

# OHIO DEPARTMENT OF TRANSPORTATION BIENNIUM BUDGET



**FY 2026/2027**

Mike DeWine, Ohio Governor  
Pam Boratyn, ODOT Director

 Division of Finance

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

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

October 21, 2024

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

Director Murnieks:

I am pleased to present the Ohio Department of Transportation's (ODOT's) proposed budget for state fiscal years 2026 – 2027. The total proposal for the biennium is \$9.5 Billion.

The top priorities for the DeWine Administration continue to be safety and improved quality of life for all Ohioans. This transportation budget proposal furthers ODOT's mission of providing a transportation system that is safe, well-maintained, accessible, and positioned for the future.

Two primary sources, federal highway revenue and state motor fuel taxes, fund ODOT's operations and roadway improvement projects. Since 2019, ODOT has invested more than \$13 billion statewide in construction dollars to improve safety, accessibility, and resiliency on the transportation network. This budget will allocate approximately \$7 billion for maintenance and reconstruction of the state's existing highway system over the next two years.

### **Safety**

During the DeWine Administration's first term, Ohio increased safety spending by 54% - \$395 million from 2015-2018 to \$607 million in 2019-2022. Traffic deaths dropped by 2% in 2023 and 6% in 2022. Serious injuries dropped by 1% in 2023 and 4% in 2022. These safety improvements are the result of record-level safety investments.

This budget proposal includes \$191 million for highway safety projects each year. This budget also maintains our \$5 million annual commitment for the Safe Routes to School Program. This investment supports educational initiatives and infrastructure construction such as sidewalks and pedestrian crossings for the safety of children who walk or bike to school.

ODOT launched a new automated queue detection warning system in 2024 to warn drivers of dangerous traffic congestion. ODOT will invest approximately \$5 million to study, design, and construct additional warning systems at 13 highway sites that are high-congestion, high-crash areas in major urban centers. This technology builds upon the success of wrong-way ramp detectors in Cincinnati, Columbus, Dayton, and Cleveland. Since 2019 these systems have saved lives by deterring hundreds of drivers from entering the wrong way on the highway.

### **Improving Ohioans' Quality of Life**

Ohio's first-ever Strategic Transportation and Development Analysis is underway to investigate the connections between statewide transportation and development decisions and provide actionable recommendations for future growth ten, twenty, and thirty years down the road.

By the end of 2026, we anticipate opening 33 refreshed and reimaged rest areas that not just provide a safe, convenient, and modern facility for travelers and truck drivers, but also invite visitors to discover local attractions and places of interest.

Through DriveOhio, ODOT is exploring innovative ways to use traffic and vehicle-generated data to make our roadways safer and continue to partner with industry to develop the talent needed for a future with alternative fuels and lead the mobility economy.

Ohio's extensive road and rail networks intersect at nearly 5,700 at-grade railroad crossings statewide which can disrupt vehicular and pedestrian traffic as well as emergency response. The Ohio Rail Development Commission has been leveraging state and federal funding to improve safety and access by either replacing at-grade crossings with bridges over or under rail lines or adding warning devices for crossings that cannot be grade separated.

ODOT spends most of its resources on preserving the state's existing transportation system through maintenance, construction, and snow and ice removal. A robust budget ensures we can continue to implement new, smarter ways to improve safety and protect Ohio's multi-modal transportation investment.

### **CONCLUSION**

The transportation sector is rapidly changing with technological advancements and improvements. ODOT is committed to focusing on innovative projects and initiatives that improve safety, are cost-effective, and scalable across the transportation network. This budget proposal combined with leveraging federal capital allows ODOT to maintain its exceptional highway network, enhance travel for the motoring public, and spur economic growth. ODOT's mission is critical to the safe travel, welfare, and prosperity of this great state and ODOT looks forward to continuing to fulfil our critical mission.

Respectfully,



Pamela Boratyn  
Director, Ohio Department of Transportation



October 21, 2024

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

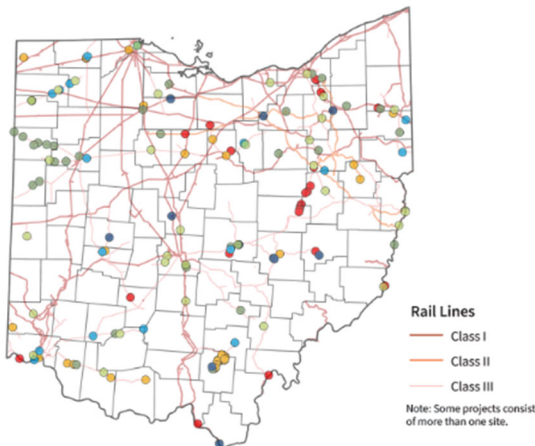
Dear Director Murnieks,

I am pleased to present the FY 2026-2027 biennial budget request for the Ohio Rail Development Commission (ORDC). Rail transportation is critical to Ohio’s economy and delivers valuable public benefits, but those benefits have impacts on the communities in which they operate. ORDC’s role is to help the state take advantage of opportunities for public benefit while mitigating the public impacts.

With the FY 2026-2027 budget, ORDC will continue to advance Governor DeWine’s priorities of public safety and economic development by:

- Responding to rail development opportunities, particularly federal discretionary grant programs that leverage private and federal funds; and,
- Improving safety through the Governor’s Grade Crossing Elimination Program and additional grade crossing safety investments.

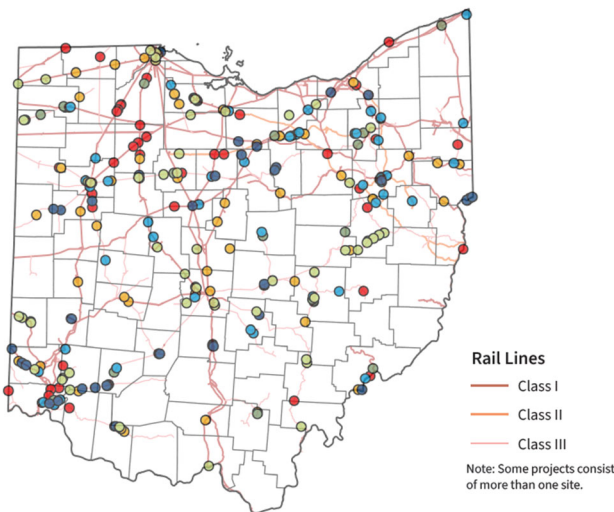
 **Rail Development Commission**   **Development Projects**  
Approved State Fiscal Year 2019 - 2024



Since January of 2019, ORDC has approved grants and loans to 101 projects, shown on the map at left. These projects, which received funding assistance of \$28.9 million, are creating more than 1,900 jobs, retaining 4,180 jobs, and supporting an additional 16,300 jobs, for a total of more than 27,100 jobs positively impacted. Because freight railroads are privately owned, the State of Ohio only provides funding for projects with high public benefits that require public investment to come to fruition. In addition to traditional grants and loans, the Rail Commission sponsors, administers, and matches federal discretionary awards.

ORDC has been very successful in winning federal discretionary grants through the Federal Railroad Administration's Consolidated Rail Infrastructure and Safety Improvements Program. Since the program's inception in 2017, ORDC has won nine awards, with announcements on five more applications expected later this month. The nine awarded projects, which include \$2.7 million in ORDC matching funds, attracted \$50.5 million in federal discretionary funds and \$36.7 million in private railroad funds. Total leveraging is approximately \$33 in other investment to every \$1 of ORDC matching funds.

The Ohio Grade Crossing Elimination Program (OGCEP) was launched in 2023 to enhance safety by closing railroad crossings and to help communities compete for federal funding. To date, five community-initiated projects have been submitted to the Federal Railroad Administration for \$107.1 million in construction funding. Decisions on these applications are expected by the end of the year. Two



additional projects have been approved for state funding and 13 more locations are being assessed for potential projects and future grant applications. To date, the Rail Commission has awarded \$25.6 million in OGCEP funds.

Since January of 2019, ORDC has entered into new agreements for 301 grade crossing safety projects statewide, shown on the map at left. These projects will improve 331 crossing locations. The improvements to be made include upgrades from passive warning devices (crossbucks) to lights and gates and from flashing lights to lights and gates, as well as other warning device improvements,

queue management installations, roadway surface reconstructions, and crossing closures.

ORDC is uniquely positioned to help the state take advantage of rail-related development opportunities and to mitigate the public costs of rail operations. ORDC's budget request will allow our programs to address needs in Ohio's communities, with our long history of partnering with local, state, federal, and private entities to complete projects.

Thank you for your consideration.

Sincerely,

Matthew Dietrich  
Executive Director

# AGENCY STAFFING TABLE

<b>Agency:</b>	DOT
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	Actual FY 2024	Estimate of Actual FY 2025	FY 2025 Ceiling	FY 2026 Request	FY 2027 Request	Count Change FY 2024-2027	% Change FY 2024-2027
<b>Full-Time Permanent</b>	4899	4935	5075	4975	4975	76	1.6%
<b>Part-Time Permanent</b>	3	3	3	3	3	0	0.0%
<b>Total</b>	4902	4938	5078	4978	4978	76	1.6%

Jobcode Description (for each position requested above the FY 2025 Ceiling)	Full-Time or Part-Time	Number of Positions Requested	Total FY 2026 Cost	Total FY 2027 Cost

**Notations:**

<b>Actual FY 2024</b>	FY 2024 Actuals include all permanent employees as of pay period ending 6/15/2024. Since the pay period date falls before the close of FY 2024, the actuals for FY 2024 are slightly understated.
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<b>Estimate of Actual FY 2025</b>	FY 2025 estimates include ODOT's Full-Time Permanent and Part-Time Permanent positions from PAY-0007 SOPPS projections as of 6/29/2024 . Funded vacancies are also included in the Full-Time Permanent Category.
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<b>Request FY 2026-2027</b>	The FY 2026 and 2027 requests only include ODOT's Full-Time Permanent and Part-Time Permanent positions. Funded vacancies are also included in the Full-Time Permanent Category. Estimates are based on the Department Operating through a normal year.
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## BEA-0004 Executive Agency Budget Request - Summary

Agency: Department of Transportation  
Scenario: Bud A

BY BUDGET FUND GROUP	Actual			Estimated	Requested			
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Variance FY 2026 - FY 2025	FY 2027	Variance FY 2027 - FY 2026
Capital Projects	114,405,325	144,905,052	136,906,022	178,400,000	420,000,000	241,600,000	420,000,000	0
General Revenue	51,245,454	46,807,140	92,030,238	53,762,136	53,586,092	(176,044)	53,614,241	28,149
Dedicated Purpose	9,970,540	10,615,567	21,714,617	599,728,218	2,830,047	(596,898,171)	2,857,389	27,342
Highway Operating	2,929,814,335	3,368,913,336	3,814,669,695	3,931,110,029	4,442,866,990	511,756,961	4,103,820,475	(339,046,515)
<b>TOTAL</b>	<b>3,105,435,654</b>	<b>3,571,241,096</b>	<b>4,065,320,571</b>	<b>4,763,000,383</b>	<b>4,919,283,129</b>	<b>156,282,746</b>	<b>4,580,292,105</b>	<b>(338,991,024)</b>

BY EXPENSE CATEGORY	Actual			Estimated	Requested			
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Variance FY 2026 - FY 2025	FY 2027	Variance FY 2027 - FY 2026
500 Personal Services	516,894,788	517,550,535	540,333,832	530,853,125	608,777,333	77,924,208	633,789,661	25,012,328
510 Purchased Personal Services	33,926,962	40,812,379	57,761,443	62,286,190	52,724,776	(9,561,414)	52,769,360	44,584
520 Supplies and Maintenance	225,458,990	228,013,166	227,505,371	235,873,933	236,406,854	532,921	228,244,886	(8,161,968)
530 Equipment	38,606,914	48,726,434	63,684,104	66,174,354	113,770,692	47,596,338	87,732,286	(26,038,406)
550 Subsidies Shared Revenue	57,169,442	61,759,922	81,260,625	85,187,731	82,413,039	(2,774,692)	82,457,164	44,125
570 Capital Items	2,070,610,844	2,503,567,894	2,900,588,811	3,576,656,641	3,629,844,435	53,187,794	3,299,952,748	(329,891,687)
590 Judgments, Settlements & Bonds	394,929	123,242	2,267,193	1,942,242	2,500,000	557,758	2,500,000	0
591 Debt Service	149,681,677	149,441,230	164,399,496	174,000,000	174,000,000	0	174,000,000	0
595 Transfers and Non-Expense	12,691,109	21,246,294	27,519,696	30,026,167	18,846,000	(11,180,167)	18,846,000	0
<b>TOTAL</b>	<b>3,105,435,654</b>	<b>3,571,241,096</b>	<b>4,065,320,571</b>	<b>4,763,000,383</b>	<b>4,919,283,129</b>	<b>156,282,746</b>	<b>4,580,292,105</b>	<b>(338,991,024)</b>

## BEA-0002 Operating Budget Request - Detail Agency Bud

Agency	Fund Group	Fund Code	ALI	Account	Actual			Estimate	Request	
					FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
DOT	CPF	7042	772723 Highway Construction-Bonds	570 Capital Items	33,102,718	74,226,135	79,345,045	94,450,000	210,000,000	210,000,000
DOT	CPF	7045	772428 Highway Infrastructure Bank-Bonds	570 Capital Items	81,302,607	70,678,918	57,560,977	83,950,000	210,000,000	210,000,000
<b>CPF Total</b>					<b>114,405,325</b>	<b>144,905,052</b>	<b>136,906,022</b>	<b>178,400,000</b>	<b>420,000,000</b>	<b>420,000,000</b>
DOT	DPF	4N40	776664 Rail Transportation-Other	500 Personal Services	773,314	766,314	830,613	1,425,343	1,015,116	1,056,857
DOT	DPF	4N40	776664 Rail Transportation-Other	510 Purchased Personal Services	54,887	65,445	38,426	65,939	75,000	75,000
DOT	DPF	4N40	776664 Rail Transportation-Other	520 Supplies and Maintenance	86,901	94,580	109,192	187,374	115,000	115,000
DOT	DPF	4N40	776664 Rail Transportation-Other	550 Subsidies Shared Revenue	618,194	76,350	1,350	2,316	200,000	200,000
DOT	DPF	4N40	776664 Rail Transportation-Other	570 Capital Items	465,960	989,486	717,079	1,230,519	304,931	290,532
DOT	DPF	4N40	776664 Rail Transportation-Other	595 Transfers and Non-Expense	0	23,447	0	0	500,000	500,000
DOT	DPF	5AU1	776675 Wayside Detector Grants	570 Capital Items	0	0	0	7,841,432	0	0
DOT	DPF	5CV3	776672 Strategic Transportation and Development Analysis	510 Purchased Personal Services	0	0	2,789,422	5,999,999	0	0
DOT	DPF	5QT0	776670 Ohio Maritime Assistance Program	570 Capital Items	7,842,214	8,393,320	13,659,023	10,000,000	0	0
DOT	DPF	5W90	777615 County Airport Maintenance	520 Supplies and Maintenance	50,806	3,555	102,022	164,545	59,462	61,245
DOT	DPF	5W90	777615 County Airport Maintenance	550 Subsidies Shared Revenue	78,263	203,070	279,168	450,253	559,038	557,255
DOT	DPF	5W90	777615 County Airport Maintenance	595 Transfers and Non-Expense	0	0	3,225	5,201	1,500	1,500
DOT	DPF	5ZP0	776505 Rail Safety Crossing Match	570 Capital Items	0	0	0	97,088,326	0	0
DOT	DPF	5ZR0	776673 Connect4Ohio	570 Capital Items	0	0	3,185,097	475,266,971	0	0
<b>DPF Total</b>					<b>9,970,540</b>	<b>10,615,567</b>	<b>21,714,617</b>	<b>599,728,218</b>	<b>2,830,047</b>	<b>2,857,389</b>
DOT	GRF	GRF	772455 DriveOhio and UAS Center EV Workforce Transformation	520 Supplies and Maintenance	0	0	500,000	500,000	0	0
DOT	GRF	GRF	772456 Unmanned Aerial Systems Center	510 Purchased Personal Services	0	0	0	0	500,000	500,000
DOT	GRF	GRF	772456 Unmanned Aerial Systems Center	530 Equipment	0	0	0	247,500	0	0
DOT	GRF	GRF	772502 Local Transportation Projects	570 Capital Items	67,995	302,275	83,607	0	0	0
DOT	GRF	GRF	775451 Public Transportation-State	550 Subsidies Shared Revenue	115,019	0	0	0	0	0
DOT	GRF	GRF	775470 Public Transportation - State	500 Personal Services	365,675	364,081	340,798	272,740	388,322	400,186
DOT	GRF	GRF	775470 Public Transportation - State	510 Purchased Personal Services	16	0	279	223	0	0
DOT	GRF	GRF	775470 Public Transportation - State	520 Supplies and Maintenance	22	0	995	797	2,000	2,000
DOT	GRF	GRF	775470 Public Transportation - State	550 Subsidies Shared Revenue	7,562,926	6,271,362	10,858,274	8,689,828	6,901,828	6,901,182
DOT	GRF	GRF	775470 Public Transportation - State	570 Capital Items	39,632,775	30,100,237	35,050,864	28,051,048	29,750,000	29,750,000
DOT	GRF	GRF	775471 State Road Improvements	570 Capital Items	0	3,202,833	35,959,844	0	0	0
DOT	GRF	GRF	776465 Rail Development	550 Subsidies Shared Revenue	518,811	829,076	2,251,464	5,906,050	6,000,000	6,000,000
DOT	GRF	GRF	776465 Rail Development	570 Capital Items	0	0	35,815	93,950	0	0
DOT	GRF	GRF	777471 Airport Improvements-State	500 Personal Services	409,179	455,961	514,371	740,284	635,831	658,871
DOT	GRF	GRF	777471 Airport Improvements-State	510 Purchased Personal Services	303,597	330,666	237,412	341,683	399,230	399,230
DOT	GRF	GRF	777471 Airport Improvements-State	520 Supplies and Maintenance	113,948	103,308	113,705	163,644	140,240	144,450
DOT	GRF	GRF	777471 Airport Improvements-State	530 Equipment	5,564	7,350	0	0	8,550	8,550
DOT	GRF	GRF	777471 Airport Improvements-State	550 Subsidies Shared Revenue	2,149,927	4,825,715	6,017,133	8,659,866	8,860,091	8,849,772
DOT	GRF	GRF	777471 Airport Improvements-State	570 Capital Items	0	14,277	65,677	94,523	0	0
<b>GRF Total</b>					<b>51,245,454</b>	<b>46,807,140</b>	<b>92,030,238</b>	<b>53,762,136</b>	<b>53,586,092</b>	<b>53,614,241</b>
DOT	HOF	2120	772426 Highway Infrastructure Bank-Federal	570 Capital Items	1,088,406	426,144	1,328,842	5,750,500	5,250,500	5,250,500
DOT	HOF	2120	772426 Highway Infrastructure Bank-Federal	595 Transfers and Non-Expense	0	740,486	0	0	500,000	500,000
DOT	HOF	2120	772427 Highway Infrastructure Bank-State	570 Capital Items	5,185,828	2,783,920	2,068,551	2,154,724	7,500,000	7,500,000
DOT	HOF	2120	772427 Highway Infrastructure Bank-State	595 Transfers and Non-Expense	7,358,883	8,306,249	12,427,081	12,944,776	7,599,500	7,599,500
DOT	HOF	2120	772430 Infrastructure Debt Reserve Title 23-49	591 Debt Service	549,093	545,366	0	0	0	0
DOT	HOF	2130	772431 Roadway Infrastructure Bank - State	570 Capital Items	244,795	71,259	5,001	6,357	200,000	200,000

## BEA-0002 Operating Budget Request - Detail Agency Bud

Agency	Fund Group	Fund Code	ALI	Account	Actual			Estimate	Request	
					FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
DOT	HOF	2130	772431 Roadway Infrastructure Bank - State	595 Transfers and Non-Expense	915,357	2,840,151	2,945,059	3,743,643	3,550,000	3,550,000
DOT	HOF	2130	772433 Infrastructure Debt Reserve - State	591 Debt Service	505,000	0	0	0	0	0
DOT	HOF	2130	777477 Aviation Infrastructure Bank-State	595 Transfers and Non-Expense	0	0	0	2,400,000	2,400,000	2,400,000
DOT	HOF	5X10	772504 Ohio Highway Transportation Safety	570 Capital Items	0	0	0	1,600,000	13,500,000	7,000,000
DOT	HOF	7002	770003 Transportation Facilities Lease Rental Bond Payments	591 Debt Service	16,535,950	16,540,416	21,598,650	23,000,000	23,000,000	23,000,000
DOT	HOF	7002	771411 Planning and Research-State	500 Personal Services	15,559,998	15,987,126	17,561,451	17,785,235	20,147,119	20,915,656
DOT	HOF	7002	771411 Planning and Research-State	510 Purchased Personal Services	3,623,584	3,668,665	4,907,154	4,969,685	4,124,807	4,124,807
DOT	HOF	7002	771411 Planning and Research-State	520 Supplies and Maintenance	1,009,299	1,048,380	1,322,785	1,339,641	1,340,749	1,340,749
DOT	HOF	7002	771411 Planning and Research-State	530 Equipment	56,320	77,998	145,798	147,655	68,464	68,464
DOT	HOF	7002	771411 Planning and Research-State	570 Capital Items	5,211,664	5,507,383	6,021,243	6,097,974	8,902,674	8,902,674
DOT	HOF	7002	771412 Planning and Research-Federal	510 Purchased Personal Services	3,647,558	3,395,352	3,983,503	5,443,893	4,073,360	4,073,360
DOT	HOF	7002	771412 Planning and Research-Federal	520 Supplies and Maintenance	1,350,858	967,109	1,345,188	1,838,346	229,920	229,920
DOT	HOF	7002	771412 Planning and Research-Federal	530 Equipment	105,804	311,992	541,623	740,187	0	0
DOT	HOF	7002	771412 Planning and Research-Federal	570 Capital Items	31,111,050	32,369,897	37,928,467	51,833,409	52,791,794	52,791,794
DOT	HOF	7002	772421 Highway Construction-State	500 Personal Services	159,059,237	160,298,377	166,435,387	142,580,635	189,539,593	197,591,796
DOT	HOF	7002	772421 Highway Construction-State	510 Purchased Personal Services	6,738,417	8,449,153	10,294,585	8,819,089	9,533,282	9,533,282
DOT	HOF	7002	772421 Highway Construction-State	520 Supplies and Maintenance	4,309,464	5,221,089	5,529,712	4,737,152	7,026,941	7,026,941
DOT	HOF	7002	772421 Highway Construction-State	530 Equipment	4,646,236	4,207,657	2,190,904	1,876,887	5,494,652	5,494,652
DOT	HOF	7002	772421 Highway Construction-State	570 Capital Items	473,217,938	629,471,089	668,417,270	572,614,760	951,275,575	626,404,421
DOT	HOF	7002	772421 Highway Construction-State	590 Judgments, Settlements & Bonds	394,929	123,242	2,267,193	1,942,242	2,500,000	2,500,000
DOT	HOF	7002	772421 Highway Construction-State	595 Transfers and Non-Expense	1,235,126	1,251,207	1,668,356	1,429,235	1,125,000	1,125,000
DOT	HOF	7002	772422 Highway Construction-Federal	510 Purchased Personal Services	397,788	473,190	201,729	226,887	350,000	350,000
DOT	HOF	7002	772422 Highway Construction-Federal	520 Supplies and Maintenance	106,335	31,832	14,869	16,723	70,000	70,000
DOT	HOF	7002	772422 Highway Construction-Federal	530 Equipment	2,149,700	3,213,639	0	0	5,000	5,000
DOT	HOF	7002	772422 Highway Construction-Federal	550 Subsidies Shared Revenue	312,096	336,280	361,872	407,002	555,000	555,000
DOT	HOF	7002	772422 Highway Construction-Federal	570 Capital Items	1,171,798,004	1,475,645,546	1,733,193,745	1,949,349,388	1,949,020,000	1,949,020,000
DOT	HOF	7002	772424 Highway Construction-Other	520 Supplies and Maintenance	141,006	153,449	230,760	204,840	0	0
DOT	HOF	7002	772424 Highway Construction-Other	570 Capital Items	49,240,691	68,864,474	84,272,968	74,806,931	80,500,000	80,500,000
DOT	HOF	7002	772424 Highway Construction-Other	595 Transfers and Non-Expense	3,181,743	7,821,258	9,562,326	8,488,229	3,000,000	3,000,000
DOT	HOF	7002	772425 Highway Construction-Turnpike	570 Capital Items	102,438,514	14,512,922	3,112,540	0	0	0
DOT	HOF	7002	772437 Major New State Infrastructure Bond Debt Service (State)	591 Debt Service	14,796,228	15,027,530	14,768,845	18,500,000	18,500,000	18,500,000
DOT	HOF	7002	772438 Major New State Infrastructure Bond Debt Service (Federal)	591 Debt Service	117,295,406	117,327,918	128,032,000	132,500,000	132,500,000	132,500,000
DOT	HOF	7002	772603 Brent Spence Bridge Corridor - State	570 Capital Items	0	0	6,819,042	0	0	0
DOT	HOF	7002	772604 Brent Spence Bridge Corridor - Federal	570 Capital Items	0	0	38,447,446	0	0	0
DOT	HOF	7002	772605 Brent Spence Bridge Corridor - Other	570 Capital Items	0	0	4,605,098	0	0	0
DOT	HOF	7002	773431 Highway Maintenance-State	500 Personal Services	277,995,950	274,198,198	282,109,701	293,089,337	311,301,846	324,008,755
DOT	HOF	7002	773431 Highway Maintenance-State	510 Purchased Personal Services	10,868,075	16,118,279	22,128,711	22,989,954	16,000,000	16,000,000
DOT	HOF	7002	773431 Highway Maintenance-State	520 Supplies and Maintenance	183,315,370	190,922,124	187,244,539	194,532,050	177,068,419	168,903,254
DOT	HOF	7002	773431 Highway Maintenance-State	530 Equipment	27,408,770	34,527,019	54,822,289	56,955,958	100,811,800	74,776,190
DOT	HOF	7002	773431 Highway Maintenance-State	570 Capital Items	51,980,883	71,816,378	70,130,259	72,859,711	96,375,000	97,868,866
DOT	HOF	7002	775452 Public Transportation-Federal	500 Personal Services	1,316,391	1,313,605	1,194,747	1,163,918	1,683,574	1,781,340
DOT	HOF	7002	775452 Public Transportation-Federal	510 Purchased Personal Services	1,096,882	1,469,603	3,391,474	3,303,964	5,322,329	5,323,207
DOT	HOF	7002	775452 Public Transportation-Federal	520 Supplies and Maintenance	115,444	132,666	20,876	20,337	177,500	177,500
DOT	HOF	7002	775452 Public Transportation-Federal	530 Equipment	0	0	1,620	1,578	0	0
DOT	HOF	7002	775452 Public Transportation-Federal	550 Subsidies Shared Revenue	45,265,439	48,299,753	59,377,558	57,848,449	55,937,082	55,993,955

## BEA-0002 Operating Budget Request - Detail Agency Bud

Agency	Fund Group	Fund Code	ALI	Account	Actual			Estimate	Request	
					FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
DOT	HOF	7002	775452 Public Transportation-Federal	595 Transfers and Non-Expense	0	197,880	686,771	669,050	0	0
DOT	HOF	7002	775454 Public Transportation-Other	550 Subsidies Shared Revenue	548,766	918,315	2,113,806	3,223,967	3,400,000	3,400,000
DOT	HOF	7002	775454 Public Transportation-Other	595 Transfers and Non-Expense	0	65,617	226,878	346,033	170,000	170,000
DOT	HOF	7002	776462 Grade Crossings-Federal	570 Capital Items	12,531,602	9,278,664	12,632,399	14,068,961	14,068,961	14,068,961
DOT	HOF	7002	776475 Rail- Federal Rail Administration	570 Capital Items	4,147,202	4,784,243	5,191,125	27,042,157	0	0
DOT	HOF	7002	777472 Airport Improvements-Federal	570 Capital Items	0	128,495	751,784	405,000	405,000	405,000
DOT	HOF	7002	777475 Aviation Administration	500 Personal Services	2,726,646	2,590,009	2,809,111	3,287,741	2,454,093	2,549,101
DOT	HOF	7002	777475 Aviation Administration	510 Purchased Personal Services	415,838	438,500	386,412	452,250	903,451	947,157
DOT	HOF	7002	777475 Aviation Administration	520 Supplies and Maintenance	1,711,688	2,184,699	2,170,663	2,540,510	2,951,606	2,948,810
DOT	HOF	7002	777475 Aviation Administration	530 Equipment	642,528	359,846	358,376	419,437	663,974	661,178
DOT	HOF	7002	779491 Administration-State	500 Personal Services	58,688,399	61,576,866	68,537,653	70,507,892	81,611,839	84,827,099
DOT	HOF	7002	779491 Administration-State	510 Purchased Personal Services	6,780,319	6,403,528	9,402,338	9,672,624	11,443,317	11,443,317
DOT	HOF	7002	779491 Administration-State	520 Supplies and Maintenance	33,147,847	27,150,372	28,800,066	29,627,974	47,225,017	47,225,017
DOT	HOF	7002	779491 Administration-State	530 Equipment	3,591,992	6,020,933	5,623,495	5,785,152	6,718,252	6,718,252
<b>HOF Total</b>					<b>2,929,814,335</b>	<b>3,368,913,336</b>	<b>3,814,669,695</b>	<b>3,931,110,029</b>	<b>4,442,866,990</b>	<b>4,103,820,475</b>
<b>DOT Total</b>					<b>3,105,435,654</b>	<b>3,571,241,096</b>	<b>4,065,320,571</b>	<b>4,763,000,383</b>	<b>4,919,283,129</b>	<b>4,580,292,105</b>

**ALI Q&A for 772455 DriveOhio and UAS Center EV Workforce Transformation**

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

The Department of Transportation (ODOT) with two other state agencies, Department of Higher Education and Department of Jobs and Family Services, collaborated to support the implementation of Ohio's Electric Vehicle Workforce Strategy under the direction of Ohio Governor's Office of Workforce Transformation.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

ODOT costs were driven by an Intra-State Transfer Voucher in each fiscal year of the biennium from the Department of Jobs and Family Services for the costs associated to the vendor coordinating the project.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

No request in FY26-27.

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

Not Applicable

## ALI Q&A for 772456 Unmanned Aerial Systems Center

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

The Ohio Department of Transportation's (ODOT) Unmanned Aerial Systems Center was required to administer the FlyOhio Tethered Drone Pilot Program under section 759.10 of H.B. 33 of the 135th General Assembly during the FY24-25 biennial period. Under the program ODOT had to conduct field test for the use of tethered drones over rural campsite areas and urban or suburban areas to gauge the feasibility and cost-effectiveness of sharing data collected from the overflights to emergency responders, public safety professionals, and infrastructure security professionals.

With the upcoming FY26-27 biennial period, ODOT would like to continue this work within the Advanced Air Mobility (AAM) sector. This newly emerging air transport system concept includes new aircraft designs and flight technologies such as Electric Vertical Take-Off and Landing (eVTOL) aircraft, air taxis, automated cargo planes, vertiport and charging infrastructure. This sector has several entities based in Ohio working on AAM initiatives. NASA, Air Force Research Lab, Ohio Federal Research Network, JobsOhio, and Ohio's National Advanced Air Mobility Center of Excellence (NAAMCE) in Springfield will allow for collaboration to identify and pursue opportunities to leverage all of Ohio's assets. This will better prepare the state for AAM commercialization.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

The cost driver for this line item during the FY24-25 biennial period relates to costs associated with purchase of drones for deployment in all weather and hazard conditions to be utilized for the specifications outlined in temporary law. The temporary law allows for up to three per cent of the funding to be used to pay administrative and reporting costs of the pilot program.

The cost driver for the line item during the FY26-27 biennial period would be attributable to a statewide AAM infrastructure strategy, accelerating research on AAM technologies, enable the scalability of aviation technology, and partner with organizations within the state that are also seeking to advance AAM technologies. DriveOhio within ODOT is best positioned to support these initiatives due to DriveOhio's expertise in advancing parallel automated, connected, and electric technology on the ground.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable.

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

The request is for an increase in funding to conduct research study to allow the State of Ohio to be at the forefront of AAM.

**ALI Q&A for 772456 Unmanned Aerial Systems Center**

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

DriveOhio would conduct a research study and publish a report of their findings.

### **ALI Q&A for 772502 Local Transportation Projects**

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

ALI 772502 was created in HB 49 for highway construction. The funding provided is meant to invest in a Regional Transportation Improvement Project (RTIP) in Carroll, Columbiana, and Stark counties. The scope of the project is to determine viability and impacts associated to adding a bypass between Canton, Ohio and Pittsburgh, Pennsylvania.

Studies, consultant services, etc. all contribute to services and activities for the ALI.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Studies, environmental impacts, consultant services are supported by the passage of house bills where appropriations are provided to ODOT associated with the Regional Transportation Improvement Project.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

No impacts or relationships exist.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

No request for FY26-27.

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

Not applicable.

## ALI Q&A for 775451 Public Transportation-State

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

The purpose of this ALI was to administer and oversee federal and GRF state funds used to provide passenger transportation services at the local level. In addition, funds from this ALI are also used as match to the federal funds received from the Federal Transit Administration (FTA).

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Federal and state regulations have been a driver of costs associated with ALI 775451 in the past, as fluctuations in funding levels over the years has varied. However, the inclusion of ALI 775470, has replaced the need for related activities in this ALI since SFY 2020.

Past passthrough activities associated with ALI 775451 are as follows:

Urban Formula Program (<http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Urban.aspx>)

Rural Formula Program (<http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Rural.aspx>)

Elderly and Disabled funds were 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. The formula is applied to fixed route non-contract E&D ridership and demand response non-contract E&D ridership to determine the maximum reimbursement: (Regular adult fare X 50%) X the eligible non-contract E&D ridership, not to exceed 25% of the total State E&D allocation.

Ohio Revised Code 5501.07 provides the legal authority to the Ohio Department of Transportation Office of Transit to issue grants.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

No impacts or relationships exist as this ALI was replaced by ALI 775470.

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Not Applicable.

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

Not applicable.

## ALI Q&A for 775470 Public Transportation - State

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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 Public 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.

- Urban Transit Program (UTP) – Encompasses funding administered for transit service in Ohio's urbanized areas with populations of 50,000 or more.
- Specialized Transportation Program (STP) – Provides funds for transit projects intended to enhance mobility for seniors and persons with disabilities.
- Rural Transit Program (RTP) – Provides state assistance to general public transportation service in rural areas.
- Ohio Transit Partnership Program (OTP2) – Provides funds to rural and urban transportation systems with an emphasis on, but not limited to, preservation and innovative projects.
- Elderly & Disabled (E&D) Transit Fare Assistance – Provides grants to reimburse eligible public transportation systems that offers reduced fares to elderly and disabled riders.
- Administration – Provides funds to match Federal FTA program dollars to administer the federal and state program in Ohio.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

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.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

No, however reductions and rapid increases and/or decreases in funding for ALI 775470 impact program efficiency and the ability to execute grant programs across the state. As an agency, ODOT continually shifts funding priorities around to best meet the growing demand of our State's Transit partners and operators; however, if reductions in the ALI were to occur, it will put heavier strains on the need to rely solely on federal (ALI 775452) and local (ALI 775454) funds in the next biennium.

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

### **ALI Q&A for 775470 Public Transportation - State**

Increases to the FY 2026-27 requests are due to the inclusion of cost-of-living adjustments for payroll related activities.

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

Inflationary and supply chain issues have created additional challenges to funding and supporting public transit across Ohio, as costs have increased.

Last year, ODOT contracted with transit providers in 84 of Ohio's 88 counties. These providers drove 99 million revenue miles providing 60 million trips. Annual operating budgets for transit providers totaled \$863M. The largest funding source for operating budgets were local dollars. Transit providers operated more than 4,000 vehicles. In addition to robust operations spending, transit providers spent more than \$333M on capital projects.

Other key statistics for inclusion, nationwide Ohio ranks:

- 5th largest Rural Public Transit FTA allocation
- 15th in transit ridership

## ALI Q&A for 775471 State Road Improvements

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

ALI 775471 was created in HB 687 of the 134th General Assembly. The funding provided is meant to invest in infrastructure that will advance the Intel project in Northeast Columbus, specifically preparing infrastructure to prepare for the construction of Intel Facilities.

Intel is investing \$20 billion, creating 3,000 jobs, and growing a vast supply chain that will benefit companies throughout the state. The bill has created a funding commitment of \$110 million for state road improvements associated with the project.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Costs are supported up to the capital bill appropriations cap of \$110M and are associated with improvements to state roads for preparation of the Intel facility builds.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

No impacts or relationships exist.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

No request for FY26-27.

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

Not applicable.

## ALI Q&A for 776465 Rail Development

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

This ALI is used to fund rail development grants that support Governor DeWine's economic development priorities. Since January 1, 2019, the 103 projects to which the Ohio Rail Development Commission (Rail Commission) provided direct funding assistance are committed to create or retain over almost 6,100 jobs, as well as supporting an additional 16,300 jobs, and are expected to leverage \$112 in other investment for every \$1 of Rail Commission funding. Nearly 75% of the investments leveraged by Rail Commission-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.

This ALI represents the state's best opportunity to take advantage of rail opportunities such as federal discretionary grants, competition with other states for investment, and focusing on safety, however the current funding level is limiting.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Costs supported by this ALI are driven by applications to the state's funding programs. These costs vary depending on the total project cost and the role of ORDC in the project.

In terms of distributions to other state or local entities, the line item 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.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Previous shortfalls in this ALI have resulted in grant spending from ALI 776664 – Rail Development - Other. The Rail Commission chose to offset these budget reductions to preserve the state's ability to leverage federal funding opportunities and to secure rail-related economic development investments in Ohio.

New and expanded federal grant programs in the IIJA/BIL require a 20% match, however the Commission's analysis indicates projects are more competitive with a 50% non-federal funding share. This non-federal matching responsibility is shared with railroads and other project partners; however, Ohio's applications are unlikely to be funded without a meaningful state share in the project.

The need to improve public safety results in projects that are not a good fit for federal funds, usually due to their small size or unique nature. Due to limited state resources, these safety investments at additional locations may not be possible or require significantly more resources expended under ALI 776462 – Grade Crossings – Federal to comply with federal requirements.

## ALI Q&A for 776465 Rail Development

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

The Rail Commission is seeking an increase from FY 2025 levels to enable Ohio to better compete for private and federal investment in Ohio's rail network. New and expanded federal grant programs require a 20% match; however, the Rail Commission's analysis indicates projects are more competitive with a 50% non-federal funding share. The Rail Commission shares this non-federal matching responsibility with railroads and other project partners; however, Ohio's applications are unlikely to be funded without a meaningful state share in the project.

### **5. 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. With increased federal funding opportunities, it is more important than ever that the Rail Commission have funding available to leverage these discretionary federal grants. Otherwise, the state is likely to miss out on federal funding opportunities.

Additionally, Ohio competes with other states' programs and with projects in other states for railroad and other private investment. The Rail Commission's recent benchmarking survey found that of 15 other states most competitive with Ohio (by geography, by similarity, and by economic competition), the average rail program is \$23 million annually. Even after taking out two outliers, our competitors have programs averaging \$15 million per year.

Annual state funding in the most recent biennium budgets for freight rail development is significantly less than most other transportation modes: Aviation: \$10 million; Transit \$37 million; 629 Roadwork Development \$15.2 million.

## ALI Q&A for 777471 Airport Improvements-State

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

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.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable.

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

The increase from FY 2025 levels is due to cost-of-living payroll increases in the appropriation line item.

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

### **ALI Q&A for 777471 Airport Improvements-State**

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.

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 \$1.5M in grants to match FAA discretionary and airport improvement grants totaling \$30M at 50 airports annually.

Historically, the project funding requests for airport grants has consistently exceeded available funding by approximately 400%-500%. Increasing the ALI would allow ODOT to fund more safety and maintenance projects and better meet the needs of the airport system. In addition, increased Federal spending on airports due to passage of the Bipartisan Infrastructure Law has put additional demand on local airport sponsors to provide the 10% local share FAA grants.

## Fund Question and Answer for 7042 Highway Capital Improvement

**1. 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 Highway Capital Improvement fund was created under the authority granted by section 5528.53 of the Ohio Revised Code.

**2. Explain all major sources of revenue deposited into this fund and the assumptions used in developing revenue estimates. If this fund receives grants, please fill out the grants table.**

The fund's major revenue source is the proceeds from General Obligation Highway Capital Improvement (HCAP) bonds. HCAP bonds are debt obligations issued by the state, backed by highway user receipts. The fund also earns investment income.

The timing and amount of each HCAP bond issuance is based on the projected cash needed over the next 18 months to fund the expenditures for construction projects that are funded through the State Highway Bond appropriations.

HCAP bond issuances typically occur every 15 to 18 months, dependent upon the actual spenddown of the previous issuance's proceeds and the projected cash needs for the next 18 months. The fund's cash needs typically lag the appropriations (i.e., 20% 1st year, 50% 2nd year, 20% 3rd year, and 10% 4th year).

Debt service on the bonds is retired purely from state motor fuel tax revenue. Debt service payments are required to be taken from motor fuel tax distribution process in equal amounts from September through February each year and remitted to the Highway Obligations Bond Retirement Fund administered by the Treasurer of State's office.

**3. 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 fund receives revenue from the proceeds of HCAP bond series issuances once the fund exhausts its previous cash balance. The timing of this revenue typically occurs every 15 to 18 months, depending on when cash is needed to fund the forecasted project expenditures over the next 18 months. The fund also receives investment income revenue each October, January, April, and June.

**4. What is the target ending cash balance for this fund, as either a percentage of revenue or months of expenditures? What is the rationale for this target?**

## **Fund Question and Answer for 7042 Highway Capital Improvement**

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. Several 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.

Maintaining the tax-exempt status of the HCAP bonds is the main factor for the 15- to 18-month issuance cycle. The allocation and expenditures of the bond proceeds within this issuance cycle ensures compliance with the arbitrage and spenddown requirements prescribed in Internal Revenue Code Section 148 and the related Treasury Regulations.

### **5. If there are any "transfers-in" or "transfers-out" shown on the Fund Activity Summary for this fund, explain the source or recipient and the legal authority for each transfer.**

Transfers-In: Transfers into this fund from the Highway Operating Fund (Fund 7002) can occur when there is a need to cover a funding gap between the fund running out of cash and the fund receiving the proceeds from the next bond issuance. Currently, HB 23 grants ODOT the temporary authority to request a transfer of cash into the fund to cover this type of funding gap.

Transfers-Out: If the fund received a transfer of cash from the Highway Operating Fund to cover a funding gap, then the fund must reimburse the Highway Operating Fund upon the fund's receipt of the bond proceeds. Currently, HB 23 grants ODOT the temporary authority to request a transfer of cash out of the fund to reimburse the Highway Operating Fund.

## ALI Q&A for 772723 Highway Construction-Bonds

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

This fund was created under the authority granted by section 5528.53 of the Ohio Revised Code. The fund houses the proceeds from State Highway Bond debt obligations issued by the State. The fund also earns investment income. Debt service on the bonds is paid from ODOT's share of the state motor fuel tax. An amount equal to the debt service requirements 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.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

ODOT has a fiduciary and mission-driven responsibility to use funds on the transportation system. Maintaining Ohio's infrastructure is a priority with transportation supporting the economic development for the state. Expenditures from this ALI support the transportation infrastructure (e.g., repairing roads and bridges).

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Requested increase due to anticipated needs for Brent Spence Bridge.

**5. 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 are driven by projects funded through Bond appropriations. The Department must ensure that 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).

## Fund Question and Answer for 7045 Infrastructure Bank Obligation

### **1. 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 Infrastructure Bank Obligation fund was created under the authority granted by section 5531.09 of the Ohio Revised Code.

### **2. Explain all major sources of revenue deposited into this fund and the assumptions used in developing revenue estimates. If this fund receives grants, please fill out the grants table.**

The fund's major revenue source is the proceeds from Grant Anticipation Revenue Vehicle (GARVEE) bonds. GARVEE bonds are debt obligations issued by the state, backed by the anticipated future receipts of federal highway funds. The fund also earns investment income.

The timing and amount of each GARVEE bond issuance is based on the projected cash needed over the next 18 months to fund the expenditures for construction projects that are funded through GARVEE bond appropriations.

GARVEE bond issuances typically occur every 15 to 18 months, dependent upon the actual spenddown of the previous issuance's proceeds and the projected cash needs for the next 18 months. The fund's cash needs typically lag the appropriations (i.e., 20% 1st year, 50% 2nd year, 20% 3rd year, and 10% 4th year).

Debt service on the bonds is paid out of appropriations and cash in the Highway Operating Fund (Fund 7002).

### **3. 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 fund receives revenue from the proceeds of a GARVEE bond series issuance once the fund exhausts its previous cash balance. The timing of this revenue typically occurs every 15 to 18 months, depending on when cash is needed to fund the forecasted project expenditures over the next 18 months. The fund also receives investment income revenue each October, January, April, and June.

### **4. What is the target ending cash balance for this fund, as either a percentage of revenue or months of expenditures? What is 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. Several 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.

Maintaining the tax-exempt status of the GARVEE bonds is the main factor for the 15-to-18-month issuance cycle. The allocation and expenditures of the bond proceeds within this issuance cycle ensures compliance with the arbitrage and spenddown requirements prescribed in Internal Revenue Code Section 148 and the related Treasury Regulations.

### **Fund Question and Answer for 7045 Infrastructure Bank Obligation**

**5. If there are any "transfers-in" or "transfers-out" shown on the Fund Activity Summary for this fund, explain the source or recipient and the legal authority for each transfer.**

Transfers-In: Transfers into this fund from the Highway Operating Fund (Fund 7002) can occur when there is a need to cover a funding gap between the fund running out of cash and the fund receiving the proceeds from the next bond issuance. Currently, HB 23 grants ODOT the temporary authority to request a transfer of cash into the fund to cover this type of funding gap.

Transfers-Out: If the fund received a transfer of cash from the Highway Operating Fund to cover a funding gap, then the fund must reimburse the Highway Operating Fund upon the fund's receipt of the bond proceeds. Currently, HB 23 grants ODOT the temporary authority to request a transfer of cash out of the fund to reimburse the Highway Operating Fund.

## ALI Q&A for 772428 Highway Infrastructure Bank-Bonds

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

This fund was created under the authority granted by section 5531.09 of the Ohio Revised Code. The fund houses the proceeds from Grant Anticipation Revenue Vehicle (GARVEE) bonds, which are debt obligations issued by the State that are backed by anticipated future receipts of federal highway funds. The fund also earns investment income. ODOT uses this fund for the preservation of the State's major highways, bridge construction, rehabilitation projects, and system preservation. Debt service on the GARVEE bonds is paid out of appropriations and cash in the Highway Operating Fund (7002).

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

ODOT has a fiduciary and mission-driven responsibility to use funds on the transportation system. Maintaining Ohio's infrastructure is a priority with ensuring transportation is supporting the economic development for the state. Expenditures from this ALI support the transportation infrastructure (e.g., repairing roads and bridges).

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Requested increase due to anticipated needs for Brent Spence Bridge.

### **5. 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 are driven by projects funded through Bond appropriations. The Department must ensure that 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).

## Fund Question and Answer for 4N40 Rail Development

**1. 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.

**2. Explain all major sources of revenue deposited into this fund and the assumptions used in developing revenue estimates. If this fund receives grants, please fill out the grants table.**

Revenues to this fund consist of loan repayments, property management and miscellaneous revenues. ORDC's loans support railroad development and rehabilitation projects. The revenue estimates for this fund include repayments for outstanding loans and does not include loans that are not yet closed or potential future loans. All outstanding loans are scheduled to be fully repaid in FY 2026, so no repayments are expected in FY 2027.

Property management revenues include lease payments by railroads operating on state-owned lines, as well as fees for use of 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. Property management revenues have been growing gradually in the FY2020-FY2025 period and are expected to continue to grow over the biennium, as many leases are indexed to the consumer price index.

**3. 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 scheduled variations during the fiscal year. The largest source of property management revenues is also a flat monthly payment. Variances occur from the timing of loan application and commitment fees, lease agreements, and other one-time instances such as early loan payoffs or reimbursements of local project shares.

**4. What is the target ending cash balance for this fund, as either a percentage of revenue or months of expenditures? What is the rationale for this target?**

Sound fiscal management requires a balance to cover outstanding encumbrances (grant and loan agreements into which the ORDC has entered) and to manage cash flow for ongoing agency operations. Additionally, this fund has been used to provide the state match for federal discretionary grant awards. Matching funds are committed at the time of the federal application but not encumbered until a grant is awarded; as such, an ending unencumbered cash balance of at least one year's appropriation is targeted, plus additional funds to allow for federal project leveraging.

**5. If there are any "transfers-in" or "transfers-out" shown on the Fund Activity Summary for this fund, explain the source or recipient and the legal authority for each transfer.**

N/A

## ALI Q&A for 776664 Rail Transportation-Other

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

This line item serves two permanent purposes:

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 327 miles of state-owned rail property by monitoring leases to operating railroads and reviewing modifications to and uses 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 five-to-seven-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.

Additionally, the line item is intermittently used to match federal grant opportunities, to preserve the availability of flexible grants for business development projects, and to participate in development and grade crossing safety projects.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Costs supported by this ALI are driven by its varied uses. Operating costs are mainly driven by payroll, with this line item supporting all of ORDC's non-highway-related operations. Grant and loan costs are driven by federal project awards and by applications to the state's funding programs. These costs vary depending on the total project cost and the role of ORDC in the project.

In terms of distributing funds to other state or local entities, 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.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable.

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

The request represents a decrease from FY 2025 as directed by OBM.

**ALI Q&A for 776664 Rail Transportation-Other**

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

Not Applicable.

## Fund Question and Answer for 5AU1 Wayside Detector Grant Fund

**1. 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 749.10 of H.B. 33 of the 135th General Assembly.

**2. Explain all major sources of revenue deposited into this fund and the assumptions used in developing revenue estimates. If this fund receives grants, please fill out the grants table.**

The source of revenue for this fund came from a one-time cash transfer of \$10 million.

**3. 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 pattern of revenue for this fund program is based on a one-time cash transfer of \$10 million.

**4. What is the target ending cash balance for this fund, as either a percentage of revenue or months of expenditures? What is the rationale for this target?**

The target ending cash balance is anticipated to be zero once the cash that has been transferred into the fund has been completely expended.

**5. If there are any "transfers-in" or "transfers-out" shown on the Fund Activity Summary for this fund, explain the source or recipient and the legal authority for each transfer.**

Transfers-In: 135th GA H.B. 33 required a transfer from the General Revenue Fund (GRF) to the Wayside Detector Grants (Fund 5AU1)

## ALI Q&A for 776675 Wayside Detector Grants

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

This ALI will be used to provide wayside detector system grants for medium and smaller sized freight hauling railroads. Under this competitive grant program, eligible railroads can use funding for system installation, equipment, power sources, and employee training. Class II operators must pay 40% of costs and Class III operators must pay 15% of costs. The program is funded via a cash transfer of \$10.0 million in FY 2024 from the FY 2023 GRF ending balance to the Wayside Detector Grant Fund (Fund 5AU1).

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Wayside detector systems can be used to improve safety on rail lines and the grants supported by this ALI fund new installations. Under Am. Sub. H.B. 33, the state program covers 60% of the cost of projects on Class II railroads (medium sized freight railroads) and 85% of the costs on Class III (smaller sized freight railroads). Large freight Class I railroads are not eligible. Railroad companies doing business in Ohio apply for competitive grants under the program for wayside detector system projects, including projects related to installation, equipment, power sources, and employee training.

The program was oversubscribed, with 17 railroads applying for \$13,722,987.22 in state funds. The program was capped at \$10.0 million. To make funding selections, the Rail Commission considered the requirements in Am. Sub. H.B. 33, as well as train speed and the presence of hazardous materials.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable.

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

No request for FY26-27.

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

Not Applicable.

## Fund Question and Answer for 5AV1 Orphan Rail Fund

**1. 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 authority of this fund was established as part of the 135th General Assembly in H.B. 33 under temporary law sections 411.10 and 411.13

**2. Explain all major sources of revenue deposited into this fund and the assumptions used in developing revenue estimates. If this fund receives grants, please fill out the grants table.**

The source of revenue for this fund came from a one-time cash transfer of \$1 million.

**3. 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 pattern of revenue for this program is based on a one-time cash transfer of \$1 million.

**4. What is the target ending cash balance for this fund, as either a percentage of revenue or months of expenditures? What is the rationale for this target?**

The target ending cash balance is anticipated to be zero once the cash that has been transferred into the fund has been completely expended.

**5. If there are any "transfers-in" or "transfers-out" shown on the Fund Activity Summary for this fund, explain the source or recipient and the legal authority for each transfer.**

Transfers-In: 135th GA H.B. 33 required a transfer from the General Revenue Fund (GRF) to Orphan Rail (Fund 5AV1).

## ALI Q&A for 776676 Orphan Rail

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

The Orphan Rail Crossing Program, authorized by HB 33, is used to make grants to roadway authorities to address “orphan” rail crossings. Orphan rail crossings were defined for the program as crossings that no longer have a connection to the rail network, served a closed and vacated facility, or are in use but lack clear documentation of ownership and responsibility for its condition. The Rail Commission awarded grants to 9 entities to address the conditions at 16 crossings in FY 2024.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Costs are driven by the cost of railroad crossing rehabilitation or removal projects. The Rail Commission made grants available to communities based on estimated project costs.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

No request for FY26-27.

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

Not Applicable.

## Fund Question and Answer for 5QT0 Ohio Maritime Assistance

**1. 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 authority was created in section 5501.91 of the Ohio Revised Code.

**2. Explain all major sources of revenue deposited into this fund and the assumptions used in developing revenue estimates. If this fund receives grants, please fill out the grants table.**

Revenues to this fund consisted of cash transfers in FY2020-FY2025 from the Facilities Establishment Fund (Fund 7037), or the General Revenue Fund (GRF). Transfers in FY2022, FY2024-FY2025 came from the General Revenue Fund (GRF).

There are no other assumptions used to develop revenue estimates and no anticipated revenue to occur in the near term.

**3. 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.

**4. What is the target ending cash balance for this fund, as either a percentage of revenue or months of expenditures? What is 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 fully expended.

**5. If there are any "transfers-in" or "transfers-out" shown on the Fund Activity Summary for this fund, explain the source or recipient and the legal authority for each transfer.**

Transfers-In: GA 133 H.B. 166, GA 134 H.B. 110, and GA 135 H.B. 33 required transfers to occur from either the Facilities Establishment Fund (Fund 7037) or the General Revenue Fund (GRF).

## ALI Q&A for 776670 Ohio Maritime Assistance Program

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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. Generally, populations near and around maritime locations within the Lake Erie and Ohio River regions are served and/or regulated.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Costs supported by this ALI are driven by port authorities and their use of funding for various activities associated with land conditions, economic development of areas near water, as well as the condition of structures/equipment directly related to maritime commerce.

The ALI serves as a passthrough to other state and/or local entities as 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.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

No request for FY26-27.

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

Not Applicable.

## Fund Question and Answer for 5W90 County Airport Maintenance Assistance

**1. 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.

**2. Explain all major sources of revenue deposited into this fund and the assumptions used in developing revenue estimates. If this fund receives grants, please fill out the grants table.**

The revenue for this fund comes from aircraft registration fees.

Revenues for this fund have been generally stable. ODOT expects revenues to be flat for FY2026-FY2027 compared to FY2024-FY2025.

**3. 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 come in during the months of January through April. Small amounts trickle in throughout the year.

**4. What is the target ending cash balance for this fund, as either a percentage of revenue or months of expenditures? What is the rationale for this target?**

The target ending cash balance is equivalent to outstanding encumbrances. The bulk of the revenue is received during January through April and most encumbrances occur during the third and fourth quarter of the fiscal year (January through June).

**5. If there are any "transfers-in" or "transfers-out" shown on the Fund Activity Summary for this fund, explain the source or recipient and the legal authority for each transfer.**

N/A

## ALI Q&A for 777615 County Airport Maintenance

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

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.

Funds are distributed through an annual application process. Airport Sponsors must submit applications to the Office of Aviation in the previous year for the State Fiscal Year beginning July 1. Applications are reviewed for eligibility. Eligible projects are then ranked using a published scoring matrix. Points are awarded based on criteria that include the effect on safety or infrastructure maintenance, number and type 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 (AIP) grants for General Aviation and Commercial Service airports.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Request is equivalent for FY26-27.

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

### **ALI Q&A for 777615 County Airport Maintenance**

Historically, the project funding requests for airport grants have exceeded available funding by approximately 400%-500%. Any reduction would directly result in 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.

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 \$1.5M in grants to match FAA discretionary and airport improvement grants totaling \$30M at 50 airports annually.

## Fund Question and Answer for 5ZP0 Rail Safety Crossing

**1. 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 authority of this fund was established as part of the 135th General Assembly in H.B. 33 under temporary law sections 411.10 and 411.20.

**2. Explain all major sources of revenue deposited into this fund and the assumptions used in developing revenue estimates. If this fund receives grants, please fill out the grants table.**

The source of revenue for this fund came from a one-time cash transfer of \$100 million.

**3. 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 pattern of revenue for this program is based on a one-time cash transfer of \$100 million.

**4. What is the target ending cash balance for this fund, as either a percentage of revenue or months of expenditures? What is the rationale for this target?**

The target ending cash balance is anticipated to be zero once the cash that has been transferred into the fund has been completely expended.

**5. If there are any "transfers-in" or "transfers-out" shown on the Fund Activity Summary for this fund, explain the source or recipient and the legal authority for each transfer.**

Transfers-In: 135th GA H.B. 33 required a transfer from the General Revenue Fund (GRF) to Rail Safety Crossing Match (Fund 5ZP0).

## ALI Q&A for 776505 Rail Safety Crossing Match

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

This ALI supports the Ohio Grade Crossing Elimination Program. It was created in Am. Sub. H.B. 33 to make safety improvements at rail crossings and leverage funding available through the federal Rail Crossing Elimination Program. Funding under this line item will be used to supplement local governments in providing matching funds for federal grants available under IIJA, to develop prospective projects for future federal applications, and to construct safety projects that are not good candidates for federal funds. The unexpended, unencumbered portion of this appropriation at the end of FY 2024 was automatically reappropriated for the same purpose in FY 2025. The program was funded via a cash transfer of \$100.0 million in FY 2024 from the FY 2023 GRF ending balance to the Rail Safety Crossing Fund (Fund 5ZP0).

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

This ALI is used for project development and construction and to match federal funding opportunities. Costs are driven by applications from communities, project development, and project construction costs.

ODOT anticipates that successful grant bids will need to use 50% matching funds, rather than 20%, to be competitive.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

No request for FY26-27.

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

Not Applicable.

## Fund Question and Answer for 5ZR0 Connect4Ohio

**1. 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 755.30 of H.B. 33 of the 135th General Assembly.

**2. Explain all major sources of revenue deposited into this fund and the assumptions used in developing revenue estimates. If this fund receives grants, please fill out the grants table.**

The source of revenue for this fund came from a one-time cash transfer of \$500 million.

**3. 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 pattern of revenue for this program is based on a one-time cash transfer of \$500 million.

**4. What is the target ending cash balance for this fund, as either a percentage of revenue or months of expenditures? What is 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.

**5. If there are any "transfers-in" or "transfers-out" shown on the Fund Activity Summary for this fund, explain the source or recipient and the legal authority for each transfer.**

Transfers-in occurred from the one-time cash transfer to provide the revenue for the fund of \$500 million.

## ALI Q&A for 776673 Connect4Ohio

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

This line item was established in H.B. 33 of the 135th General Assembly to create seamless transportation connections throughout all of Ohio and to make it easier for all Ohio workers to commute from their homes to employment centers. The program provides funding to complete projects in rural counties that improve rural corridor projects, eliminating rural traffic impediments. The populations served in this program relate to “rural county” populations, or a county not containing a municipal corporation with a population greater than 55,000 residents, according to the most recent federal decennial census.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

The cost drivers of this line item come from construction projects in rural counties. Costs will be incurred for construction related expenses to build out roadway infrastructure to benefit the identified communities.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

This line item assists in providing a match to federal funds that might otherwise not be available due to a local not having the ability to contribute the funding required to move the project forward. This line item assists in spending federal funds in line item 772422.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

No request for FY26-27.

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

Not Applicable.

## Fund Question and Answer for 2120 Highway/Transit Infrastructure Bank

**1. 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 created under the authority established in section 5531.09 of the Ohio Revised Code.

**2. Explain all major sources of revenue deposited into this fund and the assumptions used in developing revenue estimates. If this fund receives grants, please fill out the grants table.**

The major source of revenue deposited into this fund are loan repayments from borrowers.

This fund was originally seeded with federal highway, federal transit, and state motor fuel tax revenues. Those revenues have been loaned out over the years to local governmental entities. These entities are then required to repay principal plus interest. 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 allowed 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 in the fund. 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.

**3. 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 in October, January, April, and June, and loan repayments are received throughout the year, according to individual loan amortization schedules.

**4. What is the target ending cash balance for this fund, as either a percentage of revenue or months of expenditures? What is the rationale for this target?**

This fund is a revolving loan program, the cash balance will continue to grow and fluctuate. The cash balance for this fund has recently been between \$110 million and \$120 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.

**5. If there are any "transfers-in" or "transfers-out" shown on the Fund Activity Summary for this fund, explain the source or recipient and the legal authority for each transfer.**

N/A

## ALI Q&A for 772426 Highway Infrastructure Bank-Federal

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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.

This program lends funds to government entities for projects eligible under Federal Highway Title 23 or Title 49. The Federal government established this program to assist local governments with advancing transportation projects, while leveraging future revenue streams. The SIB is utilized as a financing option to complement other sources of funding on both traditional and non-traditional transportation projects.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

When a loan is closed, funds are encumbered 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 project sources, when the contract is awarded and paid directly to the contractor.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Request is equivalent for FY26-27.

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

### **ALI Q&A for 772426 Highway Infrastructure Bank-Federal**

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.

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. Since the SIB's inception, the program has issued 293 loans and 12 bonds totaling over \$862.6M.

The 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 approval, including the entity's ability for repayment, 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.

An annual financial statement is prepared and provided to the Federal Highway Administration (FHWA) and a section of the ODOT financial statement reports 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. Ohio continues to be in the top three states for loan activity.

## ALI Q&A for 772427 Highway Infrastructure Bank-State

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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.

The Federal government established this program to assist local governments with advancing a variety of transportation projects, while leveraging future revenue streams. The SIB is utilized as a financing option to complement other sources of funding on both traditional and non-traditional transportation projects.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

When a loan is closed, funds are encumbered 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 project sources, when the contract is awarded and paid directly to the contractor.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Request is equivalent for FY26-27.

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

### **ALI Q&A for 772427 Highway Infrastructure Bank-State**

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.

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. Since the SIB's inception, the program has issued 293 loans and 12 bonds totaling over \$862.6M.

The 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 approval, including the entity's ability for repayment, 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.

An annual financial statement is prepared and provided to the Federal Highway Administration (FHWA) and a section of the ODOT financial statement reports 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. Ohio continues to be in the top three states for loan activity.

## Fund Question and Answer for 2130 Aviation Infrastructure Bank

**1. 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 established in section 5531.09 of the Ohio Revised Code.

**2. Explain all major sources of revenue deposited into this fund and the assumptions used in developing revenue estimates. If this fund receives grants, please fill out the grants table.**

The major source of revenue deposited in this fund are loan repayments from borrowers.

The fund was originally seeded with GRF dollars and is used to support projects that would not be eligible for loans using Fund 2120.

The GRF revenues have been loaned out over the years to local governmental entities. The borrowers are required to repay principal plus interest. The funds are flexible and can be used for local infrastructure or multi-modal transportation project. In FY2007, the loan repayment revenues were also used to support a bonding program within Fund 2130. This allowed the SIB GRF to increase the amount of low-cost dollars available to locals to support local multi-modal transportation projects.

The assumptions used are based solely on the estimated revenues to be received from loan repayments and investment income. 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 appropriate unused SIB appropriations from prior years.

**3. 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 deposited in October, January, April, and June. Loan repayments are received throughout the year, according to individual loan amortization schedules.

**4. What is the target ending cash balance for this fund, as either a percentage of revenue or months of expenditures? What is the rationale for this target?**

This fund is a revolving loan program, the cash balance will continue to grow and fluctuate. The cash balance for this fund has recently been between \$17 million and \$19 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.

**5. If there are any "transfers-in" or "transfers-out" shown on the Fund Activity Summary for this fund, explain the source or recipient and the legal authority for each transfer.**

N/A

## ALI Q&A for 772431 Roadway Infrastructure Bank - State

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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.

This program lends funds to government entities for transportation projects not Title 23 eligible. It was established to assist local governments with advancing transportation projects, while leveraging future revenue streams. The SIB is utilized as a financing option to complement other sources of funding on both traditional and non-traditional transportation projects.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

When a loan closes, funds are encumbered 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 project sources, when the contract is awarded and paid directly to the contractor.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Request is equivalent for FY26-27.

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

### **ALI Q&A for 772431 Roadway Infrastructure Bank - State**

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 and dedicated solely to this program. Since the SIB's inception, the program has issued 293 loans and 12 bonds totaling over \$862.6M. Ohio continues to be in the top three states for SIB program activity.

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 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 application. 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.

## ALI Q&A for 777477 Aviation Infrastructure Bank-State

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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.

This program lends funds to government entities for Aviation related transportation projects. This program was established to assist local governments with advancing transportation projects, while leveraging future revenue streams. The SIB is utilized as a financing option to complement other sources of funding on both traditional and non-traditional transportation projects.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

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.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Not Applicable

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

### **ALI Q&A for 777477 Aviation Infrastructure Bank-State**

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 and dedicated solely to this program. Since the SIB's inception, the program has issued 265 loans and 14 bonds totaling over \$811M. Ohio continues to be in the top three states for SIB program activity.

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 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 application. 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.

## Fund Question and Answer for 5X10 Ohio Highway and Transportation Safety Fund

**1. 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 5747.502(F) of the Ohio Revised Code.

**2. Explain all major sources of revenue deposited into this fund and the assumptions used in developing revenue estimates. If this fund receives grants, please fill out the grants table.**

The source of revenue for this fund is ODOT's share related to reducing or ceasing of local authorities Local Government Fund allocations due to their use of traffic law photo-monitoring devices. The assumptions used to develop revenue estimates are based on historical data and current information from the Ohio Department of Taxation related to the local's submission. During FY2024, the revenue for this fund was 3.5 times greater than FY2023 resulting in \$9.1M. We anticipate revenues to drop off in FY2025 and are estimating \$6M of revenue. Due to the limitations of data being available we will anticipate a small growth for FY2027.

**3. 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.).**

Revenue is received monthly by tenth of each month. Revenue is dependent on monthly GRF receipts for the state and dependent on collected revenues by local authorities from traffic law photo-monitoring devices that determines the potential reductions or ceasing of Local Government Fund allocations.

**4. What is the target ending cash balance for this fund, as either a percentage of revenue or months of expenditures? What is the rationale for this target?**

Target ending cash balance will be approximately the amount of current year ending cash balances. Funding will be provided to be utilized on Safety projects and since the revenues are required to be provided to specific areas; the funding needs to compound throughout the year to generate enough buying power for costs of projects.

**5. If there are any "transfers-in" or "transfers-out" shown on the Fund Activity Summary for this fund, explain the source or recipient and the legal authority for each transfer.**

N/A

## ALI Q&A for 772504 Ohio Highway Transportation Safety

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

The purpose of this ALI is to manage appropriations received for Ohio Highway and Transportation Safety Fund. The purpose of the Ohio Highway and Transportation Safety Fund is to provide the funding that was either reduced or ceased from a local authority under section 5747.502(C) or (D). The funding is required to be used to enhance public safety on public roads and highways associated to the transportation district for which the local authority resides.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

The cost supported by this ALI relates to safety projects to the transportation district in which the local authority is located.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Requested increase due to revenues realized and updated revenue projections.

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

Not Applicable.

## **Fund Question and Answer for 7002 Highway Operating**

**1. 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 established through the authority granted by section 5735.051(A) of the Ohio Revised Code.

**2. Explain all major sources of revenue deposited into this fund and the assumptions used in developing revenue estimates. If this fund receives grants, please fill out the grants table.**

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, Federal Transit Administration, and 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.

State motor fuel tax influences the state revenue portion of this fund. The rate for these revenues during FY2026 and FY2027 is \$0.385/gallon for gasoline, \$0.47/gallon for diesel, compressed natural gas and other fuels. The specific assumptions used in developing revenue estimates for this budget consist of prior revenue trends based on history of gallons taxed. For this budget submittal, it is assumed that FY2026 taxable gallons will be approximately 3% greater than FY2024 actuals. For FY2027, it is assumed taxable gallons will grow by one half of one percent over FY2026.

**3. 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.

**4. What is the target ending cash balance for this fund, as either a percentage of revenue or months of expenditures? What is the rationale for this target?**

ODOT forecasts the minimum cash balance in this fund to average between \$1.6 and \$1.8 billion. The reason for such a high cash balance is due to the agency having cash available for not only 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. 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 spend state cash and then request reimbursement from the federal government.

**5. If there are any "transfers-in" or "transfers-out" shown on the Fund Activity Summary for this fund, explain the source or recipient and the legal authority for each transfer.**

### **Fund Question and Answer for 7002 Highway Operating**

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 HB33)
- Local Governments – to Gasoline Excise Tax Fund – (Temp law, currently sec. 757.30 HB23)
- Inspector General (Temp law, currently sec. 203.60 HB23)
- Lake Erie Commission (Temp law, currently sec 319.10 HB33)

Transfers In:

- Per ORC 5736.13(A)(3) from Petroleum Activity Tax Public Highways Fund - \$103M in FY2024
- Monthly from Gasoline Excise Tax Fund – 7060 ORC 5735.051(A)(2) includes reduction for Additional Township formula (ORC 5735.051 (C)(3))

# GRANTS TABLE

<b>Fund Name:</b>	Highway Operating
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Grant Name	FHWA	FTA	FRA	FAA
<b>Assistance Listing Number (if applicable)</b>	20.200 20.205 20.215 20.616 20.224 20.934	20.500 20.505 20.507 20.509 20.513 20.526 20.528 20.933	20.301 20.325 20.934	20.106
<b>In this fund, which line items are associated with the grant?</b>	771412 772422 776462	775452	776475	777472
<b>ALI(s) providing match or maintenance of effort</b>	771411 772421	775454 775470	776465 776664	777471 777475 777615
<b>Match Rate or Maintenance of Effort (MOE) Amount</b>	0% - 20%	0% - 50%	20% - 50%	0% - 10%
<b>How is funding allocated to the agency and then granted to the sub-recipients?</b>	Allocation: Formula and Discretionary Granted: Application Project Grading	Allocation: Formula and Discretionary Granted: Application Project Grading Formula	Allocation: Discretionary Granted: Application Project Grading or Not part of a sub-recipient process	Allocation: Discretionary Granted: Application
<b>Is funding continuous or one-time?</b>	Continuous, grants are reimbursement-based, typically paid for by state gas tax funding before federal reimbursement	Continuous, grants are reimbursement-based, typically paid for by state gas tax funding before federal reimbursement	One-Time, grants are reimbursement-based, typically paid for by state gas tax funding before federal reimbursement	Continuous, grants are reimbursement-based, typically paid for by state gas tax funding before federal reimbursement
<b>For each grant (only grants over \$1 M for cabinet agencies), does the agency expect the grant award to decrease, stay the same, or increase in the future? Please explain.</b>	Most grant allocations for apportionments and obligation limits will increase due to the passage of the IIJA (BIL); however, there still may be unknown factors at federal level for future fiscal years.	Increase, as formula factors due to aging and an increasing population add needs for Transit services in future years. Also, IIJA (BIL) has future funding increases to apportionments in all federal fiscal years.	Most grant allocations for apportionments and obligation limits will increase due to the passage of the IIJA (BIL); however, most grants are awarded on a discretionary basis and are unknown at federal level for future fiscal years.	In past grant awards, amounts have not exceed \$1M; however, the most recent award totaled over \$2.5M for SFY 2023, which may signify increases to grant award amounts in the future.

## ALI Q&A for 771411 Planning and Research-State

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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.

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.

#### 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.

Coordinate with county engineers and other local authorities 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.

#### 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. Like 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.

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.

## ALI Q&A for 771411 Planning and Research-State

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

### 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.

### 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.

### 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.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

The increase is due the need to match available federal funding.

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

## **ALI Q&A for 771411 Planning and Research-State**

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.

## ALI Q&A for 771412 Planning and Research-Federal

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that 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.

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.

#### 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.

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. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

## ALI Q&A for 771412 Planning and Research-Federal

### 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.

### 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.

### 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.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Request is equivalent for FY26-27.

**5. 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 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.

## ALI Q&A for 772421 Highway Construction-State

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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.

#### 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 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.

#### 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 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.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

The cost drivers associated with this line item relate to the expenditures surrounding labor, materials, equipment for Central Office and the ODOT Districts. These costs relate to ODOT's construction program, including engineering and construction management, and the costs incurred under the DriveOhio program.

DriveOhio focuses 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.

**ALI Q&A for 772421 Highway Construction-State**

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

This appropriation line item has impacts on two other appropriation line items. 772422 and 772424 are the other line items that provide construction project assistance. This line item is the state match for line item 772422 and in some cases line item 772424 provides a local match for a construction project.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

The increase is related to payroll cost-of-living, increased federal funding, and projected spending for the programs under this line item.

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

Not Applicable

## ALI Q&A for 772422 Highway Construction-Federal

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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.

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.

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 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.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

The cost drivers associated with this line item relate to expenditures comprising ODOT's construction program. This line item is for costs backed by Federal Highway Administration funding applied to applicable projects and require a state match or state and local match.

A portion of this funding is provided to ODOT's Local Program, Metropolitan Planning Organizations, and Regional Transportation Planning Organizations. The funding is not distributed to those organizations, rather they utilize funding identified and ODOT works with the organizations to establish eligible projects where costs are incurred.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

There are two other appropriation line items that relate to this line item, 772421 (State match portion), and 772424 (Local match portion). This line item generally is 80% of the project costs and the other line items typically make up the remaining 20%.

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Request is equivalent for FY26-27

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

**ALI Q&A for 772422 Highway Construction-Federal**

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.

## ALI Q&A for 772424 Highway Construction-Other

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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.

Ohio local government transportation improvement project sponsors (counties, cities, villages, townships, public transit operators, school districts).

Also, this program serves the general traveling public in the State of Ohio.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Local Government Program funds are typically assigned 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.

Federal funding is generally 80%, while the 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.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

This line item has an impact on ALI 772422. Providing a match is required to utilize federal funds. This line item provides the match when the local and ODOT are completing a federally eligible project in a locality.

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Request is equivalent for FY26-27.

### **5. Provide any additional information concerning this ALI 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 to maintain the 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.

## ALI Q&A for 772425 Highway Construction-Turnpike

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

ALI 772425 was created solely for the purpose of accounting for appropriations supported by revenues received from the sale of Turnpike Bonds. During SFY 2014-2015 biennium we received a total of \$500 million in new appropriations which were backed by revenue received from bonds sold by the Ohio Turnpike and Infrastructure Commission (OTIC). ODOT requested projects to be funded through the revenues, which required a formal review and approval by OTIC.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Costs were driven by the construction related costs to build the projects identified by ODOT. All projects funded using these appropriations were deemed to have a nexus to the Turnpike.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

N/A.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

N/A – No appropriations requested.

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

No additional information.

### ALI Q&A for 772603 Brent Spence Bridge Corridor - State

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

The line item is related to the State share of costs directly related to the Brent Spence Corridor project. The project is designed to improve miles of interstate highway and building a new companion bridge to the existing bridge to reduce congestion, improve traffic flow and safety to the corridor. This is a key freight corridor for the eastern United States and has a daily traffic load of 160,000 vehicles.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

This Brent Spence Bridge Corridor ALI is specifically designated for only the State funding portion of this project.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

No request for FY26-27.

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

The project is funded by a combination of Federal grant funding and proportionally split funding from the State of Ohio and the State of Kentucky.

## ALI Q&A for 772604 Brent Spence Bridge Corridor - Federal

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

This line item relates to federal grant dollars specifically allocated for use on the Brent Spence Bridge Corridor project awarded by Federal Highway Administration to Ohio and Kentucky. The project is designed to improve miles of interstate highway and building a new companion bridge to the existing bridge to reduce congestion, improve traffic flow and safety to the corridor. This is a key freight corridor for the eastern United States and has a daily traffic load of 160,000 vehicles.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

This Brent Spence Bridge Corridor ALI is specifically designated for only the Federal funding portion of this project.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

No request for FY26-27.

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

The project is funded by a combination of Federal grant funding and proportionally split funding from the State of Ohio and the State of Kentucky.

## ALI Q&A for 772605 Brent Spence Bridge Corridor - Other

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

This line item relates to the portion of funding that Kentucky DOT contributes to Ohio DOT for use on the Brent Spence Bridge Corridor project. This funding is used to match federal funding received by Kentucky for the Brent Spence Bridge Corridor project. The project is designed to improve miles of interstate highway and building a new companion bridge to the existing bridge to reduce congestion, improve traffic flow and safety to the corridor. This is a key freight corridor for the eastern United States and has a daily traffic load of 160,000 vehicles.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

This Brent Spence Bridge Corridor ALI is specifically designated for the State of Kentucky's share of project funding.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

No request for FY26-27.

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

The project is funded by a combination of Federal grant funding and proportionally split funding from the State of Ohio and the State of Kentucky.

## ALI Q&A for 773431 Highway Maintenance-State

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

This ALI covers Highway Maintenance 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 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 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.

#### 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.

#### 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.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

## ALI Q&A for 773431 Highway Maintenance-State

### 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

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

The increase relates to planned spending for the programs that fall under this appropriation line item.

**5. 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.

## ALI Q&A for 775452 Public Transportation-Federal

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

The purpose of this ALI is to fund the Federal Public Transportation Grants 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, bus and bus facilities, rural transit assistance, enhanced mobility of seniors and individuals with disabilities, local and state grant programs and federal discretionary grants.

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 areas. 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 5311 Rural Area grant activities, the largest FTA appropriations section ODOT manages, involves 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;

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

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, with federal apportionments determining funding capacity.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Not Applicable.

**ALI Q&A for 775452 Public Transportation-Federal**

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

The increase is due to cost-of-living increases.

**5. 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 2020 Census, one in four Ohioans is a senior compared to one in six 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.

Section 5339 Bus and Bus Facilities program is also contained within ALI 775452 and 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.

## ALI Q&A for 775454 Public Transportation-Other

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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. The Federal Transit Administration requires a 20% local match to federal funding. 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.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

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.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Any reductions to this ALI would require an equal increase to ALI 775470 to account for the lack of local funding received. The local share is put on deposit to balance the total funding requests associated with FTA federal funding.

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Request is equivalent for FY26-27.

### **5. 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 2020 Census one in four Ohioans is a senior compared to one in six 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.

## ALI Q&A for 776462 Grade Crossings-Federal

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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.

Funds are provided from the federal Railway Highway Crossing Program and Highway Safety Improvement Program within the Federal Highway Administration. ORDC selects projects under four programs: formula-based upgrade program (hazard ranking calculations), corridor-based upgrade program (community-level rail corridor improvements), constituent-identified upgrade program (referrals from the public, railroads, and other sources), and queue management (for crossings with traffic signals in close proximity).

ORDC has funded 301 projects since January 1, 2019, including 55 new projects at 63 crossings in FY 2024. The projects funded in FY 2024 consist of 43 warning device improvements, eight grade crossing closures, 20 grade crossing surface reconstructions and two safety studies. ORDC expects the volume of projects to be similar in FY 26 and FY 27, however the number of projects that will be approved and completed will vary depending on the individual project characteristics.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Costs to this ALI are driven by the number and the complexity of the project locations selected for funding. In general, project complexity and costs have increased in recent years. In terms of distributions to other state and local entities, funds from this line item are allocated to individual railroad safety improvement projects. Most funds are paid to privately-owned railroads; however, local entities are occasionally 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. Funding amounts are based on individual project costs and, in the case of closure incentives, federal law which allows the state to provide up to \$100,000 for traffic safety improvements in communities that voluntarily close crossings (if matched by equivalent railroad funds).

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

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. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

**ALI Q&A for 776462 Grade Crossings-Federal**

Request is equivalent for FY26-27.

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

Not applicable.

## ALI Q&A for 776475 Rail- Federal Rail Administration

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

This ALI is used to expend grant funds received from the Federal Railroad Administration. ORDC has been very successful in winning federal discretionary grants through the Federal Railroad Administration's Consolidated Rail Infrastructure and Safety Improvements Program.

ORDC expects to continue applying for additional awards under this program and others that were created or significantly expanded in the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL), however future participation is dependent on the availability of non-federal matching funds.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Costs supported by this ALI are driven by successful applications for federal funds. Funding awards are specific to individual projects that are selected for funding.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Depending on the funding structures of the individual projects selected for grant awards by the Federal Railroad Administration, there may be state matching funds (ALI 776465 or ALI 776664) from ORDC or other state agencies that are funded from other funds and ALIs. These matching dollars are subject to the spending restrictions and approval processes of the programs from which funds are provided.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

No request for FY26-27.

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

Not applicable.

## ALI Q&A for 777472 Airport Improvements-Federal

**1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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 utilizing funding provided to the agency from the Federal Aviation Administration (FAA). The overall objective is to maintain aviation transportation system plan updates, as well as all other federal FAA grants ensuring a mechanism to promote safety, efficiency and mobility within the program.

**2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Costs are associated with the ALI program when the agency receives FAA grant awards, whether it be discretionary, or formula based. Most costs are typically associated with system plan updates, which involve revising and updating various infrastructure and service components to the operations associated with aviation activity across the state.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Increases to the ALI will result in increased costs associated with ALI 777471, as the grant funding typically requires a 10% non-federal match. ALI 777472 provides 100% of the federal appropriations needed but requires a state match requirement.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

Not Applicable.

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

Not Applicable.

## ALI Q&A for 777475 Aviation Administration

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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 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.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

Items related to aircraft and aviation related expenses. Avionics equipment, maintenance, fuel and infrastructure related to the operations performed by aviation staff and unmanned aerial activities.

### **3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

Yes, 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 two helicopters. 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.

Also, 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.

### **4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

ALI 777475 has increased from FY 2025 funding levels. The increase is attributable to payroll cost-of-living adjustments and program needs for various Aviation projects.

### **ALI Q&A for 777475 Aviation Administration**

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

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.

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

## ALI Q&A for 779491 Administration-State

### **1. Provide a brief overview of the ALI, including the purpose, populations served and/or regulated, and services and/or activities that are provided.**

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 Information Technology, and Division of Opportunity, Diversity, and Inclusion.

Communications provides 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 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 improvements

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.

### **2. What drives the cost supported by this ALI (e.g., trends in demographics, caseloads, changes in federal/state regulations)? If this ALI serves as a passthrough to other state or local entities, not including central service charges, also describe the distribution methodology.**

### **ALI Q&A for 779491 Administration-State**

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.

**3. Do changes to this ALI impact spending in other areas of this agency or another agency excluding lines related to Medicaid (65xxxx)? If yes, identify the ALI(s) and describe the relationship (e.g., federal/state matches, Memorandum(s) of Understanding, or other financial partnerships between agencies).**

There is an MOU with the Attorney General's Office.

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.

**4. If the request represents an increase or decrease from FY 2025 levels, please explain what is driving the difference.**

The increase in this line item from FY 2025 funding levels is due to anticipated payroll cost-of-living increases and program needs for the various divisions under this appropriation line item.

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

Not Applicable.

## BEA-0003 Fund Activity Summary for Operating Budget Request

7042 Highway Capital Improvement  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Beginning Cash Balance	51,625,294	18,716,934	38,077,871	89,285,900	92,285,900	95,285,900
4700 ISTVS	194,358	1,207,792	2,540,247	3,000,000	3,000,000	3,000,000
<b>Total Receipts Net of Accounts Receivable</b>	<b>194,358</b>	<b>1,207,792</b>	<b>2,540,247</b>	<b>3,000,000</b>	<b>3,000,000</b>	<b>3,000,000</b>
885500 OPER TRANSFER IN-OTHER	0	92,379,280	128,012,827	94,450,000	210,000,000	210,000,000
<b>Total Transfers In</b>	<b>0</b>	<b>92,379,280</b>	<b>128,012,827</b>	<b>94,450,000</b>	<b>210,000,000</b>	<b>210,000,000</b>
Net Receipts	194,358	93,587,072	130,553,074	97,450,000	213,000,000	213,000,000
<b>Total Resources Available</b>	<b>51,819,652</b>	<b>112,304,006</b>	<b>168,630,945</b>	<b>186,735,900</b>	<b>305,285,900</b>	<b>308,285,900</b>
570 Capital Items	33,102,718	74,226,135	79,345,045	94,450,000	210,000,000	210,000,000
<b>Total Disbursements</b>	<b>33,102,718</b>	<b>74,226,135</b>	<b>79,345,045</b>	<b>94,450,000</b>	<b>210,000,000</b>	<b>210,000,000</b>
<b>Total Transfers Out</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Use of Funds</b>	<b>33,102,718</b>	<b>74,226,135</b>	<b>79,345,045</b>	<b>94,450,000</b>	<b>210,000,000</b>	<b>210,000,000</b>
<b>Net Cash Balance</b>	<b>18,716,934</b>	<b>38,077,871</b>	<b>89,285,900</b>	<b>92,285,900</b>	<b>95,285,900</b>	<b>98,285,900</b>

Calculated Data Item	Item Calculation
Total Receipts Net of Accounts Receivable	Actuals Revenue less change in Accounts Receivable
Total Resources Available	Beginning Cash Balance + Total Receipts + Transfers In
Total Disbursements	Sum of Expenses
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance	Total Resources Available - Total Use of Funds

## BEA-0003 Fund Activity Summary for Operating Budget Request

7045 Infrastructure Bank Obligation  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Beginning Cash Balance	5,669,267	39,768,197	90,637,316	35,300,098	37,800,098	40,300,098
4700 ISTVS	341,119	1,494,495	2,223,760	2,500,000	2,500,000	2,500,000
<b>Total Receipts Net of Accounts Receivable</b>	<b>341,119</b>	<b>1,494,495</b>	<b>2,223,760</b>	<b>2,500,000</b>	<b>2,500,000</b>	<b>2,500,000</b>
885500 OPER TRANSFER IN-OTHER	115,060,418	135,053,542	0	83,950,000	210,000,000	210,000,000
<b>Total Transfers In</b>	<b>115,060,418</b>	<b>135,053,542</b>	<b>0</b>	<b>83,950,000</b>	<b>210,000,000</b>	<b>210,000,000</b>
Net Receipts	115,401,537	136,548,036	2,223,760	86,450,000	212,500,000	212,500,000
<b>Total Resources Available</b>	<b>121,070,804</b>	<b>176,316,233</b>	<b>92,861,076</b>	<b>121,750,098</b>	<b>250,300,098</b>	<b>252,800,098</b>
570 Capital Items	81,302,607	70,678,918	57,560,977	83,950,000	210,000,000	210,000,000
<b>Total Disbursements</b>	<b>81,302,607</b>	<b>70,678,918</b>	<b>57,560,977</b>	<b>83,950,000</b>	<b>210,000,000</b>	<b>210,000,000</b>
887500 OPER TRANSFER OUT-OTHER	0	15,000,000	0	0	0	0
<b>Total Transfers Out</b>	<b>0</b>	<b>15,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Use of Funds</b>	<b>81,302,607</b>	<b>85,678,918</b>	<b>57,560,977</b>	<b>83,950,000</b>	<b>210,000,000</b>	<b>210,000,000</b>
<b>Net Cash Balance</b>	<b>39,768,197</b>	<b>90,637,316</b>	<b>35,300,098</b>	<b>37,800,098</b>	<b>40,300,098</b>	<b>42,800,098</b>

Calculated Data Item	Item Calculation
Total Receipts Net of Accounts Receivable	Actuals Revenue less change in Accounts Receivable
Total Resources Available	Beginning Cash Balance + Total Receipts + Transfers In
Total Disbursements	Sum of Expenses
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance	Total Resources Available - Total Use of Funds

# BEA-0003 Fund Activity Summary for Operating Budget Request

4N40 Rail Development  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Beginning Cash Balance	10,130,730	10,176,231	10,670,669	11,079,025	10,104,939	9,927,150
4200 BUSINESS LICENSES & FEES	5,500	0	500	8,000	8,000	8,000
4430 OTHER GRANTS AND CONTRIBUTIONS	0	0	10,344	0	0	0
4500 RECOVERIES AND REIMBURSEMENTS	1,530,723	1,932,041	1,946,143	1,897,051	1,991,904	2,091,499
4600 OTHER SOURCES OF FINANCING	508,535	578,018	148,029	32,354	32,354	0
<b>Total Receipts Net of Accounts Receivable</b>	<b>2,044,757</b>	<b>2,510,059</b>	<b>2,105,016</b>	<b>1,937,405</b>	<b>2,032,258</b>	<b>2,099,499</b>
<b>Total Transfers In</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Net Receipts	2,044,757	2,510,059	2,105,016	1,937,405	2,032,258	2,099,499
<b>Total Resources Available</b>	<b>12,175,488</b>	<b>12,686,290</b>	<b>12,775,685</b>	<b>13,016,430</b>	<b>12,137,197</b>	<b>12,026,649</b>
500 Personal Services	773,314	766,314	830,613	1,425,343	1,015,116	1,056,857
510 Purchased Personal Services	54,887	65,445	38,426	65,939	75,000	75,000
520 Supplies and Maintenance	86,901	94,580	109,192	187,374	115,000	115,000
550 Subsidies Shared Revenue	618,194	76,350	1,350	2,316	200,000	200,000
570 Capital Items	465,960	989,486	717,079	1,230,519	304,931	290,532
595 Transfers and Non-Expense	0	23,447	0	0	500,000	500,000
<b>Total Disbursements</b>	<b>1,999,257</b>	<b>2,015,621</b>	<b>1,696,660</b>	<b>2,911,491</b>	<b>2,210,047</b>	<b>2,237,389</b>
<b>Total Transfers Out</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Use of Funds</b>	<b>1,999,257</b>	<b>2,015,621</b>	<b>1,696,660</b>	<b>2,911,491</b>	<b>2,210,047</b>	<b>2,237,389</b>
<b>Net Cash Balance</b>	<b>10,176,231</b>	<b>10,670,669</b>	<b>11,079,025</b>	<b>10,104,939</b>	<b>9,927,150</b>	<b>9,789,260</b>

# BEA-0003 Fund Activity Summary for Operating Budget Request

4N40 Rail Development  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
<b>Calculated Data Item</b>	<b>Item Calculation</b>					
Total Receipts Net of Accounts Receivable	Actuals Revenue less change in Accounts Receivable					
Total Resources Available	Beginning Cash Balance + Total Receipts + Transfers In					
Total Disbursements	Sum of Expenses					
Total Use of Funds	Total Disbursements + Transfers Out					
Net Cash Balance	Total Resources Available - Total Use of Funds					

# BEA-0003 Fund Activity Summary for Operating Budget Request

5AU1 Wayside Detector Grant Fund  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Beginning Cash Balance	0	0	0	10,000,000	2,158,568	2,158,568
<b>Total Receipts Net of Accounts Receivable</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
885500 OPER TRANSFER IN-OTHER	0	0	10,000,000	0	0	0
<b>Total Transfers In</b>	<b>0</b>	<b>0</b>	<b>10,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
Net Receipts	0	0	10,000,000	0	0	0
<b>Total Resources Available</b>	<b>0</b>	<b>0</b>	<b>10,000,000</b>	<b>10,000,000</b>	<b>2,158,568</b>	<b>2,158,568</b>
570 Capital Items	0	0	0	7,841,432	0	0
<b>Total Disbursements</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,841,432</b>	<b>0</b>	<b>0</b>
<b>Total Transfers Out</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Use of Funds</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,841,432</b>	<b>0</b>	<b>0</b>
<b>Net Cash Balance</b>	<b>0</b>	<b>0</b>	<b>10,000,000</b>	<b>2,158,568</b>	<b>2,158,568</b>	<b>2,158,568</b>

Calculated Data Item	Item Calculation
Total Receipts Net of Accounts Receivable	Actuals Revenue less change in Accounts Receivable
Total Resources Available	Beginning Cash Balance + Total Receipts + Transfers In
Total Disbursements	Sum of Expenses
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance	Total Resources Available - Total Use of Funds

# BEA-0003 Fund Activity Summary for Operating Budget Request

5AV1 Orphan Rail Fund  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Beginning Cash Balance	0	0	0	1,000,000	1,000,000	1,000,000
<b>Total Receipts Net of Accounts Receivable</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
885500 OPER TRANSFER IN-OTHER	0	0	1,000,000	0	0	0
<b>Total Transfers In</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
Net Receipts	0	0	1,000,000	0	0	0
<b>Total Resources Available</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>
570 Capital Items	0	0	0	0	0	0
<b>Total Disbursements</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Transfers Out</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Use of Funds</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Net Cash Balance</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>

Calculated Data Item	Item Calculation
Total Receipts Net of Accounts Receivable	Actuals Revenue less change in Accounts Receivable
Total Resources Available	Beginning Cash Balance + Total Receipts + Transfers In
Total Disbursements	Sum of Expenses
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance	Total Resources Available - Total Use of Funds

# BEA-0003 Fund Activity Summary for Operating Budget Request

5QTO Ohio Maritime Assistance  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Beginning Cash Balance	17,443,111	20,600,897	24,207,577	15,548,554	5,548,554	5,548,554
<b>Total Receipts Net of Accounts Receivable</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
885500 OPER TRANSFER IN-OTHER	11,000,000	12,000,000	5,000,000	0	0	0
<b>Total Transfers In</b>	<b>11,000,000</b>	<b>12,000,000</b>	<b>5,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
Net Receipts	11,000,000	12,000,000	5,000,000	0	0	0
<b>Total Resources Available</b>	<b>28,443,111</b>	<b>32,600,897</b>	<b>29,207,577</b>	<b>15,548,554</b>	<b>5,548,554</b>	<b>5,548,554</b>
570 Capital Items	7,842,214	8,393,320	13,659,023	10,000,000	0	0
<b>Total Disbursements</b>	<b>7,842,214</b>	<b>8,393,320</b>	<b>13,659,023</b>	<b>10,000,000</b>	<b>0</b>	<b>0</b>
<b>Total Transfers Out</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Use of Funds</b>	<b>7,842,214</b>	<b>8,393,320</b>	<b>13,659,023</b>	<b>10,000,000</b>	<b>0</b>	<b>0</b>
<b>Net Cash Balance</b>	<b>20,600,897</b>	<b>24,207,577</b>	<b>15,548,554</b>	<b>5,548,554</b>	<b>5,548,554</b>	<b>5,548,554</b>

Calculated Data Item	Item Calculation
Total Receipts Net of Accounts Receivable	Actuals Revenue less change in Accounts Receivable
Total Resources Available	Beginning Cash Balance + Total Receipts + Transfers In
Total Disbursements	Sum of Expenses
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance	Total Resources Available - Total Use of Funds

# BEA-0003 Fund Activity Summary for Operating Budget Request

5W90 County Airport Maintenance Assistance  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Beginning Cash Balance	1,383,884	1,639,647	1,858,438	1,960,206	1,805,207	1,650,207
4100 SALES TAXES	0	0	0	0	0	0
4200 BUSINESS LICENSES & FEES	5,378	21,556	2,149	5,000	5,000	5,000
4500 RECOVERIES AND REIMBURSEMENTS	379,455	403,860	484,035	460,000	460,000	460,000
<b>Total Receipts Net of Accounts Receivable</b>	<b>384,833</b>	<b>425,416</b>	<b>486,184</b>	<b>465,000</b>	<b>465,000</b>	<b>465,000</b>
<b>Total Transfers In</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Net Receipts	384,833	425,416	486,184	465,000	465,000	465,000
<b>Total Resources Available</b>	<b>1,768,716</b>	<b>2,065,063</b>	<b>2,344,621</b>	<b>2,425,206</b>	<b>2,270,207</b>	<b>2,115,207</b>
520 Supplies and Maintenance	50,806	3,555	102,022	164,545	59,462	61,245
550 Subsidies Shared Revenue	78,263	203,070	279,168	450,253	559,038	557,255
595 Transfers and Non-Expense	0	0	3,225	5,201	1,500	1,500
<b>Total Disbursements</b>	<b>129,069</b>	<b>206,625</b>	<b>384,415</b>	<b>619,999</b>	<b>620,000</b>	<b>620,000</b>
<b>Total Transfers Out</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Use of Funds</b>	<b>129,069</b>	<b>206,625</b>	<b>384,415</b>	<b>619,999</b>	<b>620,000</b>	<b>620,000</b>
<b>Net Cash Balance</b>	<b>1,639,647</b>	<b>1,858,438</b>	<b>1,960,206</b>	<b>1,805,207</b>	<b>1,650,207</b>	<b>1,495,207</b>

Calculated Data Item	Item Calculation
Total Receipts Net of Accounts Receivable	Actuals Revenue less change in Accounts Receivable
Total Resources Available	Beginning Cash Balance + Total Receipts + Transfers In
Total Disbursements	Sum of Expenses

## BEA-0003 Fund Activity Summary for Operating Budget Request

5W90 County Airport Maintenance Assistance  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Total Use of Funds	Total Disbursements + Transfers Out					
Net Cash Balance	Total Resources Available - Total Use of Funds					

# BEA-0003 Fund Activity Summary for Operating Budget Request

5ZP0 Rail Safety Crossing  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Beginning Cash Balance	0	0	0	100,000,000	2,911,674	2,911,674
<b>Total Receipts Net of Accounts Receivable</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
885500 OPER TRANSFER IN-OTHER	0	0	100,000,000	0	0	0
<b>Total Transfers In</b>	<b>0</b>	<b>0</b>	<b>100,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
Net Receipts	0	0	100,000,000	0	0	0
<b>Total Resources Available</b>	<b>0</b>	<b>0</b>	<b>100,000,000</b>	<b>100,000,000</b>	<b>2,911,674</b>	<b>2,911,674</b>
570 Capital Items	0	0	0	97,088,326	0	0
<b>Total Disbursements</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97,088,326</b>	<b>0</b>	<b>0</b>
<b>Total Transfers Out</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Use of Funds</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97,088,326</b>	<b>0</b>	<b>0</b>
<b>Net Cash Balance</b>	<b>0</b>	<b>0</b>	<b>100,000,000</b>	<b>2,911,674</b>	<b>2,911,674</b>	<b>2,911,674</b>

Calculated Data Item	Item Calculation
Total Receipts Net of Accounts Receivable	Actuals Revenue less change in Accounts Receivable
Total Resources Available	Beginning Cash Balance + Total Receipts + Transfers In
Total Disbursements	Sum of Expenses
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance	Total Resources Available - Total Use of Funds

# BEA-0003 Fund Activity Summary for Operating Budget Request

5ZR0 Connect4Ohio  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Beginning Cash Balance	0	0	0	496,814,903	21,547,932	21,547,932
<b>Total Receipts Net of Accounts Receivable</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
885500 OPER TRANSFER IN-OTHER	0	0	500,000,000	0	0	0
<b>Total Transfers In</b>	<b>0</b>	<b>0</b>	<b>500,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
Net Receipts	0	0	500,000,000	0	0	0
<b>Total Resources Available</b>	<b>0</b>	<b>0</b>	<b>500,000,000</b>	<b>496,814,903</b>	<b>21,547,932</b>	<b>21,547,932</b>
570 Capital Items	0	0	3,185,097	475,266,971	0	0
<b>Total Disbursements</b>	<b>0</b>	<b>0</b>	<b>3,185,097</b>	<b>475,266,971</b>	<b>0</b>	<b>0</b>
<b>Total Transfers Out</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Use of Funds</b>	<b>0</b>	<b>0</b>	<b>3,185,097</b>	<b>475,266,971</b>	<b>0</b>	<b>0</b>
<b>Net Cash Balance</b>	<b>0</b>	<b>0</b>	<b>496,814,903</b>	<b>21,547,932</b>	<b>21,547,932</b>	<b>21,547,932</b>

Calculated Data Item	Item Calculation
Total Receipts Net of Accounts Receivable	Actuals Revenue less change in Accounts Receivable
Total Resources Available	Beginning Cash Balance + Total Receipts + Transfers In
Total Disbursements	Sum of Expenses
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance	Total Resources Available - Total Use of Funds

## BEA-0003 Fund Activity Summary

5X10 Ohio Highway and Transportation Safety Fund  
Agency Bud

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Beginning Cash Balance	451,083	1,233,481	2,596,454	11,708,599	16,108,599	9,608,599
4500 RECOVERIES AND REIMBURSEMENTS	782,398	1,362,973	9,112,145	6,000,000	7,000,000	7,000,000
<b>Total Receipts Net of Accounts Receivable</b>	<b>782,398</b>	<b>1,362,973</b>	<b>9,112,145</b>	<b>6,000,000</b>	<b>7,000,000</b>	<b>7,000,000</b>
<b>Total Transfers In</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Net Receipts	782,398	1,362,973	9,112,145	6,000,000	7,000,000	7,000,000
<b>Total Resources Available</b>	<b>1,233,481</b>	<b>2,596,454</b>	<b>11,708,599</b>	<b>17,708,599</b>	<b>23,108,599</b>	<b>16,608,599</b>
570 Capital Items	0	0	0	1,600,000	13,500,000	7,000,000
<b>Total Disbursements</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,600,000</b>	<b>13,500,000</b>	<b>7,000,000</b>
<b>Total Transfers Out</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Use of Funds</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,600,000</b>	<b>13,500,000</b>	<b>7,000,000</b>
<b>Net Cash Balance</b>	<b>1,233,481</b>	<b>2,596,454</b>	<b>11,708,599</b>	<b>16,108,599</b>	<b>9,608,599</b>	<b>9,608,599</b>

Calculated Data Item	Item Calculation
Total Receipts Net of Accounts Receivable	Actuals Revenue less change in Accounts Receivable
Total Resources Available	Beginning Cash Balance + Total Receipts + Transfers In
Total Disbursements	Sum of Expenses
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance	Total Resources Available - Total Use of Funds

## BEA-0003 Fund Activity Summary for Operating Budget Request

2120 Highway/Transit Infrastructure Bank  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Beginning Cash Balance	87,590,567	97,007,154	110,946,035	123,131,694	125,792,694	128,453,694
4200 BUSINESS LICENSES & FEES	11,975	11,202	10,403	11,000	11,000	11,000
4600 OTHER SOURCES OF FINANCING	20,830,912	24,458,751	23,260,790	23,250,000	23,250,000	23,250,000
4700 ISTVS	2,755,909	2,271,093	4,738,941	250,000	250,000	250,000
<b>Total Receipts Net of Accounts Receivable</b>	<b>23,598,796</b>	<b>26,741,046</b>	<b>28,010,133</b>	<b>23,511,000</b>	<b>23,511,000</b>	<b>23,511,000</b>
<b>Total Transfers In</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Net Receipts	23,598,796	26,741,046	28,010,133	23,511,000	23,511,000	23,511,000
<b>Total Resources Available</b>	<b>111,189,363</b>	<b>123,748,200</b>	<b>138,956,169</b>	<b>146,642,694</b>	<b>149,303,694</b>	<b>151,964,694</b>
570 Capital Items	6,274,233	3,210,064	3,397,393	7,905,224	12,750,500	12,750,500
591 Debt Service	549,093	545,366	0	0	0	0
595 Transfers and Non-Expense	7,358,883	9,046,735	12,427,081	12,944,776	8,099,500	8,099,500
<b>Total Disbursements</b>	<b>14,182,209</b>	<b>12,802,165</b>	<b>15,824,474</b>	<b>20,850,000</b>	<b>20,850,000</b>	<b>20,850,000</b>
<b>Total Transfers Out</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Use of Funds</b>	<b>14,182,209</b>	<b>12,802,165</b>	<b>15,824,474</b>	<b>20,850,000</b>	<b>20,850,000</b>	<b>20,850,000</b>
<b>Net Cash Balance</b>	<b>97,007,154</b>	<b>110,946,035</b>	<b>123,131,694</b>	<b>125,792,694</b>	<b>128,453,694</b>	<b>131,114,694</b>

Calculated Data Item	Item Calculation
Total Receipts Net of Accounts Receivable	Actuals Revenue less change in Accounts Receivable
Total Resources Available	Beginning Cash Balance + Total Receipts + Transfers In
Total Disbursements	Sum of Expenses

## BEA-0003 Fund Activity Summary for Operating Budget Request

2120 Highway/Transit Infrastructure Bank  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Total Use of Funds	Total Disbursements + Transfers Out					
Net Cash Balance	Total Resources Available - Total Use of Funds					

# BEA-0003 Fund Activity Summary for Operating Budget Request

2130 Aviation Infrastructure Bank  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Beginning Cash Balance	13,338,140	16,015,733	17,433,824	19,662,996	17,739,996	15,816,996
4200 BUSINESS LICENSES & FEES	28,564	27,006	25,847	27,000	27,000	27,000
4600 OTHER SOURCES OF FINANCING	4,235,653	3,947,946	4,473,952	4,200,000	4,200,000	4,200,000
4700 ISTVS	78,528	354,548	679,432	0	0	0
<b>Total Receipts Net of Accounts Receivable</b>	<b>4,342,745</b>	<b>4,329,500</b>	<b>5,179,231</b>	<b>4,227,000</b>	<b>4,227,000</b>	<b>4,227,000</b>
<b>Total Transfers In</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Net Receipts	4,342,745	4,329,500	5,179,231	4,227,000	4,227,000	4,227,000
<b>Total Resources Available</b>	<b>17,680,885</b>	<b>20,345,234</b>	<b>22,613,056</b>	<b>23,889,996</b>	<b>21,966,996</b>	<b>20,043,996</b>
570 Capital Items	244,795	71,259	5,001	6,357	200,000	200,000
591 Debt Service	505,000	0	0	0	0	0
595 Transfers and Non-Expense	915,357	2,840,151	2,945,059	6,143,643	5,950,000	5,950,000
<b>Total Disbursements</b>	<b>1,665,152</b>	<b>2,911,409</b>	<b>2,950,060</b>	<b>6,150,000</b>	<b>6,150,000</b>	<b>6,150,000</b>
<b>Total Transfers Out</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Use of Funds</b>	<b>1,665,152</b>	<b>2,911,409</b>	<b>2,950,060</b>	<b>6,150,000</b>	<b>6,150,000</b>	<b>6,150,000</b>
<b>Net Cash Balance</b>	<b>16,015,733</b>	<b>17,433,824</b>	<b>19,662,996</b>	<b>17,739,996</b>	<b>15,816,996</b>	<b>13,893,996</b>

Calculated Data Item	Item Calculation
Total Receipts Net of Accounts Receivable	Actuals Revenue less change in Accounts Receivable
Total Resources Available	Beginning Cash Balance + Total Receipts + Transfers In
Total Disbursements	Sum of Expenses

# BEA-0003 Fund Activity Summary for Operating Budget Request

2130 Aviation Infrastructure Bank  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Total Use of Funds	Total Disbursements + Transfers Out					
Net Cash Balance	Total Resources Available - Total Use of Funds					

# BEA-0003 Fund Activity Summary for Operating Budget Request

7002 Highway Operating  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Beginning Cash Balance	1,450,218,048	1,795,217,107	1,871,597,886	1,933,648,249	1,974,876,316	1,412,964,687
4100 SALES TAXES	(3,334)	0	0	0	0	0
4140 OTHER TAXES	1,165,390,896	1,138,540,474	1,184,369,882	1,175,019,796	1,179,756,185	1,185,469,693
4200 BUSINESS LICENSES & FEES	57,793,821	63,726,283	71,482,144	70,500,000	71,500,000	70,500,000
4300 OTHER INCOME	913,947	2,233,651	1,507,293	1,730,000	1,730,000	1,730,000
4400 FEDERAL GRANTS	1,399,254,236	1,636,035,415	2,005,854,825	2,209,642,478	2,084,902,804	1,920,506,189
4430 OTHER GRANTS AND CONTRIBUTIONS	200,692,194	112,705,943	123,450,570	83,500,000	83,500,000	83,500,000
4440 FEDERAL REVENUE STIMULUS	26,884,666	4,944,799	8,381,452	415,000	0	0
4500 RECOVERIES AND REIMBURSEMENTS	19,343,234	27,272,209	26,396,452	25,550,000	25,550,000	25,550,000
4560 EARNINGS ON INVESTMENTS	0	0	0	0	0	0
4600 OTHER SOURCES OF FINANCING	0	0	0	0	0	0
4700 ISTVS	20,107,022	54,794,266	78,189,460	65,100,000	57,600,000	52,600,000
1027 102700 INTERFUND RECEIVABLE	0	0	0	0	0	0
<b>Total Receipts Net of Accounts Receivable</b>	<b>2,890,376,682</b>	<b>3,040,253,040</b>	<b>3,499,632,079</b>	<b>3,631,457,274</b>	<b>3,504,538,989</b>	<b>3,339,855,882</b>
885000 OPER TRANSFER IN-LIQUOR	32,495,545	0	0	0	0	0
885500 OPER TRANSFER IN-OTHER	509,022,186	578,993,093	556,458,980	506,791,110	530,595,496	513,276,305
<b>Total Transfers In</b>	<b>541,517,731</b>	<b>578,993,093</b>	<b>556,458,980</b>	<b>506,791,110</b>	<b>530,595,496</b>	<b>513,276,305</b>
Net Receipts	3,431,894,413	3,619,246,134	4,056,091,058	4,138,248,384	4,035,134,485	3,853,132,187
<b>Total Resources Available</b>	<b>4,882,112,461</b>	<b>5,414,463,240</b>	<b>5,927,688,944</b>	<b>6,071,896,633</b>	<b>6,010,010,801</b>	<b>5,266,096,874</b>
500 Personal Services	515,346,621	515,964,180	538,648,049	528,414,758	606,738,064	631,673,747
510 Purchased Personal Services	33,568,462	40,416,269	54,695,906	55,878,346	51,750,546	51,795,130

# BEA-0003 Fund Activity Summary for Operating Budget Request

7002 Highway Operating  
Agency Bud, Bud A

Account Description	Actual			Estimate	Request	
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
520 Supplies and Maintenance	225,207,312	227,811,722	226,679,458	234,857,573	236,090,152	227,922,191
530 Equipment	38,601,350	48,719,084	63,684,104	65,926,854	113,762,142	87,723,736
550 Subsidies Shared Revenue	46,126,301	49,554,348	61,853,236	61,479,418	59,892,082	59,948,955
570 Capital Items	1,901,677,547	2,312,379,091	2,671,523,387	2,769,078,291	3,153,339,004	2,829,961,716
590 Judgments, Settlements & Bonds	447,900	123,242	2,267,193	1,942,242	2,500,000	2,500,000
591 Debt Service	148,627,584	148,895,864	164,399,496	174,000,000	174,000,000	174,000,000
595 Transfers and Non-Expense	4,416,869	9,335,962	12,144,331	10,932,547	4,295,000	4,295,000
<b>Total Disbursements</b>	<b>2,914,019,946</b>	<b>3,353,199,762</b>	<b>3,795,895,160</b>	<b>3,902,510,029</b>	<b>4,402,366,990</b>	<b>4,069,820,475</b>
887500 OPER TRANSFER OUT-OTHER	172,875,408	189,665,592	198,145,535	194,510,288	194,679,124	203,209,952
<b>Total Transfers Out</b>	<b>172,875,408</b>	<b>189,665,592</b>	<b>198,145,535</b>	<b>194,510,288</b>	<b>194,679,124</b>	<b>203,209,952</b>
<b>Total Use of Funds</b>	<b>3,086,895,354</b>	<b>3,542,865,354</b>	<b>3,994,040,695</b>	<b>4,097,020,317</b>	<b>4,597,046,114</b>	<b>4,273,030,427</b>
<b>Net Cash Balance</b>	<b>1,795,217,107</b>	<b>1,871,597,886</b>	<b>1,933,648,249</b>	<b>1,974,876,316</b>	<b>1,412,964,687</b>	<b>993,066,447</b>

Calculated Data Item	Item Calculation
Total Receipts Net of Accounts Receivable	Actuals Revenue less change in Accounts Receivable
Total Resources Available	Beginning Cash Balance + Total Receipts + Transfers In
Total Disbursements	Sum of Expenses
Total Use of Funds	Total Disbursements + Transfers Out
Net Cash Balance	Total Resources Available - Total Use of Funds

## Customer Standards Survey for Department of Transportation

### 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 (a) Identify the standards below or attach a list; (b) State when these standards were adopted; and (c) Describe how success of implementation of the standards is monitored.

(a) The customer service standard established by the Ohio Department of Transportation revolve around the return on investment provided to the public for the funding entrusted to the agency. ODOT's forms of currency include money, safety, and time. The department has developed Critical Success Factors (CSFs) to measure performance relative to those forms of currency and levels of customer service.

- ODOT currently tracks and publishes the following CSFs:
  - Safety (Workforce injuries, Vehicle Liability Incidents, Fatalities, Serious Injuries, Bike/Pedestrian Fatalities, Bike/Pedestrian Serious Injuries)
  - Asset Preservation (Bridge Condition, Conduit Condition, Priority System Pavements, General System Pavements, Maintenance Condition)
  - Program Stewardship (ODOT-Let Awards On Time, Local-Let Awards On Time, Minority Business Enterprise, Construction Project Completion, Construction Project Cost)
  - Value Employee (Work Life Index, Diverse Workforce)
  - System Efficiency (Travel Time Reliability, Snow and Ice)
- The measures and associated data are continuously evaluated, documented, and updated as necessary to ensure these critical factors are the most impactful to motorists, they are being measured accurately, and appropriate countermeasures are pursued. In addition to the CSFs, every employee is held accountable for customer service during performance evaluations.

(b) The CSFs were initially formalized in the fall of 2013 and continually updated as necessary. Below is a publicly available link that shows how ODOT is performing in the seven CSF areas previously listed.

(c) The measures are updated and published quarterly. The updated CSF data is routinely discussed at monthly meetings involving the ODOT director, chief of staff, assistant directors, and all Central Office and district deputy directors. All are equally held accountable in achieving progress or maintaining the established goal level of the measures.

(d) For more detailed information involving ODOT's CSFs  
(<https://www.transportation.ohio.gov/wps/portal/gov/odot/about-us/odot-strategic-plan/csf/odot-csf-dashboard>)

### 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.

N/A

**Fee Change Schedule  
 FY 2026 - FY 2027  
 Department of Transportation**

	Fee Proposal 01
<b>Fee Name</b>	N/A
<b>Statutory Authority</b>	N/A
<b>Frequency of Collection</b>	N/A
<b>Fund(s) Receiving Revenue</b>	N/A
<b>Line Item(s) Supported</b>	N/A
<b>Current Fee Amount</b>	N/A
<b>FY 2025 Fee Revenue</b>	N/A
<b>Proposed Fee Amount</b>	N/A
<b>Proposed Change From Current Fee Amount</b>	N/A
<b>Estimated FY 2026 Revenue</b>	N/A
<b>Estimated FY 2027 Revenue</b>	N/A
<b>Date of Last Change</b>	N/A
<b>Fee Notes</b>	No fees this biennium.

**MAJOR INFORMATION TECHNOLOGY  
PROJECT WORKSHEET**

IT Project Name	AASHTOWARE Project	Enterprise Information Management System (EIMS)	Data Catalog 2024	Facilities Management - Nuvolo	Event Streaming Platform (ESP)	Advanced Traffic Management System (ATMS)
Fund	7002	7002	7002	7002	7002	7002
ALI	772421/779491	779491	771411/771412	779491	779491	773431
Actual FY 2024 Cost	\$1,723,040	\$245,387	\$41,774	\$873,049	\$1,021,978	\$1,039,000
Estimated FY 2025 Cost	\$1,673,250	\$303,620	\$200,000	\$1,257,731	\$1,510,000	\$1,039,000
Requested FY 2026 Cost	\$1,718,913	\$105,600	\$200,000	\$300,000	\$400,000	\$1,039,000
Requested FY 2027 Cost	\$1,888,533	\$105,600	\$200,000	\$300,000	\$400,000	\$1,039,000
What does this IT system do?	Used by Division of Construction and Division of ODI to manage all aspects of construction projects (proposal development, issuance, civil rights & labor compliance, contract execution and delivery, and materials management). Cloud-based system. Annually licensed through AASHTOWare; product vendor is InfoTech.	EIMS is a software solution designed to capture Labor, Equipment and Material usage in relation to ODOT's assets and work activities.	A data catalog improves and accelerates analysis projects saving time, saving money, enhancing analysis quality, and expanding the organization's capacity to perform data analysis.	The Nuvolo application is used to manage the day to day operations and reporting of all of ODOT's Facilities.	Runs in AWS Cloud to process real-time data.	Recieves traffic data/sensor field data and and manage incidents and events along the roadway; control Field messaging devices like digital message boards and smart lanes like 670 and 275.
Why is this project needed?	System is needed for ODOT to execute its highway construction program. Without this system, ODOT would be unable to develop, manage, and track construction contracts and pay contractors.	The EIMS project will migrate & upgrade the current AgileAssets application from the on-premisis based system to the AgileAssets Assure cloud (SaaS) environment.	- Trusted data and trusted analysis are the foundation for quick and confident decisions that are the keys to business agility - Realize cost efficiencies by reducing current resource demands on producing quality, timely information. - Provide a curated data portal for self-service analytics. (Studies show that up to 75% of the time spent performing analytics is engaged in data wrangling activities.)	Manage and maintain ODOT's transportation building facilities at optimal levels providing safe, healthful, functional and cost-effective building facilities that support the critical operations of the Department.	Platform for ingestion, processing and dissemination of transportation real-time data that supports DriveOhio initiatives and ODOT's operational needs. Defines standards/playbooks that allows public and private entities to share, publish or consume transporation real-time data.	The primary operating platform for ODOT's Statewide Traffic Management Center (TMC). The ATMS ingests data from roadway sensors and third-party vendors to alert TMC operators to potential roadway incidents, allows operators to create and manage these incidents, and disseminates this data to the public through digital roadway signage and OHGO.
How were the FY 2026-2027 project cost estimated?	Licensing costs estimated at 5% annual increases, plus the removal (in FY2027) of licensing discounts currently in effect. Maintenance costs estimated by resource/hour historical estimates.	These are not project costs; rather they are maintenance costs from support provided by the Tech Lead and 3rd Party Support	(# of resources required*Utilization Rate*Hourly Rate)	Contracts	Internal Labor resources assigned to ESP	Contract
Where is the agency in the investment life cycle? Is there an RFP for this project?	System costs are annual and ongoing. No RFP was issued for this system; vendor is sole source.	This product could be stated as being in the Maturity stage; there was no RFP for this project	There was, but the RFP responses we received were not acceptable. We are now looking into accessing the IOP's current deployment of Alation. There are still a lot unknowns with this project. The FY25-27 costs are of course estimates.	Vendor selected and in process of implementing	Maintain/Operate. Also have vendor contracts to continue buildout of functionality	Production
Is this a new or replacement system?	Construction & Materials module replaces existing/legacy construction system.	Replacement	New	New system	New system	Replacement