200,000.00	21,200,000.00
Expenses	570	Capital Items	0.00	0.00	0.00	1,800,000.00	0.00	0.00
Total Disbursements (Net of AP) - Total			0.00	0.00	0.00	1,800,000.00	0.00	0.00
Total Use of Funds - Total			0.00	0.00	0.00	1,800,000.00	0.00	0.00
Net Cash Balance (ending balance)			0.00	0.00	11,000,000.00	21,200,000.00	21,200,000.00	21,200,000.00

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	5QT0
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	Yes
Operating B	No
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

BPM-0003 Fund Activity Summary

[Data Dictionary](#)

Model: Agency Model
Scenario: Operating B

10/26/20 7:05 AM

Fund: 5QT0

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			0.00	0.00	0.00	11,000,000.00	21,200,000.00	21,200,000.00
Revenue	885500	-	0.00	0.00	11,000,000.00	12,000,000.00	0.00	0.00
Total Resources Available - Total			0.00	0.00	11,000,000.00	23,000,000.00	21,200,000.00	21,200,000.00
Expenses	570	Capital Items	0.00	0.00	0.00	1,800,000.00	0.00	0.00
Total Disbursements (Net of AP) - Total			0.00	0.00	0.00	1,800,000.00	0.00	0.00
Total Use of Funds - Total			0.00	0.00	0.00	1,800,000.00	0.00	0.00
Net Cash Balance (ending balance)			0.00	0.00	11,000,000.00	21,200,000.00	21,200,000.00	21,200,000.00

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	5QT0
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	No
Operating B	Yes
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

DOT - Activity For Fund 5W90 - County Airport Maintenance Assistance

Report Created: 10/13/2020 9:44:25 AM

Question	Answer
Fund Number	5W90
Fund Description	County Airport Maintenance Assistance
<u>Fund Summary</u>	
1. Was this fund active in OAKS during the FY 2020-21 biennium?	Yes
2. Explain the legal authority of this fund, including the Ohio Revised Code chapter, the section of temporary (uncodified) law, and/or the Controlling Board action number and approval date.	This fund was created under the authority granted by section 4561.21 of the Ohio Revised Code. The revenues received for this fund are aircraft registration fees.
3. List all ALIs that are within this fund (ALI number, ALI name).	Any ALIs will be listed below
<u>Revenue</u>	
4. Explain all major sources of revenue deposited into this fund.	The revenues received for this fund are aircraft registration fees.
Are any of these major sources of revenue grants?	No
Please fill out the Grants Table.	Any Grants will be listed below
5. What factors (e.g., fee increase, population changes, etc.) have influenced revenues into this fund? What specific assumptions were used in developing revenue estimates for this budget?	Revenues for this fund have been stable over the past several fiscal years at about \$450K per year. ODOT expects the revenues to be flat in FY2022 and FY2023 compared to those received in FY2020 and FY2021.
6. Identify and explain patterns in revenue flow in this fund (e.g., all revenue received in May and June due to seasonal nature of renewals; revenues received evenly throughout the fiscal year, etc.).	Most of the revenue from the aircraft registration collections comes in during the months of January through April and small amounts trickle in through the remainder of the year.
7. Compare your agency's FY 2020 revenue estimates for this fund to actual revenues collected in that year. Provide the amount of the variance, the percent difference, and a brief explanation of the variance.	There were no large discrepancies between estimated and actual revenues.
<u>Fund Balance</u>	
8. Identify the target ending cash balance to adequately support programs for this fund, as either a percentage of revenue or months of expenditures. Explain the rationale for this target.	The annual authorization for spending from this fund is \$620,000. Annual revenue is approximately \$450,000, the bulk of which is received in Jan. and April of each year. The bulk of funding for airport grants is encumbered during the third and fourth quarters of the fiscal year (January through June). The target ending cash balance is to zero out the fund balance at the end of each fiscal year.
9. Are there any "transfers-in" or "transfers-out" shown in the Fund Activity Summary for this fund?	No
Explain the source or recipient and the legal authority for any transfers in or out of this fund.	

DOT - Activity For Fund 5W90 - County Airport Maintenance Assistance

Report Created: 10/13/2020 9:44:25 AM

BPM-0003 Fund Activity Summary

[Data Dictionary](#)

Model: Agency Model
Scenario: Operating A

10/11/20 6:24 PM

Fund: 5W90

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			1,360,628.84	1,351,672.81	1,395,061.34	1,636,542.11	1,466,542.11	1,296,542.11
Revenue	4200	BUSINESS LICENSES & FEES	11,246.56	15,590.51	17,849.46	20,000.00	20,000.00	20,000.00
Revenue	4500	RECOVERIES AND REIMBURSEMENTS	434,766.00	421,875.00	402,960.00	430,000.00	430,000.00	430,000.00
Total Receipts (Net of AR) - Total			446,012.56	437,465.51	420,809.46	450,000.00	450,000.00	450,000.00
Total Resources Available - Total			1,806,641.40	1,789,138.32	1,815,870.80	2,086,542.11	1,916,542.11	1,746,542.11
Expenses	550	Subsidies Shared Revenue	454,968.59	394,076.98	179,328.69	620,000.00	620,000.00	620,000.00
Total Disbursements (Net of AP) - Total			454,968.59	394,076.98	179,328.69	620,000.00	620,000.00	620,000.00
Total Use of Funds - Total			454,968.59	394,076.98	179,328.69	620,000.00	620,000.00	620,000.00
Net Cash Balance (ending balance)			1,351,672.81	1,395,061.34	1,636,542.11	1,466,542.11	1,296,542.11	1,126,542.11

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	5W90
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	Yes
Operating B	No
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

BPM-0003 Fund Activity Summary

[Data Dictionary](#)

Model: Agency Model
Scenario: Operating B

10/11/20 6:28 PM

Fund: 5W90

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			1,360,628.84	1,351,672.81	1,395,061.34	1,636,542.11	1,466,542.11	1,296,542.11
Revenue	4200	BUSINESS LICENSES & FEES	11,246.56	15,590.51	17,849.46	20,000.00	20,000.00	20,000.00
Revenue	4500	RECOVERIES AND REIMBURSEMENTS	434,766.00	421,875.00	402,960.00	430,000.00	430,000.00	430,000.00
Total Receipts (Net of AR) - Total			446,012.56	437,465.51	420,809.46	450,000.00	450,000.00	450,000.00
Total Resources Available - Total			1,806,641.40	1,789,138.32	1,815,870.80	2,086,542.11	1,916,542.11	1,746,542.11
Expenses	550	Subsidies Shared Revenue	454,968.59	394,076.98	179,328.69	620,000.00	620,000.00	620,000.00
Total Disbursements (Net of AP) - Total			454,968.59	394,076.98	179,328.69	620,000.00	620,000.00	620,000.00
Total Use of Funds - Total			454,968.59	394,076.98	179,328.69	620,000.00	620,000.00	620,000.00
Net Cash Balance (ending balance)			1,351,672.81	1,395,061.34	1,636,542.11	1,466,542.11	1,296,542.11	1,126,542.11

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	5W90
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	No
Operating B	Yes
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

DOT - Activity For Fund 7002 - Highway Operating

Report Created: 10/13/2020 9:46:09 AM

Question	Answer
Fund Number	7002
Fund Description	Highway Operating
<u>Fund Summary</u>	
1. Was this fund active in OAKS during the FY 2020-21 biennium?	Yes
2. Explain the legal authority of this fund, including the Ohio Revised Code chapter, the section of temporary (uncodified) law, and/or the Controlling Board action number and approval date.	The fund was established through the authority granted by section 5735.051(A) of the Ohio Revised Code.
3. List all ALIs that are within this fund (ALI number, ALI name).	Any ALIs will be listed below
<u>Revenue</u>	
4. Explain all major sources of revenue deposited into this fund.	The primary sources of revenue for this fund are from ODOT's share of the state motor fuel tax, funding from the Federal Highway Administration and Federal Transit Administration, as well as local government project participation. In addition to these sources of revenue, the fund receives revenue from the state motor fuel use tax, vehicle registration fees, interest income to the fund, and other miscellaneous department revenue activities.
Are any of these major sources of revenue grants?	Yes
Please fill out the Grants Table.	Any Grants will be listed below
5. What factors (e.g., fee increase, population changes, etc.) have influenced revenues into this fund? What specific assumptions were used in developing revenue estimates for this budget?	<p>State motor fuel tax influences the state revenue portion of this fund. The rate for these revenues during FY2022 and FY2023 is \$0.385/gallon for gasoline, \$0.47/gallon for diesel and other fuels. Compressed Natural Gas is \$0.20/gallon during FY2022 and \$0.30/gallon during FY2023. The specific assumptions used in developing revenue estimates for this budget consist of prior revenue trends based on history of gallons taxed and consideration to the current COVID-19 pandemic impact on fuel consumption. For this budget submittal, it is assumed that FY2022 taxable gallons will be approximately equal to FY2020 actuals. For FY2023, it is assumed taxable gallons will grow by one percent over FY2022.</p> <p>The Federal revenues are based on the FY2020 FAST Act levels. FAST Act was signed into law on December 4, 2015 and is set to expire September 30, 2020. A new transportation budget is not anticipated until a later date and a Continuing Resolution is likely to be passed to extend current FAST Act levels. For FY2022 and FY2023, this budget submittal assumes the federal revenue will remain flat.</p>
6. Identify and explain patterns in revenue flow in this fund (e.g., all revenue received in May and June due to seasonal nature of renewals; revenues received evenly throughout the fiscal year, etc.).	The state motor fuel tax revenue is received throughout the year and follows the flow of consumption (i.e. motor fuel consumption is typically higher in the summer months, so the revenue is greater in the summer months). One other factor is that the debt service for the state highway bonds is removed from the top of the state motor fuel distribution and remitted to the Treasurer's sinking fund before ODOT receives its share of the distribution. This deduction for debt service costs occurs during the months of September through February so cash flow for those months is typically lower than the rest.

DOT - Activity For Fund 7002 - Highway Operating

Report Created: 10/13/2020 9:46:09 AM

7. Compare your agency's FY 2020 revenue estimates for this fund to actual revenues collected in that year. Provide the amount of the variance, the percent difference, and a brief explanation of the variance.

FY2020 estimates, including federal, state, local share, and transfers-in were \$3.37B. Actual federal, state, local share and transfers-in were \$3.39B. The variance was approximately 0.6%.

Fund Balance

8. Identify the target ending cash balance to adequately support programs for this fund, as either a percentage of revenue or months of expenditures. Explain the rationale for this target.

ODOT forecasts the minimum cash balance in this fund to average between \$700 and \$850 million. The reason for such a high cash balance is due to the fact that we have cash sitting on our books which is covering not only the current year encumbrances but also prior year encumbrances. ODOT by law is required to encumber funds when a construction project is awarded to ensure we have sufficient funds set aside. And since it takes multiple years for a construction project to be completed, the cash sits in the fund. The amount of outstanding encumbrances always far exceeds our current cash balance because the federal funds we receive are on a reimbursement basis only, which means we have to first expend the cash and then request a reimbursement from the federal government.

9. Are there any "transfers-in" or "transfers-out" shown in the Fund Activity Summary for this fund?

Yes

Explain the source or recipient and the legal authority for any transfers in or out of this fund.

We primarily have transfers out. There are several recipients of those transfers including the following:

- Roadwork Development Grant Program (Temp law, currently sec. 207.20 HB62)
- Local Governments –to Gasoline Excise Tax Fund –Additional Township formula (ORC 5735.051(C)(3))
- Local Governments –to Gasoline Excise Tax Fund (Temp law, currently sec. 757.30 HB62)
- Inspector General (Temp law, currently sec. 203.60 HB62)

Transfers In:

- Per ORC 5736.13(A)(3) from Petroleum Activity Tax Public Highways Fund -\$7m in FY2020.
- Monthly from Gasoline Excise Tax Fund – 7060 ORC 5735.051(A)(2)

DOT - Activity For Fund 7002 - Highway Operating

Report Created: 10/13/2020 9:46:09 AM

ALI	ALI Title
779491	Administration - State
777475	Aviation Administration
777472	Airport Improvements - Federal
776475	Rail - Federal Rail Admin
776462	Grade Crossings - Federal
775454	Public Transportation - Other
775452	Public Transportation - Federal
773431	Highway Maintenance - State
772438	Major New State Infrastructure Bond Debt Service - Federal
772437	Major New State Infrastructure Bond Debt Service - State
772424	Highway Construction - Other
772422	Highway Construction - Federal
772421	Highway Construction - State
771412	Planning and Research - Federal
771411	Planning and Research - State
770003	Transportation Facilities Lease Rental Bond Payments

DOT - Activity For Fund 7002 - Highway Operating

Report Created: 10/13/2020 9:46:09 AM

Grant Name	CFDA#	Associated ALI	Match ALI	Match Rate	MOE ALI	MOE Amount
FTA	20. (500, 505, 507, 509, 513, 526, 528) and 20.933	775452	775454, 775470	0%-50%	N/A	\$0
FHWA	20.200, 20.205, 20.215, 20.325	771412, 772422, 776462	771411, 772421	0%-20%	N/A	\$0
FAA	20.106	777472	777471, 777475	0%-10%	N/A	\$0
Grant Name	Allocation Grant Method		Continuous Or One Time		Future Of Award	
FTA	Allocation: Formula Discretionary Granted: Application Project Grading Formula		Continuous, grants are reimbursement-based, typically paid for by state gas tax funding before federal reimbursement		Increase, as formula factors due to aging and an increasing population add needs for Transit services in future years	
FHWA	Allocation: Formula Discretionary Granted: Application Project Grading		Continuous, grants are reimbursement-based, typically paid for by state gas tax funding before federal reimbursement		Stay the same, due to unknown factors at federal level	
FAA	Allocation: Discretionary Granted: Application		Continuous, grants are reimbursement-based, typically paid for by state gas tax funding before federal reimbursement		Grants due not exceed \$1M	

BPM-0003 Fund Activity Summary

Model: Agency Model
Scenario: Operating A

10/13/20 6:52 AM

Fund: 7002

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			753,631,236.36	755,567,931.01	771,466,545.11	968,508,510.77	1,647,925,814.77	1,581,710,303.77
Revenue	4100	SALES TAXES	4,655.00	2,943.26	0.00	0.00	0.00	0.00
Revenue	4140	OTHER TAXES	691,916,324.98	718,736,717.89	1,058,381,456.86	1,082,166,449.00	1,092,861,546.00	1,103,513,464.00
Revenue	4200	BUSINESS LICENSES & FEES	47,853,024.46	44,127,506.69	47,314,821.31	46,675,000.00	47,175,000.00	47,175,000.00
Revenue	4300	OTHER INCOME	1,060,320.34	1,968,848.72	1,262,057.43	1,730,000.00	1,730,000.00	1,730,000.00
Revenue	4400	FEDERAL GRANTS	1,444,149,077.17	1,555,983,066.46	1,581,345,152.22	1,423,771,746.00	1,453,198,385.00	1,453,300,791.00
Revenue	4430	OTHER GRANTS AND CONTRIBUTIONS	152,951,120.20	129,724,769.87	165,911,210.17	80,000,000.00	80,000,000.00	80,000,000.00
Revenue	4440	FEDERAL REVENUE STIMULUS	3,696,859.39	3,494,176.04	3,060,460.50	2,593,711.00	2,094,205.00	1,564,950.00
Revenue	4500	RECOVERIES AND REIMBURSEMENTS	22,025,481.03	24,771,143.79	23,873,479.30	14,400,000.00	15,240,000.00	16,500,000.00
Revenue	4700	ISTVS	21,423,728.16	21,172,856.98	32,145,998.75	3,200,000.00	3,200,000.00	3,200,000.00
Total Receipts (Net of AR) - Total			2,385,080,590.73	2,499,982,029.70	2,913,294,636.54	2,654,536,906.00	2,695,499,136.00	2,706,984,205.00
Revenue	885500	-	564,887,550.31	558,793,579.37	474,642,239.77	437,021,050.00	445,561,719.00	437,280,896.00
Total Resources Available - Total			3,703,599,377.40	3,814,343,540.08	4,159,403,421.42	4,060,066,466.77	4,788,986,669.77	4,725,975,404.77
Expenses	500	Personal Services	450,174,697.03	466,903,175.70	484,009,809.54	493,347,657.00	513,508,368.00	525,413,055.00
Expenses	510	Purchased Personal Services	51,315,381.37	42,093,497.46	44,992,500.37	25,835,608.00	40,222,467.00	41,216,502.00
Expenses	520	Supplies and Maintenance	201,006,099.98	242,762,102.23	228,465,137.74	187,511,899.00	225,118,826.00	229,097,100.00
Expenses	530	Equipment	60,936,954.97	60,156,335.62	73,572,868.51	32,893,913.00	60,745,000.00	60,995,000.00
Expenses	550	Subsidies Shared Revenue	34,840,794.36	37,667,054.13	36,968,508.91	34,640,191.00	49,406,732.00	50,291,115.00
Expenses	570	Capital Items	1,786,023,427.82	1,795,796,347.57	1,933,999,470.58	1,278,361,263.00	1,984,765,670.00	1,956,746,145.00
Expenses	590	Judgments, Settlements & Bonds	1,486,260.46	2,046,352.38	1,286,727.31	1,399,850.00	3,500,000.00	3,500,000.00
Expenses	591	Debt Service	156,842,059.00	201,056,229.77	195,909,223.13	167,554,635.00	153,278,895.00	164,834,729.00
Expenses	595	Transfers and Non-Expense	17,248,235.77	5,635,664.11	4,853,080.56	1,835,400.00	3,880,000.00	3,880,000.00
Total Disbursements (Net of AP) - Total			2,759,873,910.76	2,854,116,758.97	3,004,057,326.65	2,223,380,416.00	3,034,425,958.00	3,035,973,646.00
Transfers Out	887500	-	188,157,535.63	188,760,236.00	186,837,584.00	188,760,236.00	172,850,408.00	174,640,592.00
Total Use of Funds - Total			2,948,031,446.39	3,042,876,994.97	3,190,894,910.65	2,412,140,652.00	3,207,276,366.00	3,210,614,238.00

BPM-0003 Fund Activity Summary

[Data Dictionary](#)

Model: Agency Model

Scenario: Operating A

10/13/20 6:52 AM

Fund:

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Net Cash Balance (ending balance)			755,567,931.01	771,466,545.11	968,508,510.77	1,647,925,814.77	1,581,710,303.77	1,515,361,166.77

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	7002
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	Yes
Operating B	No
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

BPM-0003 Fund Activity Summary

Model: Agency Model

Scenario: Operating B

10/13/20 6:57 AM

Fund: 7002

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			753,631,236.36	755,567,931.01	771,466,545.11	968,508,510.77	1,647,925,814.77	1,581,710,303.77
Revenue	4100	SALES TAXES	4,655.00	2,943.26	0.00	0.00	0.00	0.00
Revenue	4140	OTHER TAXES	691,916,324.98	718,736,717.89	1,058,381,456.86	1,082,166,449.00	1,092,861,546.00	1,103,513,464.00
Revenue	4200	BUSINESS LICENSES & FEES	47,853,024.46	44,127,506.69	47,314,821.31	46,675,000.00	47,175,000.00	47,175,000.00
Revenue	4300	OTHER INCOME	1,060,320.34	1,968,848.72	1,262,057.43	1,730,000.00	1,730,000.00	1,730,000.00
Revenue	4400	FEDERAL GRANTS	1,444,149,077.17	1,555,983,066.46	1,581,345,152.22	1,423,771,746.00	1,453,198,385.00	1,453,300,791.00
Revenue	4430	OTHER GRANTS AND CONTRIBUTIONS	152,951,120.20	129,724,769.87	165,911,210.17	80,000,000.00	80,000,000.00	80,000,000.00
Revenue	4440	FEDERAL REVENUE STIMULUS	3,696,859.39	3,494,176.04	3,060,460.50	2,593,711.00	2,094,205.00	1,564,950.00
Revenue	4500	RECOVERIES AND REIMBURSEMENTS	22,025,481.03	24,771,143.79	23,873,479.30	14,400,000.00	15,240,000.00	16,500,000.00
Revenue	4700	ISTVS	21,423,728.16	21,172,856.98	32,145,998.75	3,200,000.00	3,200,000.00	3,200,000.00
Total Receipts (Net of AR) - Total			2,385,080,590.73	2,499,982,029.70	2,913,294,636.54	2,654,536,906.00	2,695,499,136.00	2,706,984,205.00
Revenue	885500	-	564,887,550.31	558,793,579.37	474,642,239.77	437,021,050.00	445,561,719.00	437,280,896.00
Total Resources Available - Total			3,703,599,377.40	3,814,343,540.08	4,159,403,421.42	4,060,066,466.77	4,788,986,669.77	4,725,975,404.77
Expenses	500	Personal Services	450,174,697.03	466,903,175.70	484,009,809.54	493,347,657.00	513,508,368.00	525,413,055.00
Expenses	510	Purchased Personal Services	51,315,381.37	42,093,497.46	44,992,500.37	25,835,608.00	40,222,467.00	41,216,502.00
Expenses	520	Supplies and Maintenance	201,006,099.98	242,762,102.23	228,465,137.74	187,511,899.00	225,118,826.00	229,097,100.00
Expenses	530	Equipment	60,936,954.97	60,156,335.62	73,572,868.51	32,893,913.00	60,745,000.00	60,995,000.00
Expenses	550	Subsidies Shared Revenue	34,840,794.36	37,667,054.13	36,968,508.91	34,640,191.00	49,406,732.00	50,291,115.00
Expenses	570	Capital Items	1,786,023,427.82	1,795,796,347.57	1,933,999,470.58	1,278,361,263.00	1,984,765,670.00	1,956,746,145.00
Expenses	590	Judgments, Settlements & Bonds	1,486,260.46	2,046,352.38	1,286,727.31	1,399,850.00	3,500,000.00	3,500,000.00
Expenses	591	Debt Service	156,842,059.00	201,056,229.77	195,909,223.13	167,554,635.00	153,278,895.00	164,834,729.00
Expenses	595	Transfers and Non-Expense	17,248,235.77	5,635,664.11	4,853,080.56	1,835,400.00	3,880,000.00	3,880,000.00
Total Disbursements (Net of AP) - Total			2,759,873,910.76	2,854,116,758.97	3,004,057,326.65	2,223,380,416.00	3,034,425,958.00	3,035,973,646.00
Transfers Out	887500	-	188,157,535.63	188,760,236.00	186,837,584.00	188,760,236.00	172,850,408.00	174,640,592.00
Total Use of Funds - Total			2,948,031,446.39	3,042,876,994.97	3,190,894,910.65	2,412,140,652.00	3,207,276,366.00	3,210,614,238.00

BPM-0003 Fund Activity Summary

[Data Dictionary](#)

Model: Agency Model

Scenario: Operating B

10/13/20 6:57 AM

Fund:

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Net Cash Balance (ending balance)			755,567,931.01	771,466,545.11	968,508,510.77	1,647,925,814.77	1,581,710,303.77	1,515,361,166.77

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	7002
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	No
Operating B	Yes
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

DOT - Activity For Fund 7042 - Highway Capital Improvement

Report Created: 10/13/2020 9:50:59 AM

Question	Answer
Fund Number	7042
Fund Description	Highway Capital Improvement
<u>Fund Summary</u>	
1. Was this fund active in OAKS during the FY 2020-21 biennium?	Yes
2. Explain the legal authority of this fund, including the Ohio Revised Code chapter, the section of temporary (uncodified) law, and/or the Controlling Board action number and approval date.	This fund was created under the authority granted by section 5528.53 of the Ohio Revised Code and houses proceeds from State Highway Bond debt obligations issued by the state. In addition, the fund earns investment income. Debt service for these proceeds is paid from ODOT's share of the state motor fuel tax. An amount equal to the debt service requirements for these bonds is deducted from the motor fuel tax distribution process from September through February each year and remitted to the Highway Obligations Bond Retirement Fund administered by the Treasurer's office.
3. List all ALIs that are within this fund (ALI number, ALI name).	Any ALIs will be listed below
<u>Revenue</u>	
4. Explain all major sources of revenue deposited into this fund.	Proceeds from State Highway Bond debt obligations issued by the state. In addition, the fund earns investment income.
Are any of these major sources of revenue grants?	No
Please fill out the Grants Table.	Any Grants will be listed below
5. What factors (e.g., fee increase, population changes, etc.) have influenced revenues into this fund? What specific assumptions were used in developing revenue estimates for this budget?	Since this fund is supported by revenues from issuances of bonds, the revenues have been driven by projects funded through the State Highway Bond appropriations. Debt is retired purely from state motor fuel tax revenue. The Department needs to ensure it retains sufficient state revenues, after debt service, to cover Departmental operating costs and to match available federal funds. Typically, bonds are issued in 15 to 18-month cycles, and it is based on an analysis conducted to determine how much cash we will pay out on construction projects funded through State Highway bond appropriations. Typically, cash needs lag behind appropriations (i.e. 20% 1st year, 50% 2nd year, 20% 3rd year and 10% 4th year).
6. Identify and explain patterns in revenue flow in this fund (e.g., all revenue received in May and June due to seasonal nature of renewals; revenues received evenly throughout the fiscal year, etc.).	Most of the revenue is received immediately after a bond issuance. The timing of the bond issuance for State Highway bonds can change based on when cash is needed to pay out on projects. Investment income is also received on this fund each quarter.
7. Compare your agency's FY 2020 revenue estimates for this fund to actual revenues collected in that year. Provide the amount of the variance, the percent difference, and a brief explanation of the variance.	Revenue estimates are based on when anticipated bond proceeds will be necessary to cover bond funded projects, approximately 15 to 18 months.
<u>Fund Balance</u>	
8. Identify the target ending cash balance to adequately support programs for this fund, as either a percentage of revenue or months of expenditures. Explain the rationale for this target.	As the revenues in this fund are primarily deposits into a project fund from a bond issuance, the revenues can vary greatly depending on the cash needs in the fund. A number of factors can influence the revenue needs, including spenddown of the prior bond issuance and the projects

DOT - Activity For Fund 7042 - Highway Capital Improvement

Report Created: 10/13/2020 9:50:59 AM

9. Are there any "transfers-in" or "transfers-out" shown in the Fund Activity Summary for this fund?

Explain the source or recipient and the legal authority for any transfers in or out of this fund.

programmed in the bond fund (e.g., project costs, timing of projects, types of projects), as each of these factors influence how much cash is needed and when, based on the 15 to 18-month issuance cycle.

Yes

The only transfers in or out we ever have for this fund is if we need to transfer funds in from the Highway Operating Fund (Fund 7002) to cover a gap between the time we are going to run out of cash and the time we expect to receive proceeds from a bond issuance. ODOT has temporary law which allows it to transfer cash into the fund and then once the bond proceeds are received we would request the funds be transferred back to the Highway Operating Fund (Fund 7002). This authority is granted to us under temporary law, currently HB 62.

DOT - Activity For Fund 7042 - Highway Capital Improvement

Report Created: 10/13/2020 9:50:59 AM

BPM-0003 Fund Activity Summary

[Data Dictionary](#)

Model: Agency Model
Scenario: Operating A

10/11/20 6:05 PM

Fund: 7042

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			90,941,725.56	141,621,731.66	161,461,702.23	1,341,441.47	23,551,454.47	24,851,454.47
Revenue	4700	ISTVS	1,902,009.09	1,563,847.04	1,236,919.95	1,300,000.00	1,300,000.00	1,300,000.00
Total Receipts (Net of AR) - Total			1,902,009.09	1,563,847.04	1,236,919.95	1,300,000.00	1,300,000.00	1,300,000.00
Revenue	885500	-	240,083,939.47	211,492,213.02	0.00	60,000,000.00	60,000,000.00	89,953,567.00
Total Resources Available - Total			332,927,674.12	354,677,791.72	162,698,622.18	62,641,441.47	84,851,454.47	116,105,021.47
Expenses	570	Capital Items	191,305,942.46	193,216,089.49	161,357,180.71	39,089,987.00	60,000,000.00	65,000,000.00
Total Disbursements (Net of AP) - Total			191,305,942.46	193,216,089.49	161,357,180.71	39,089,987.00	60,000,000.00	65,000,000.00
Total Use of Funds - Total			191,305,942.46	193,216,089.49	161,357,180.71	39,089,987.00	60,000,000.00	65,000,000.00
Net Cash Balance (ending balance)			141,621,731.66	161,461,702.23	1,341,441.47	23,551,454.47	24,851,454.47	51,105,021.47

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	7042
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	Yes
Operating B	No
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

BPM-0003 Fund Activity Summary

[Data Dictionary](#)

Model: Agency Model
Scenario: Operating B

10/11/20 6:08 PM

Fund: 7042

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			90,941,725.56	141,621,731.66	161,461,702.23	1,341,441.47	23,551,454.47	24,851,454.47
Revenue	4700	ISTVS	1,902,009.09	1,563,847.04	1,236,919.95	1,300,000.00	1,300,000.00	1,300,000.00
Total Receipts (Net of AR) - Total			1,902,009.09	1,563,847.04	1,236,919.95	1,300,000.00	1,300,000.00	1,300,000.00
Revenue	885500	-	240,083,939.47	211,492,213.02	0.00	60,000,000.00	60,000,000.00	89,953,567.00
Total Resources Available - Total			332,927,674.12	354,677,791.72	162,698,622.18	62,641,441.47	84,851,454.47	116,105,021.47
Expenses	570	Capital Items	191,305,942.46	193,216,089.49	161,357,180.71	39,089,987.00	60,000,000.00	89,953,867.00
Total Disbursements (Net of AP) - Total			191,305,942.46	193,216,089.49	161,357,180.71	39,089,987.00	60,000,000.00	89,953,867.00
Total Use of Funds - Total			191,305,942.46	193,216,089.49	161,357,180.71	39,089,987.00	60,000,000.00	89,953,867.00
Net Cash Balance (ending balance)			141,621,731.66	161,461,702.23	1,341,441.47	23,551,454.47	24,851,454.47	26,151,154.47

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	7042
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	No
Operating B	Yes
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

DOT - Activity For Fund 7045 - Infrastructure Bank Obligation

Report Created: 10/13/2020 9:52:59 AM

Question	Answer
Fund Number	7045
Fund Description	Infrastructure Bank Obligation
<u>Fund Summary</u>	
1. Was this fund active in OAKS during the FY 2020-21 biennium?	Yes
2. Explain the legal authority of this fund, including the Ohio Revised Code chapter, the section of temporary (uncodified) law, and/or the Controlling Board action number and approval date.	This fund was created under the authority granted by section 5531.09 of the Ohio Revised Code and houses proceeds from debt obligations issued by the state called Grant Anticipation Revenue Vehicle (GARVEE) bonds. These bonds are backed by anticipated future receipts of federal highway funds. In addition, the fund earns investment income. Debt service for these funds are paid out of appropriations and cash in the Highway Operating Fund (Fund 7002).
3. List all ALIs that are within this fund (ALI number, ALI name).	Any ALIs will be listed below
<u>Revenue</u>	
4. Explain all major sources of revenue deposited into this fund.	Proceeds from debt obligations issued by the state called GARVEE bonds. These bonds are backed by anticipated future receipts of federal highway funds. In addition, the fund earns investment income.
Are any of these major sources of revenue grants?	No
Please fill out the Grants Table.	Any Grants will be listed below
5. What factors (e.g., fee increase, population changes, etc.) have influenced revenues into this fund? What specific assumptions were used in developing revenue estimates for this budget?	Since this fund is supported by revenues from the issuances of bonds the revenues have been driven by projects funded through GARVEE bond appropriations. ODOT issues a GARVEE bond every 15 to 18 months, based on an analysis conducted to determine how much cash will be paid out for construction projects funded through GARVEE bond appropriations. Typically, cash needs lag behind appropriations (i.e. 20% 1st year, 50% 2nd year, 20% 3rd year and 10% 4th year).
6. Identify and explain patterns in revenue flow in this fund (e.g., all revenue received in May and June due to seasonal nature of renewals; revenues received evenly throughout the fiscal year, etc.).	Most of the revenue is received immediately after a bond issuance. The timing of the bond issuance for GARVEE bonds can change based on when cash is needed to pay out on projects. Investment income is also received in this fund each quarter.
7. Compare your agency's FY 2020 revenue estimates for this fund to actual revenues collected in that year. Provide the amount of the variance, the percent difference, and a brief explanation of the variance.	Revenue estimates are based on when anticipated bond proceeds will be necessary to cover bond-funded projects, approximately 15 to 18 months.
<u>Fund Balance</u>	
8. Identify the target ending cash balance to adequately support programs for this fund, as either a percentage of revenue or months of expenditures. Explain the rationale for this target.	As the revenues in this fund are primarily deposits into a project fund from a bond issuance, the revenues can vary greatly depending on the cash needs of the fund. A number of factors can influence the revenue needs, including spenddown of the prior bond issuance and the projects programmed in the bond fund (e.g., project costs, timing of projects, types of projects), as each of these factors influence how much cash is needed and when, based on the 15 to 18-month issuance cycle.

DOT - Activity For Fund 7045 - Infrastructure Bank Obligation

Report Created: 10/13/2020 9:52:59 AM

9. Are there any "transfers-in" or "transfers-out" shown in the Fund Activity Summary for this fund?

Explain the source or recipient and the legal authority for any transfers in or out of this fund.

Yes

The only transfers in or out we ever have for this fund, is if we need to transfer funds in from the Highway Operating Fund (Fund 7002) to cover a gap between the time we are going to run out of cash and the time we expect to receive proceeds from a bond issuance. ODOT has temporary law which allows it to transfer cash into the fund and then once the proceeds are received we would request the funds be transferred back to the Highway Operating Fund (Fund 7002). This authority is granted to us under temporary law, currently HB 62.

DOT - Activity For Fund 7045 - Infrastructure Bank Obligation

Report Created: 10/13/2020 9:52:59 AM

BPM-0003 Fund Activity Summary

[Data Dictionary](#)

Model: Agency Model
Scenario: Operating A

10/11/20 6:16 PM

Fund: 7045

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			135,979,659.02	383,781,349.11	152,753,378.47	136,741,909.47	131,940,644.47	133,240,644.47
Revenue	4700	ISTVS	1,446,778.18	5,194,829.99	2,548,753.87	1,300,000.00	1,300,000.00	1,300,000.00
Total Receipts (Net of AR) - Total			1,446,778.18	5,194,829.99	2,548,753.87	1,300,000.00	1,300,000.00	1,300,000.00
Revenue	885500	-	420,516,399.24	0.00	220,107,956.20	60,000,000.00	60,000,000.00	80,000,000.00
Total Resources Available - Total			557,942,836.44	388,976,179.10	375,410,088.54	198,041,909.47	193,240,644.47	214,540,644.47
Expenses	570	Capital Items	174,161,487.33	236,222,800.63	238,668,179.07	66,101,265.00	60,000,000.00	66,101,265.00
Total Disbursements (Net of AP) - Total			174,161,487.33	236,222,800.63	238,668,179.07	66,101,265.00	60,000,000.00	66,101,265.00
Total Use of Funds - Total			174,161,487.33	236,222,800.63	238,668,179.07	66,101,265.00	60,000,000.00	66,101,265.00
Net Cash Balance (ending balance)			383,781,349.11	152,753,378.47	136,741,909.47	131,940,644.47	133,240,644.47	148,439,379.47

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	7045
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	Yes
Operating B	No
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

BPM-0003 Fund Activity Summary

[Data Dictionary](#)

Model: Agency Model
Scenario: Operating B

10/11/20 6:21 PM

Fund: 7045

Source	Account	Expanded Description	2018 - Actuals	2019 - Actuals	2020 - Actuals	2021 - Estimate	2022 - Proposed	2023 - Proposed
Beginning Cash - Total			135,979,659.02	383,781,349.11	152,753,378.47	136,741,909.47	131,940,644.47	133,240,644.47
Revenue	4700	ISTVS	1,446,778.18	5,194,829.99	2,548,753.87	1,300,000.00	1,300,000.00	1,300,000.00
Total Receipts (Net of AR) - Total			1,446,778.18	5,194,829.99	2,548,753.87	1,300,000.00	1,300,000.00	1,300,000.00
Revenue	885500	-	420,516,399.24	0.00	220,107,956.20	60,000,000.00	60,000,000.00	80,000,000.00
Total Resources Available - Total			557,942,836.44	388,976,179.10	375,410,088.54	198,041,909.47	193,240,644.47	214,540,644.47
Expenses	570	Capital Items	174,161,487.33	236,222,800.63	238,668,179.07	66,101,265.00	60,000,000.00	80,000,000.00
Total Disbursements (Net of AP) - Total			174,161,487.33	236,222,800.63	238,668,179.07	66,101,265.00	60,000,000.00	80,000,000.00
Total Use of Funds - Total			174,161,487.33	236,222,800.63	238,668,179.07	66,101,265.00	60,000,000.00	80,000,000.00
Net Cash Balance (ending balance)			383,781,349.11	152,753,378.47	136,741,909.47	131,940,644.47	133,240,644.47	134,540,644.47

Calculated Data Item	Data Item Calculation
Total Receipts (net of AR)	Actuals Revenue +/- change in Accounts Receivables.
Total Resources Available	Beginning Cash + Total Receipts + Transfers In
Total Disbursements (net of AP)	Actuals Expenses less change in Accounts Payable
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance (ending balance)	Total Resources Available – Total Use of Funds

Prompt	Selected Values
First Year of a Biennium	2022
Agency	DOT
Fund Code	7045
Funds from a Budget Fund Group	
Run Statewide for All Funds	
Model(Agency/OBM)	Agency Model
Operating A	No
Operating B	Yes
Operating C	No
Display Accounts	Yes
Only Return Funds With Negative Ending Balances	Any Fund

AGENCY FEE CHANGES

Appendix J: Agency Fee Changes

For use by agencies with proposed fee changes, including renewal of a fee which would otherwise sunset.

Agency: Department of Transportation

[illegible]

AGENCY COMPLIANCE CUSTOMER SERVICE
QUESTIONNAIRE

Appendix K: Agency Compliance with Customer Service Questionnaire

**Agency Full Name
(Agency Code)**

Ohio Department of Transportation (DOT)

1) Has your agency developed and adopted customer service standards? Please write "Yes" or "No."

Yes

2) If the response to question 1 is "Yes," please:

- Identify the standards below or attach a list.
- State when these standards were adopted.
- Describe how success of implementation of the standards is monitored.

- a. The customer service standards established by the Ohio Department of Transportation revolve around the return on investment we provide to the public for the funding entrusted to our agency. ODOT's forms of currency include money, safety and time. The Department has developed Critical Success Factors (CSFs) to measure how we are performing relative to those forms of currency and levels of customer service.

ODOT currently tracks and publishes the following CSFs:

- Fatalities on Ohio Roads
- Serious Injuries on Ohio Roads
- Interstate Pavement Conditions
- 2-Lane Highway Pavement Conditions
- Bridge Conditions
- Snow and Ice Removal
- Congestion and Reliability

These measures are continuously evaluated and scrutinized to ensure they are measuring the right things in the right way. In addition to the CSFs every employee will be held accountable for customer service during performance evaluations.

- b. The first formal publication of the CSFs occurred in the fall of 2013 and the measures have been evolving over time. Below is a publicly available link that shows how ODOT is performing in the 7 CSF areas listed above.

CSF Website Link

<https://app.powerbigov.us/view?r=eyJrIjoiaOTMmZjE5NjAtZWY5YS00NjYwLWI4NGQtYjcxY2RmODcyMTZiliwidCI6IjUwZjhmY2M0LTk0ZDgtNGYwNy04NGViLTM2ZWQ1N2M3YzhhMiJ9>

- c. The measures are updated and published quarterly. The updated CSFs are routinely discussed at monthly Deputy Director meeting. This meeting is attended by the ODOT Director, Chief of Staff, Assistant Directors, and all Central Office and District Deputy Directors. We are all held equally accountable for the successes or failures in achieving the measures.

3) If the response to question 1 is “No,” please use the space below to detail why no standards have been adopted and any plans that the agency may have with respect to developing standards in the future.

Not Applicable

STRATEGIC IT BUDGET WORKBOOK

**STRATEGIC INFORMATION TECHNOLOGY BUDGET
AGENCY DATA WORKSHEET**

Agency Name:	Ohio Department of Transportation
Agency Code:	DOT
Biennium for Request:	FY 22/23
CFO:	Sara Downs
CIO:	Charles Ash
Prepared By:	Scott Grundey, Lori Porschart, Wilma Haught-Sherred

Overview/Summary of IT Operations, Services, and Business Support	
Describe the agency's IT operations, major service areas, and core business support functions: The Ohio Department of Transportation (ODOT) Division of Information Technology (DoIT) builds, coordinates and maintains all IT related business needs in accordance with ODOT's Business Plan and initiatives. DoIT operations consist of the following functional groups that report to the CIO: Software Production, Infrastructure, Project Management Office, COTS applications and ServiceNow Delivery, Resource Management/Procurement, Systems and Data Integration and Database. In addition, each of ODOT's 12 districts is supported by local IT staff that address day-to-day operational needs. DoIT supports ODOT's core business functions of Bridge & Road, Aviation, Railways, Bikeways, Waterways, Transit and Statewide Initiatives Drive Advancements in Smart Mobility.	
Top Strategic Projects (List)	
1	Appropriation Accounting Migration
2	Data Governance
3	Current Bill
4	RIMS (Roadway Inventory Management System)
5	ATMS (Automated Traffic Management System)
6	AASHTOWare Construction & Materials
7	Consultant Services/Consultant Evaluation System Replacements
8	Event Streaming Platform

Data includes indirect costs	Yes or <u>No</u>
Describe the agency's indirect cost allocation method: Not applicable	

IT BUDGET OVERVIEW

Agency: Ohio Department of Transportation

Spending	FY 2020 (Prior Year Actual)	FY 2021 (Current Year Estimate) *	FY 2022 (Year 1 Request)	FY 2023 (Year 2 Request)	FY 2024 (Year 3 Projected)	NOTES (delete instructions as needed)
IT Spending by Source of Funds						
Spending by Fund Group						
General Revenue Fund	\$368,322.98	\$ 197,440.00	\$ 203,574.00	\$ 209,369.00	\$ 212,974.00	
Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	
Dedicated Purpose Funds	\$20,719.44	\$ 10,000.00	\$ 10,200.00	\$ 10,404.00	\$ 10,612.00	
Internal Service Activity (ISA) Funds	-	\$ -	\$ -	\$ -	\$ -	
State Debt (bond proceeds)	-	\$ -	\$ -	\$ -	\$ -	
Other OAKS Fund Group (define)	\$89,905,139.26	\$ 83,646,533.00	\$ 85,039,302.00	\$ 85,986,371.00	\$ 82,169,818.00	
Subtotal: Spending by Fund Group	\$ 90,294,181.68	\$ 83,853,973.00	\$ 85,253,076.00	\$ 86,206,144.00	\$ 82,393,404.00	
Certificates of Participation (COPs)	\$ -	\$ -	\$ -	\$ -	\$ -	
TOTAL SPENDING BY SOURCE OF FUNDS	\$ 90,294,181.68	\$ 83,853,973.00	\$ 85,253,076.00	\$ 86,206,144.00	\$ 82,393,404.00	
IT Spending By Expense Account Code						
Operating Budget Spending						
500 Personal Services / Payroll	\$31,433,973.88	\$ 25,895,503.00	\$ 27,458,762.00	\$ 27,996,447.00	\$ 28,276,411.00	FY 2020 Payroll Actuals are based off of SOPPs Report in which employees included are not associated with IT-related functions within the agency. FY 2021-2024 more accurately reflect the anticipated expenditures for IT-related activities.
OIT and OAKS Payroll Charges	\$ 7,591,060.58	\$ -	\$ 7,293,121.84	\$ 7,435,932.44	\$ 7,510,291.76	This line should reflect the IT-related payroll charges for ALL agency employees. It is NOT a subset of 500 expense. Left FY 2021 blank per guidance by OBM.
510 Purchased Personal Services	\$18,494,324.54	\$ 11,772,151.00	\$ 11,751,867.00	\$ 11,178,897.00	\$ 11,121,597.00	
520 Supplies and Maintenance	\$30,786,348.21	\$ 38,246,656.00	\$ 35,664,302.00	\$ 36,066,943.00	\$ 37,997,254.00	This is a total of 520 expenditures.
ISTV/Paid to DAS OIT	\$ 9,720,963.59	\$ 11,424,792.00	\$ 11,492,000.00	\$ 12,296,440.00	\$ 12,665,333.00	This line should reflect the subset of 520 expenditures paid to DAS OIT for IT services.
IT-related SWICAP Section 1	\$ 1,760,927.83	\$ -	\$ 2,081,746.57	\$ 2,227,468.83	\$ 2,294,292.86	This line should reflect a subset of 520 expenditures paid in IT-related SWICAP Section 1 charges. Left FY 2021 blank per guidance by OBM.
530 Equipment	\$9,489,377.45	\$ 5,739,663.00	\$ 8,128,145.00	\$ 8,713,857.00	\$ 2,748,142.00	
570 Capital	\$ -	\$ 2,200,000.00	\$ 2,250,000.00	\$ 2,250,000.00	\$ 2,250,000.00	Projected hardware/software maintenance for Traffic Management Center.
Other (define)	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Operating Spending	\$ 90,204,024.08	\$ 83,853,973.00	\$ 85,253,076.00	\$ 86,206,144.00	\$ 82,393,404.00	
Capital Budget Spending						Agencies should show COPs spending with 577 expense account codes. Agencies using both COPs and other capital funds should show spending from the same 577 expense account codes on separate lines and note the fund source.
577050 Purchased Personal Services	\$14,850.00	\$ -	\$ -	\$ -	\$ -	
577051 Information Technology & Network Perpetual Software License	\$0.00	\$ -	\$ -	\$ -	\$ -	
577052 Information Technology & Communication Equipment	\$75,307.60	\$ -	\$ -	\$ -	\$ -	
Other (define)	\$0.00	\$ -	\$ -	\$ -	\$ -	If your agency is using operating expense account codes with a capital ALI, please add those account codes to the Capital Budget Spending list.
Total Capital Spending	\$ 90,157.60	\$ -	\$ -	\$ -	\$ -	
TOTAL SPENDING BY EXPENSE ACCOUNT CODE	\$ 90,294,181.68	\$ 83,853,973.00	\$ 85,253,076.00	\$ 86,206,144.00	\$ 82,393,404.00	
Available Balance Reserved for Future Technology Projects						Include any available balance funds being consciously held for future IT projects or replacement cycles and describe the planned replacements, cost, and timing.

*Note: FY 2021 (Current Year Estimate) must not exceed appropriation authority or budgeted amounts.

IT SUMMARY METRICS
FY 2020 Basis

Agency		Ohio Department of Transportation				
IT Financial and Investment Metrics (FY 2020 ACTUAL)	Agency-based Services and Expenditures	Insourced* Services and Expenditures	Outsourced Services and Expenditures	TOTAL	%	NOTES (delete instructions as needed)
IT Spending as a % of Total Agency Spend					6%	
IT Spending as a % of Operating Spend					12%	
IT Spending per Employee				\$ 17,660		Filled IT state-employed FTEs on PPE 6/20/20 are 203 and open vacancies are 11. Agency Personnel Actual Lockdown = 5113 for FY 2020.
IT Spending by ALI Type						
IT Capital	\$ 90,157.60	\$ -	\$ -	\$ 90,157.60	0%	DOT had minimal capital related IT costs in FY 2020.
IT Operating	\$ 23,752,755.71	\$ 19,072,951.99	\$ 47,378,316.38	\$ 90,204,024.08	100%	
Total	\$ 23,842,913.31	\$ 19,072,951.99	\$ 47,378,316.38	\$ 90,294,181.68	100%	
IT Spending by IT Function						
IT Administration	\$ 5,960,728.00	\$3,523,796.15	\$ -	\$ 9,484,524.15	11%	This includes labor and goods and services used for management, finance, planning, sourcing, contract management, and overall project/program management (if centralized). This line comprises the general administration of the IT function within your agency. Object code 500 and account codes 510050, 521055, and 570063. Also include the OIT payroll charge in this line in the insourced services column.
Application Development and Application Support	\$ 6,676,016.00	\$5,843,600.95	\$ 12,522,940.90	\$ 25,042,557.84	28%	Labor, good and services, and equipment related to internal and external facing agency applications to support business and mission-related functions. Account codes 521055, 524062, 524063, 524064, 524065, 524066, 526070, 526072, 537155, 537156, 537157, 537158, 577050, and 577051. Also include SWICAP Section 1 charges related to OAKS, OSS, and MARCS as insourced services. Include the OAKS payroll charge as an insourced service on this line as well.
End User Computing	\$ 1,907,433.00	\$ 2,008,955.19	\$ 1,887,143.05	\$ 5,803,531.24	6%	Labor, good and services, and equipment to support direct end users of personal computers and peripherals, including help desk and support. Account codes 521052, 521053, 521055, 526068, 537151, and 537152.
Network	\$ 2,145,862.00	\$3,676,362.03	\$ 30,153,250.27	\$ 35,975,474.30	40%	Includes labor, good and services, and equipment related to wired and non-wired networks. Account codes 510055, 510056, 524061, 524067, 524068, 526067, 537159, 537160, 537161, 537162, and 577050. Increased network costs in FY 2020 associated with mandate to work from home during the COVID-19 pandemic.
Production and Storage Infrastructure and Operations (data center, IaaS)	\$ 7,152,874.00	\$4,020,237.69	\$ 2,814,982.17	\$ 13,988,093.85	15%	Includes labor, good and services, and equipment related to production and storage servers, mainframe, and infrastructure as a service/cloud servers/storage. Account codes 521054, 521055, 524065, 524066, 526068, 526069, 526071, 526072, 537153, 537154, 577050, and 577052. Also include SWICAP Section 1 charges related to EDCS as insourced services.
Total	\$ 23,842,913.00	\$ 19,072,951.99	\$ 47,378,316.38	\$ 90,294,181.37	100%	
IT Spending by Investment Class						
Run the Business				\$ 82,383,720.80	91%	Expenses related to day-to-day operations and support activities. The related expense account codes are listed in the IT Lifecycle and Funding section of the budget guidance as a note to the Operating Activities and Expenditures table.
Grow and Transform the Business				\$ 7,910,460.87	9%	Expenses related to expanding business capabilities and enhancing agency operations, as well as driving or meeting new statutory requirements or business capabilities. The related expense account codes are listed in the IT Lifecycle and Funding section of the budget guidance as a note to the Capital Budget IT Project Activities/Expenditures table.
Total				\$ 90,294,181.67	100%	
IT Staff (FY 2020 ACTUAL)	Agency-based Personnel	Insourced Personnel	Outsourced Personnel	TOTAL Personnel	%	NOTES (delete instructions as needed)
IT Full-Time Equivalents (FTEs)	203	0	43	246		If your outsourced personnel include named resources contained in a managed services contract, EXCLUDE them from the "outsourced" personnel column but include a description of the personnel and managed service in the notes.
IT Staff by IT Function						
IT Administration	56	0	6	62	25%	This includes labor for management, finance, planning, sourcing, contract management, and overall project/program management (if centralized).
Application Development and Application Support	42	0	28	70	28%	Labor related to internal and external facing agency applications to support business and mission-related functions.
End User Computing	15	0	4	19	8%	Labor to support direct end users of personal computers and peripherals.
Network	18	0	3	21	9%	Includes labor related to wired and non-wired networks.
Production and Storage Infrastructure and Operations (data center, IaaS)	72	0	2	74	30%	Includes labor related to production and storage servers, mainframe, and infrastructure as a service/cloud servers/storage.
Total FTEs	203	0	43	246	100%	

*Insourced services generally fall under account code 527753 or 567750 and are expenses for services paid to another state agency, including DAS OIT. Additionally, IT-related SWIAP Section 1 charges should be included as costs for "insourced" services.