

The background of the cover is a collage of transportation-related images. In the top right, a large white snowplow is clearing a road, kicking up a cloud of snow. In the bottom right, a large commercial airplane is shown from a head-on perspective, flying towards the viewer. On the left side, there is a vertical strip with a blue background containing the words "RAIL" and "CROSSING" in white, and a red background containing the word "ROAD" in white. At the bottom left, there is a stylized graphic of the Ohio state flag, featuring a red and white wavy border and a blue field with white stars.

OHIO DEPARTMENT OF TRANSPORTATION

Financial & Statistical Report

Fiscal Year 2007

**Ted Strickland, Ohio Governor
James Beasley, ODOT Director**



Ohio Department of Transportation

Central Office, P.O. Box 899, Columbus, Ohio 43216-0899

To: Ohio's Transportation Partners

On behalf of the dedicated men and women of the Ohio Department of Transportation, I share with you this Financial and Statistical Report for State Fiscal Year 2007, documenting the state and federal dollars invested by ODOT into preserving, maintaining, and modernizing Ohio's multi-modal transportation system.

During the state fiscal year from July 1, 2006, through June 30, 2007, ODOT appropriated \$3.59 billion, an investment of approximately \$700 million more into the state's transportation infrastructure than four years ago.

ODOT has three primary funding sources: state and federal gas tax and bond revenues. With those dollars, the department provides for the preservation of the existing state infrastructure, funding for local infrastructure, investment in major new projects, operating costs for the department, and efforts to integrate all modes of transportation – connecting highway, rail, transit, aviation, waterway, bike paths and pedestrian trails.

More than connecting points on a map, the investments made into Ohio's transportation system contribute to job creation. These dollars are critical to generating long-term, high value jobs and the economic development the state must support, as we work together to turnaround Ohio. Also behind these financial statistics are the fiscal challenges currently facing the department, as we confront the continued high costs for oil, materials and energy which have driven double-digit construction inflation. This situation is made worse by flattening state revenue and uncertain future federal funding.

As Governor Strickland often reminds, it is in hard times such as these that we must live within our means and invest in what truly matters to Ohio. As a department, we are committed to being good stewards of the public trust and the public dollar. Money matters and the cost of doing business will always be a primary concern, not an afterthought. We will direct our resources at efforts that target our greatest needs and greatest opportunities.

Finally, we will emphasize those investments and solutions that build reliable partnerships instead of competition between state and local governments, between government and the private sector, and between Ohio's diverse industries and interests. Simply put, we are committed to working toward the common good for all Ohioans.

Thank you,

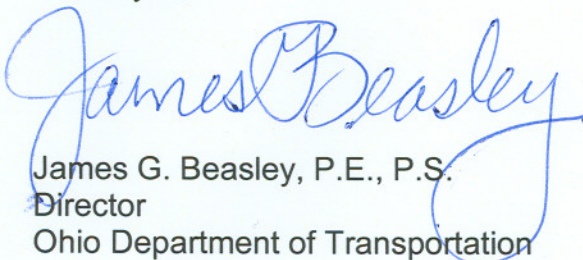

James G. Beasley, P.E., P.S.
Director
Ohio Department of Transportation

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Transportation Funding Sources and
Appropriation Uses

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ODOT has three primary funding sources: State, Federal and Bond Revenue. These sources are used by ODOT to preserve the existing state infrastructure, provide funding for local infrastructure, complete major/new projects and cover the department's operating costs. Additionally, funds are provided through the SIB and Local Government Participation.

OHIO DEPARTMENT OF TRANSPORTATION

Funding Sources (Millions)

State Fiscal Years 2003 through 2007

(With Regard to Fund Year) (1)

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

	2003	2004	2005	2006	2007
FUNDING SOURCES:					
<u>STATE FUNDING SOURCES</u>					
Total State Motor Fuel Tax Revenue	\$ 1,449	\$ 1,604	\$ 1,738	\$ 1,861	\$ 1,871
Refunds & Transfers	\$ (50)	\$ (52)	\$ (58)	\$ (58)	\$ (69)
Local Share	\$ (396)	\$ (477)	\$ (551)	\$ (609)	\$ (626)
State Agency Draws	\$ (216)	\$ (170)	\$ (130)	\$ (95)	\$ (75)
State Bond Debt Retirement	\$ (165)	\$ (148)	\$ (153)	\$ (170)	\$ (191)
Total Deductions:	\$ (826)	\$ (846)	\$ (892)	\$ (931)	\$ (962)
Other ODOT Income	\$ 184	\$ 163	\$ 162	\$ 163	\$ 160
GRF Funded Programs (Aviation, Transit, Rail)	\$ 31	\$ 29	\$ 25	\$ 24	\$ 26
Excess State Revenue not Budgeted		\$ (12)	\$ (38)		
Budgeted From Prior Year Excess	\$ 22	\$ 84	\$ -	\$ -	\$ -
TOTAL FROM STATE FUNDING SOURCES	\$ 860	\$ 1,021	\$ 995	\$ 1,117	\$ 1,095
<u>FEDERAL FUNDING SOURCES</u>					
Dedicated Federal (HP, APD, Demo, Disc., ER)	\$ 117	\$ 72	\$ 241	\$ 226	\$ 226
Federal Highway Core Program	\$ 880	\$ 973	\$ 959	\$ 999	\$ 999
FAA, FTA, FRA, (Aviation, Transit, Rail)	\$ 27	\$ 25	\$ 23	\$ 30	\$ 40
Federal Bond Debt	\$ (61)	\$ (77)	\$ (78)	\$ (76)	\$ (92)
TOTAL FROM FEDERAL FUNDING SOURCES	\$ 963	\$ 993	\$ 1,145	\$ 1,179	\$ 1,173
<u>BOND FUNDING SOURCES</u>					
State Highway	\$ 138	\$ 204	\$ 120	\$ 155	\$ 229
Federal (Garvee)	\$ 19	\$ 18	\$ 48	\$ 125	\$ 265
TOTAL FROM BOND FUNDING SOURCES	\$ 157	\$ 222	\$ 168	\$ 280	\$ 494
State Infrastructure Bank	\$ 23	\$ 15	\$ 41	\$ 24	\$ 32
Funding Provided by Local Government Participation	\$ 60	\$ 64	\$ 35	\$ 56	\$ 63
Funding Carried Forward	\$ 830	\$ 878	\$ 923	\$ 768	\$ 744
TOTAL FUNDING SOURCES FOR ODOT	\$ 2,893	\$ 3,192	\$ 3,308	\$ 3,423	\$ 3,601

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

OHIO DEPARTMENT OF TRANSPORTATION

Appropriation Uses (Millions)
State Fiscal Years 2003 through 2007

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

	2003	2004	2005	2006	2007
APPROPRIATION USES:					
<u>HIGHWAY OPERATING USES</u>					
Payroll/Personal Services	\$ 401	\$ 397	\$ 405	\$ 411	\$ 422
Maint. Contracts, etc.	\$ 50	\$ 70	\$ 55	\$ 49	\$ 49
Other Operating	\$ 191	\$ 214	\$ 226	\$ 207	\$ 199
Hilltop Debt Service	\$ 4	\$ 4	\$ 4	\$ 4	\$ 4
OBA Debt Service	\$ 14	\$ 14	\$ 13	\$ 13	\$ 11
<u>GRF PROGRAM OPERATING USES</u>					
Payroll/Personal Services	\$ 3	\$ 3	\$ 3	\$ 2	\$ 2
Maintenance & Equipment	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0 (2)
TOTAL OPERATING USES	\$ 664	\$ 701	\$ 706	\$ 686	\$ 687
<u>CAPITAL PROGRAMS</u>					
System Preservation	\$ 635	\$ 769	\$ 855	\$ 949	\$ 929
Local Preservation	\$ 181	\$ 265	\$ 191	\$ 215	\$ 257
Special Federal	\$ 109	\$ 79	\$ 178	\$ 194	\$ 131
Major / New	\$ 289	\$ 325	\$ 489	\$ 504	\$ 595
SIB Highways	\$ 23	\$ 13	\$ 41	\$ 23	\$ 32
SIB Aviation, Public Transit, Rail	\$ -	\$ 2	\$ -	\$ 1	\$ -
Local Match	\$ 60	\$ 64	\$ 35	\$ 56	\$ 63
TOTAL CAPITAL USES	\$ 1,298	\$ 1,518	\$ 1,790	\$ 1,942	\$ 2,006
<u>GRANT / LOAN PROGRAMS</u>					
Aviation	\$ 3	\$ 2	\$ 2	\$ 2	\$ 2
Transit	\$ 47	\$ 43	\$ 39	\$ 45	\$ 55
Rail	\$ 4	\$ 5	\$ 3	\$ 3	\$ 6
TOTAL GRANT / LOAN USES	\$ 53	\$ 50	\$ 45	\$ 51	\$ 63
TOTAL APPROPRIATION USES FOR ODOT	\$ 2,015	\$ 2,269	\$ 2,540	\$ 2,680	\$ 2,757
Funding to be Carried Forward	\$ 878	\$ 923	\$ 768	\$ 744	\$ 844
GRAND TOTAL APPROPRIATIONS FOR ODOT	\$ 2,893	\$ 3,192	\$ 3,308	\$ 3,423	\$ 3,601

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

(2) All Fiscal Years had less than \$500,000 in uses. Therefore, due to rounding to the nearest million, uses will not show on this chart.

STATEMENT OF CASH BALANCES
ACTIVITY BETWEEN JULY 1st AND JUNE 30th
OF FISCAL YEARS 2006 AND 2007

(Without Regard to Fund Year) (1)
(Amounts Expressed in Thousands)

	F.Y. 2006	F.Y. 2007	Net Change 2006 / 2007	% Changed 2006 / 2007
BEGINNING CASH BALANCE:	\$ 765,116	\$ 924,030	\$ 158,915	20.8%
REVENUE AND RECEIPTS:				
Bond Revenue (Includes Premiums/Discounts/Arbitrage)	\$ 180,000	\$ 370,000	\$ 190,000	105.6%
Motor Vehicle Fuel Tax (net of all draws)	919,040	877,598	(41,443)	-4.5%
Motor Vehicle Fuel Use Tax - IFTA	54,929	47,560	(7,369)	-13.4%
Registrations, License fees, Permits	70,601	67,629	(2,973)	-4.2%
Investment Income	24,355	46,217	21,861	89.8%
Federal Aid (Highway Related Receipts)	1,282,927	1,273,805	(9,122)	-0.7%
Federal Aid (Transit, Aviation, and Rail)	23,986	22,521	(1,466)	-6.1%
Local Government Participation	56,800	68,783	11,982	21.1%
SIB Loan Revenue (Repayments and Fees)	8,506	13,993	5,486	64.5%
Rail Loan Revenue (Repayments and Fees)	767	865	97	12.7%
From General Revenue	26,188	22,255	(3,933)	-15.0%
Other ODOT Income	19,102	14,755	(4,347)	-22.8%
GRAND TOTAL REVENUE AND RECEIPTS:	\$ 2,667,203	\$ 2,825,977	\$ 158,775	6.0%
TOTAL CASH AVAILABLE:	\$ 3,432,318	\$ 3,750,008	\$ 317,689	9.3%
DISBURSEMENTS:				
OPERATING:				
PERSONAL SERVICE				
Payroll (Includes Fringe, Overtime, Early Retirement, etc.)	\$ 402,160	\$ 411,954	\$ 9,794	2.4%
Purchased Personal Services	9,203	10,284	1,081	11.7%
Other (Tuition, Seminars, Awards)	1,311	1,157	(154)	-11.7%
Subtotal Personal Service	\$ 412,674	\$ 423,395	\$ 10,721	2.6%
SUPPLIES AND MAINTENANCE				
General Maintenance:				
Data Processing and Communication Equipment (Maintenance and Supplies)	\$ 3,462	\$ 4,529	\$ 1,067	30.8%
Motor Vehicle and Aircraft Expense (Fuel, Lubricants, Tires, Parts, Repairs, etc.)	27,138	27,566	428	1.6%
Utilities (Natural Gas, Oil, Electric, Water/Sewage, Telephone)	18,976	18,770	(206)	-1.1%
Building Maintenance (Repairs, Housekeeping, Supplies, etc.)	12,081	13,961	1,880	15.6%
Office Supplies and Equipment (Repairs, Maintenance, etc.)	3,836	3,791	(46)	-1.2%
All Other General Maintenance and Supplies	18,392	16,742	(1,650)	-9.0%
Subtotal General Maintenance	\$ 83,885	\$ 85,359	\$ 1,474	1.8%
Roadway Maintenance:				
Lands and Buildings (includes Rest Area Janitorial)	\$ 41,209	\$ 29,257	\$ (11,952)	-29.0%
Roadway and Traffic Control Materials	14,616	15,670	1,053	7.2%
Roads, Bridges, Trails, Walks, Ground Structures (includes Landscaping)	4,678	4,096	(583)	-12.5%
Snow & Ice Materials	22,635	22,475	(161)	-0.7%
Subtotal Roadway Maintenance	\$ 83,139	\$ 71,497	\$ (11,642)	-14.0%
EQUIPMENT				
Rolling Stock (Trucks, Loaders, Trailers, Testing, Aerial, etc.)	\$ 19,294	\$ 18,132	\$ (1,162)	-6.0%
Data Processing and Communication	3,123	5,362	2,239	71.7%
Motor Vehicles/Aircraft (Autos, Vans, Buses, Trucks-1-ton, Airplanes, etc.)	5,315	3,894	(1,421)	-26.7%
Other (Not Otherwise Listed)	4,071	6,605	2,534	62.2%
Subtotal Equipment	\$ 31,803	\$ 33,993	\$ 2,190	6.9%
CAPITAL:				
HIGHWAY CONSTRUCTION				
System Preservation	\$ 1,041,001	\$ 1,011,785	\$ (29,216)	-2.8%
Local Preservation	195,351	225,827	30,477	15.6%
Special Federal	77,623	104,865	27,242	35.1%
Major / New	383,683	358,246	(25,437)	-6.6%
Garvee Bonds	12,693	85,265	72,571	571.7%
Rail Crossings	26,645	39,083	12,439	46.7%
Subtotal Highway Construction	\$ 1,736,996	\$ 1,825,071	\$ 88,075	5.1%
SUBSIDIES (Grants to Local Governments)				
Public Transportation	\$ 42,650	\$ 35,634	\$ (7,016)	-16.5%
Aviation	2,845	1,463	(1,381)	-48.6%
Rail	946	888	(58)	-6.1%
Other	191	72	(119)	-62.1%
Subtotal Subsidies	\$ 46,632	\$ 38,057	\$ (8,574)	-18.4%
LOANS (Governmental/Non-Governmental Entities)	\$ 18,434	\$ 10,180	\$ (8,254)	-44.8%
BOND PAYMENTS (Principal and Interest)	\$ 89,487	\$ 103,298	\$ 13,811	15.4%
MISCELLANEOUS	\$ 3,186	\$ 780	\$ (2,406)	-75.5%
REFUNDS	\$ 2,053	\$ 3,421	\$ 1,368	66.7%
GRAND TOTAL DISBURSEMENTS:	\$ 2,508,288	\$ 2,595,050	\$ 86,762	3.5%
ENDING CASH BALANCE:	\$ 924,030	\$ 1,154,958	\$ 230,927	25.0%

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

(2) The increased revenue in FY07 can be attributed to \$190M in additional bond sales and additional Federal Emergency funding received for flood events.

Transportation Funding Sources

Transportation Funding Sources: State

The State Motor Fuel tax comprises nearly 87% of the total state revenue ODOT receives. The chart below represents the distribution of the 28¢ per gallon State Motor Fuel Tax. One penny of Motor Fuel Tax equates to approximately \$64 million in revenue which would be distributed as shown below.

The 28¢ fuel tax is comprised of a sum of five separate levies. After 0.875% is allocated to the **Waterways Safety Fund** and 0.125% to the **Wildlife Boater Angler Fund**, the balance of the proceeds is distributed as follows:

Ohio Department of Transportation								
Motor Fuel Tax Distribution								
Effective July 1, 2006 thru June 30, 2007								
Per O.R.C. 5735								
(Source: Ohio Department of Taxation, A Brief Summary of Major State and Local Taxes in Ohio)								
Levy	ORC Section ⁽¹⁾	¢ per Gallon		State	Municipal	County	Township	LTIP
1	5735.05		%	45.0%	30.0%	25.0%	0.0%	0.0%
	5735.23	2 ¢	Amount	0.9 ¢	0.6 ¢	0.5 ¢	0.0 ¢	0.0 ¢
2	5735.25		%	67.5%	7.5%	7.5%	17.5%	0.0%
	5735.26/5735.27	2 ¢	Amount	1.35 ¢	0.15 ¢	0.15 ¢	0.35 ¢	0.00 ¢
3 ⁽²⁾	5735.29		%	81.3%	8.0%	7.0%	3.8%	0.0%
	5735.291	8 ¢	Amount	6.5 ¢	0.64 ¢	0.56 ¢	0.30 ¢	0.00 ¢
4	5735.30		%	100.0%	0.0%	0.0%	0.0%	0.0%
	5735.30	1 ¢	Amount	1.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢
5	5735.05	LTIP	%	0.0%	0.0%	0.0%	0.0%	100.0%
	5735.23	1 ¢	Amount	0.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢	1.0 ¢
5a	5735.05		%	75.0%	10.7%	9.3%	5.0%	0.0%
	5735.23	14 ¢	Amount	10.5 ¢	1.5 ¢	1.3 ¢	0.7 ¢	0.0 ¢
Total			%	72.32%	10.33%	8.96%	4.82%	3.57%
			Amount	20.25 ¢	2.89 ¢	2.51 ¢	1.35 ¢	1.0 ¢

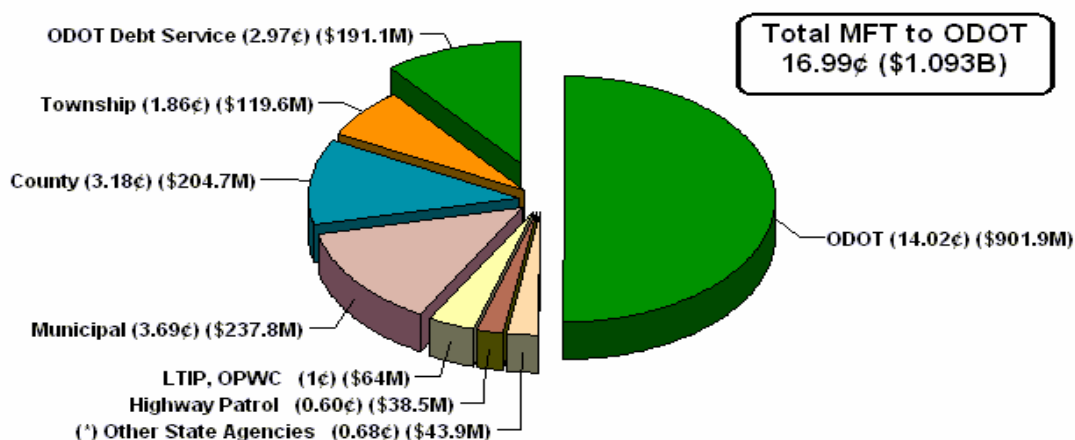
(1) See appendix (pg. 34) for explanation. First ORC section listed enacts tax, second ORC section enacts distribution.

(2) % share allocation shown is prior to distribution of special formula allocation for large townships that requires equal reduction from state, municipal, and county share. For FY 2007, this was about \$6.2M total. In addition to revenue from the cents per gallon tax, \$154M from the local share of the Highway Patrol Draw was added to this section and distributed to local governments in proportion to the % shares shown.

Of the 28¢ tax per gallon sold, ODOT receives approximately 16.99¢ per gallon for use on construction projects, all associated operating costs and debt retirement. Of this, ODOT has dedicated approximately 2.97¢ to paying down the state bond debt.

OHIO MOTOR FUEL TAX - 28 CENTS

FY 2007 DISTRIBUTION - \$1,801,426,661

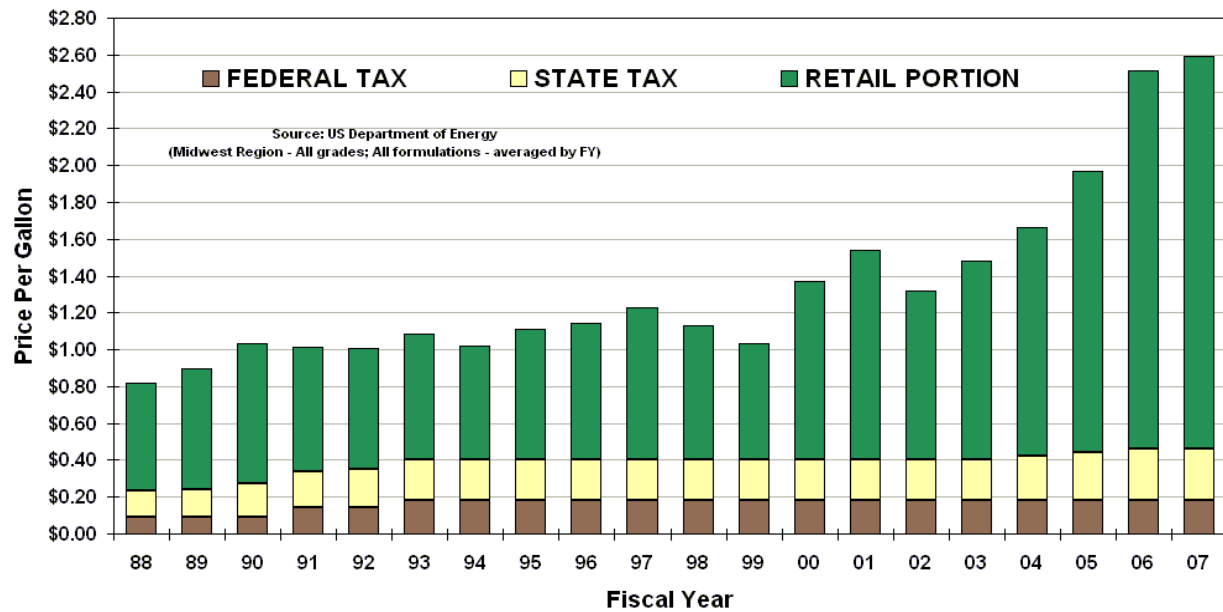


(*) Other State Agencies - Waterway Safety, ODNR, PUCO, ODOT, Taxation, and Turnpike.

Ohio Motor Fuel Price History

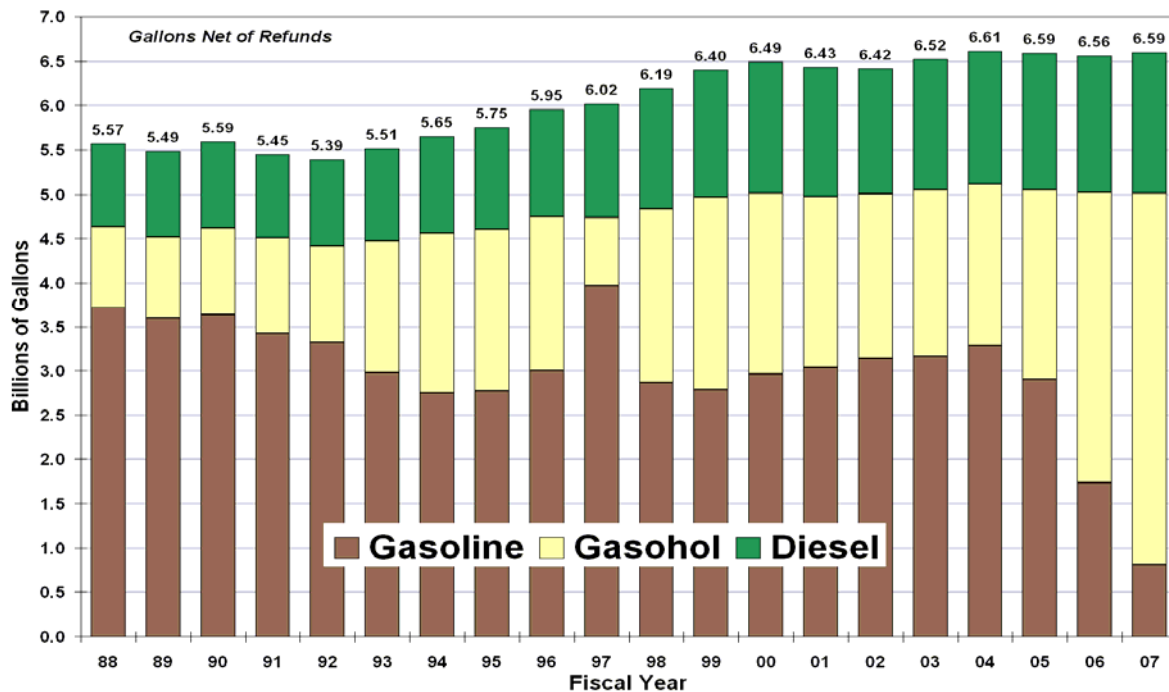
Price Components from 1988 to 2007

(Gasoline Only)



Ohio Motor Vehicle Fuel

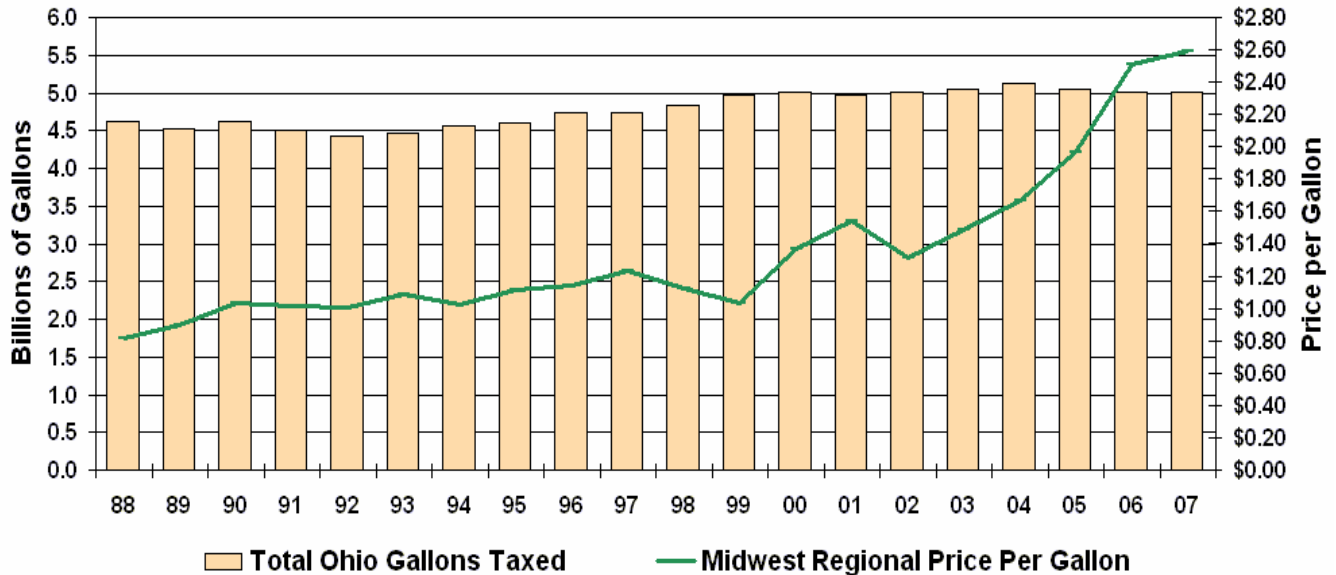
Billions of Gallons Taxed



The graph of Ohio Motor Fuel Taxed illustrates the economic trends in motor fuel usage over the past 20 years:

- The decreased consumption of gasoline and the increased consumption of gasohol relate directly to the increased use of blended fuel which uses both gasoline and ethanol.
- Overall motor fuel gallons consumed has been flat for the last four years.

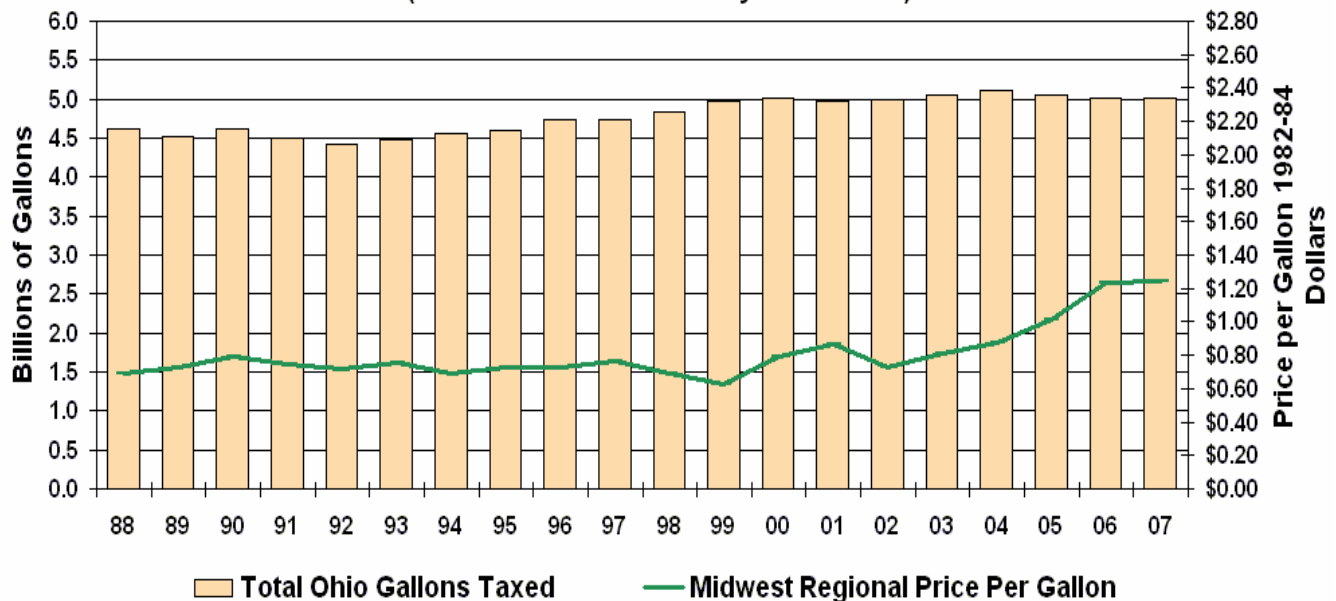
Price per Gallon vs. Total Gallons Taxed (Gasoline and Gasohol Only - All Grades)



Source: US Dept of Energy

The above graph illustrates the fact that overall gasoline/gasohol consumption has gradually grown over the past 20 years along with the gradual growth in price/gallon. However, recently the price per gallon of gas has increased sharply from approximately \$1.48 to \$2.59 per/gallon. Normally, sharp increases in price are followed by a slight decrease in consumption.

Inflation Adjusted Price per Gallon vs. Total Gallons Taxed (Gasoline and Gasohol Only - All Grades)



Source: US Dept of Energy

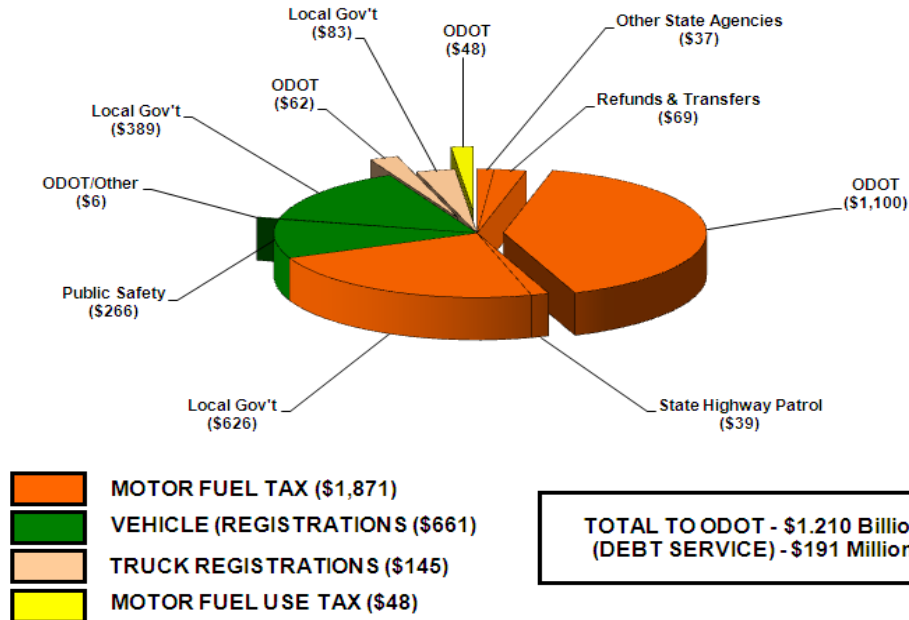
The above graph shows the movement of gas prices from 1988-2007 in constant 1982-1984 dollars.

Transportation Funding Sources: State

The chart and table below show ODOT's major state revenue sources and distribution.

2007 State Highway Funding

Sources and Allocations
Total Funds - \$2.724 Billion
(All amounts in millions)



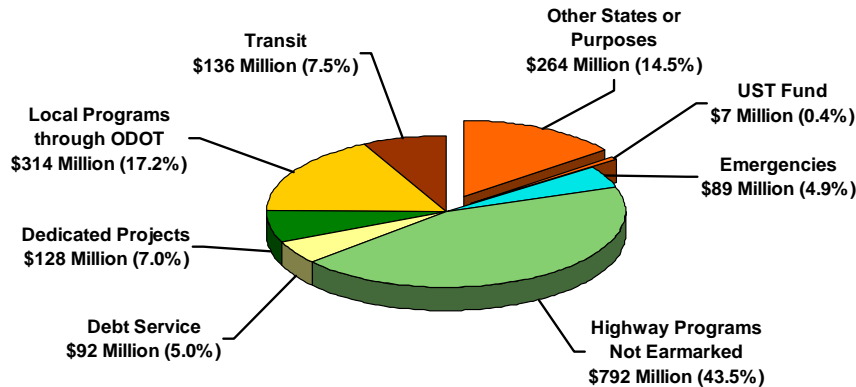
(Amounts in Millions)					
Source/Allocation	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007
Motor Fuel Tax Rate	(22¢/Gal)	(24¢/Gal)	(26¢/Gal)	(28¢/Gal)	(28¢/Gal)
ODOT	\$788	\$905	\$999	\$1,100	\$1,100
Local Government (Includes L TIP)	396	477	551	609	626
Public Safety	187	140	94	57	39
Refunds & Transfers	50	52	58	58	69
Other State Agencies	28	30	36	38	37
Total Motor Fuel Tax	\$1,449	\$1,604	\$1,738	\$1,861	\$1,871
Local Government	\$379	\$368	\$365	\$387	\$389
Public Safety (includes Deputy Registrars)	119	132	127	133	113
State Highway Patrol	3	113	141	156	153
ODOT	11	11	11	0	0
OTHER	6	6	6	6	6
Total Vehicle Registrations	\$516	\$630	\$649	\$682	\$661
Local Government (57.4%)	\$78	\$74	\$71	\$86	\$83
ODOT (42.6%)	58	55	53	64	62
Total Truck Registrations	\$137	\$128	\$124	\$150	\$145
ODOT	\$71	\$72	\$71	\$55	\$48
Total Motor Fuel Use Tax*	\$71	\$72	\$71	\$55	\$48
Total	\$2,174	\$2,434	\$2,582	\$2,748	\$2,724
Total Allocated to ODOT	\$928	\$1,043	\$1,133	\$1,219	\$1,210
Total for ODOT Debt Service	(165)	(148)	(153)	(170)	(191)
Net for ODOT Highway Programs	\$763	\$895	\$980	\$1,049	\$1,019

* A 3¢ per gallon fuel use surcharge was in place for Fiscal Years 2004 and prior. The surcharge was reduced to 2¢ per gallon in Fiscal Year 2005 and eliminated in Fiscal Year 2006.

Transportation Funding Sources: Federal

Along with the State Motor Fuel Tax, there is Federal Motor Fuel Tax collected that contributes to the preservation, rebuilding, and expansion of the nation's highway system as well as provides funding for public transit systems. Below is how Ohio's contributions are distributed.

Use of Ohio's FY 2007 Federal Trust Fund Contributions - \$1.82 Billion (Estimated)



\$1.82 Billion Federal Funding including \$89 Million Emergency Funds

Ohio's FY 2007 Federal Highway Formula Funding is based on Federal Excise Tax Revenue from 6.78 billion gallons of Motor Fuel consumed in Ohio during 2004. Federal FY 2005 Motor Fuel Tax revenue attributed to these Ohio gallons totaled about \$1.306 billion of the \$32.907 billion in the Highway Trust Fund Account, and about \$194.8 million (3.9%) of the \$4.984 billion in the Mass Transit Account.

Ohio's \$1.306 billion share of the total 2005 Highway Account Receipts was about 3.97%. Federal rules state that Ohio's share of the total 2007 Federal Highway Programs within the scope of the equity bonus guarantee will be 3.65% (92% of 3.97%). FHWA 2007 Funding subject to the guarantee was \$37.7 billion. Therefore Ohio received \$1.37 billion in highway apportionment funding (3.65%). Ohio also received from the Mass Transit Account about \$136 million. Because Ohio did not receive a full 3.97% share of apportionment and allocated funding, \$116 million of FHWA funding and \$148 million of Federal Transit funding was provided to other states or used by FHWA for other purposes. In 2007, however, ODOT received \$89 million of Emergency Highway funding resulting from 4 events that occurred between Calendar Year 2004 and 2006.

\$792 Million for Ohio DOT Highway Programs Not Earmarked

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

\$92 Million for Debt Service

This represents the Federal funding needed for the 2007 debt service on the Garvee bonds issued for various Major New, Major Rehabilitation, and Major Bridge Projects.

\$128 Million Dedicated Federal Projects

In 2007 SAFETEA-LU, Ohio Highway Priority Projects were \$85 million, other SAFETEA earmarks were another \$24 million and other Dedicated Federal projects include \$19 million for Appalachia Development.

\$314 Million for Local Programs

Although ODOT is required to pass thru only about \$100 million in Federal Funding to local Governments, by discretion ODOT provided nearly \$279 million to local governments, including funding for Metropolitan Planning Organizations, city and county bridges, and various enhancement projects. In addition to this amount is \$35 million for various paving projects on state routes within urban areas.

\$136 Million for Mass Transit

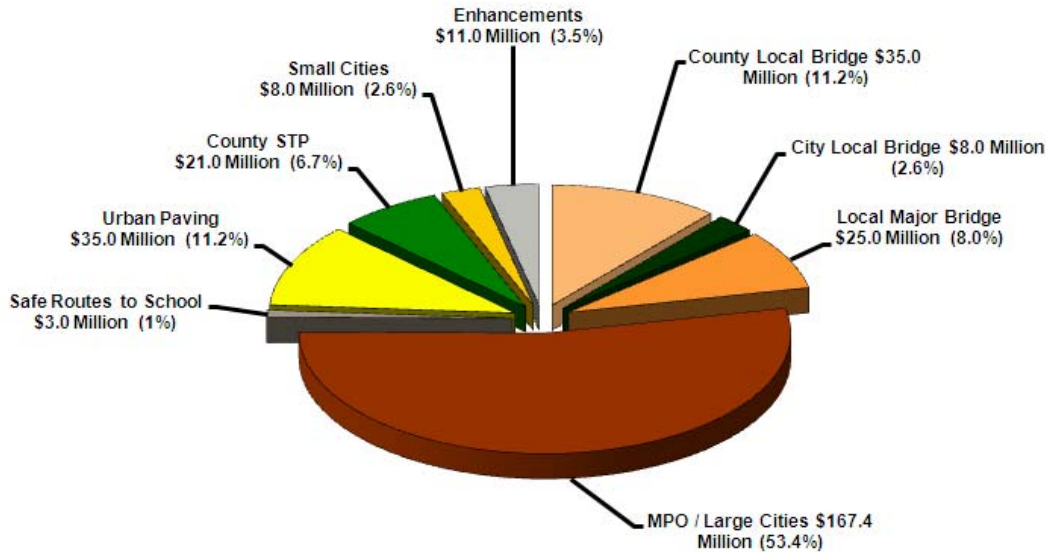
About \$168 million in total was made available to Ohio for Mass Transit Programs. Of this amount about 81%, or \$136 million, was from the Mass Transit Account of the Federal Highway Trust Fund, and \$32 million was from the General Fund.

\$271 Million Not Available to Ohio DOT

Ohio is considered a Donor state. Not all federal trust fund revenues attributed to Ohio are returned to Ohio. As a result, about \$116 million from the Highway Account and \$148 million from the Mass Transit Account were provided to other states or used by FHWA for other purposes.

Not all of the Federal Motor Fuel tax is distributed to the Highway Trust Fund. One tenth of one cent per gallon of all fuels sold is distributed to the Leaking Underground Storage Tank Fund. For Ohio, this means \$7 million of Motor Fuel Taxes were diverted away from Highway & Transit programs.

**FY 2007 Federal-Aid Highway Funding
\$314 Million Allocated to Local Government Program**



\$167.4 Million MPO / Large Cities

ODOT is required to pass through \$60 to \$70 million annually in Surface Transportation Program (STP) funds to Ohio's urban areas. In addition to the required suballocation, ODOT also provides additional STP funds, Congestion Mitigation & Air Quality funds, and Enhancement funds, which in total amount is about twice of which is required.

\$3.7 Million Safe Routes to School

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

\$35.0 Million Urban Paving Initiative

This annual allocation is provided to ODOT's districts to pay 80% of resurfacing on state routes within municipalities. The districts prioritize projects based on pavement condition ratings.

\$21.0 Million County STP

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

\$8.0 Million Small Cities

This program provides funds by application to Ohio's 59 small cities (between 5,000 to 25,000 population) for road, safety and signal projects on the Federal-aid system.

\$11.0 Million Enhancements

Funds are available for ODOT-owned/maintained facilities, and to local governments outside MPOs by an annual application process for projects that enhance surface transportation sights. Funding categories are Historic & Archaeological, Scenic & Environmental, and Bicycle & Pedestrian.

\$35.0 Million County Local Bridge

ODOT passes through money to counties that must be spent on off-system bridges. This amounts to about \$20 million annually, and then adds additional bridge funds to help counties eliminate bridge deficiencies. These funds are administered by the County Engineer's Association of Ohio.

\$8.0 Million City Local Bridge

Municipal corporations may apply for funds for bridge replacement or bridge rehabilitation. There are 1,300 eligible bridges.

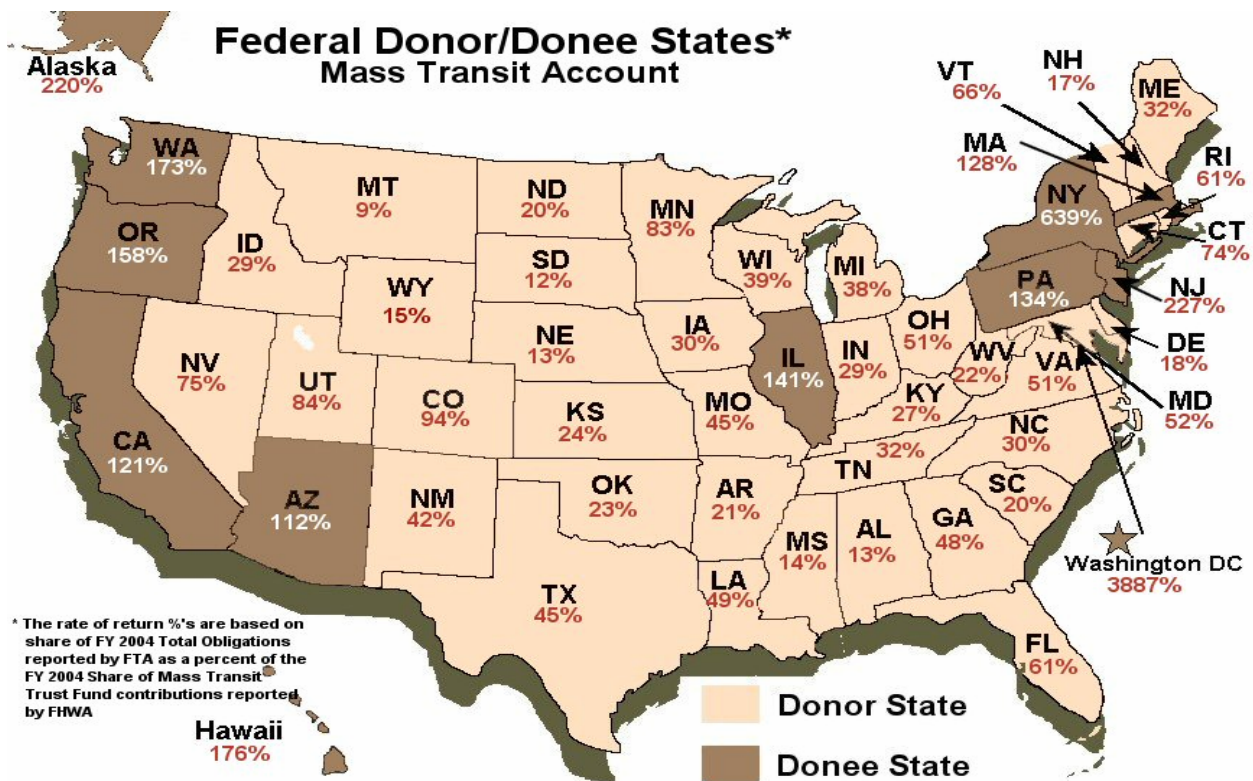
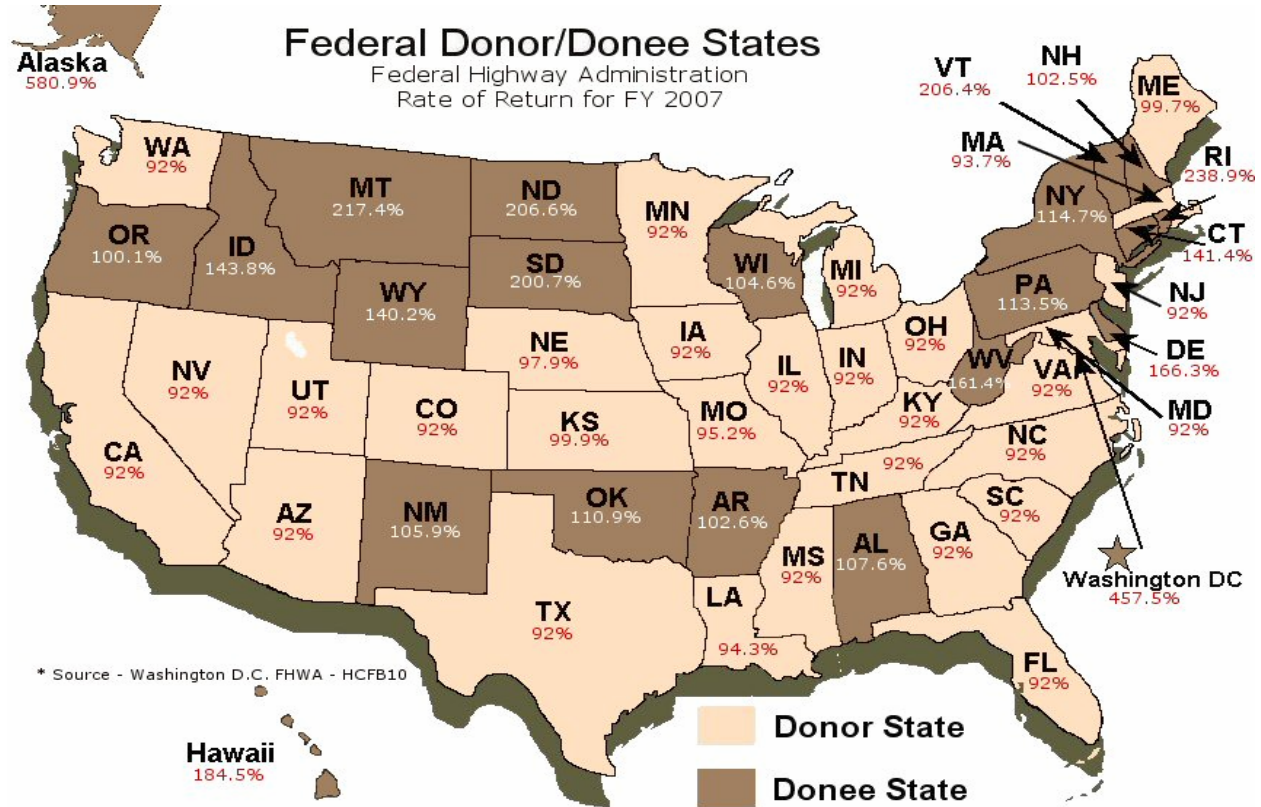
\$25.0 Million Local Major Bridge

Funds are available to counties or municipal corporations for replacement or major rehabilitation of a moveable bridge or a bridge with deck area greater than 35,000 square feet. There are 51 eligible bridges.

Transportation Funding Sources: Federal

The maps below show the Donor/Donee states for both Highway and Transit.

Donor states receive less than 100% of their contribution to the federal highway trust fund. Donee states receive greater than 100% of their contribution to the fund. The status of the state is determined by various formulas that can be found in the appendix.



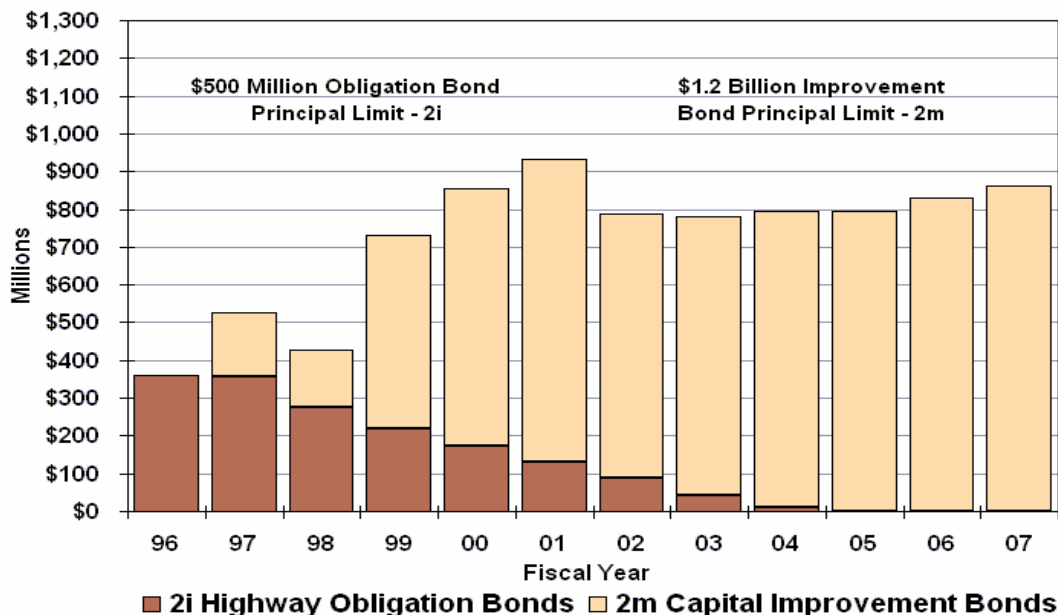
Transportation Funding Sources: Bonds

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

Prior to December 31 1996, State Highway Obligation Bonds were issued under the authority of Section 2i of Article VIII of the Ohio Constitution (ORC Section 5528.30 thru 5528.41). With this authority, no more than \$100 million in principal amount could be issued in any calendar year, and not more than \$500 million in principal amount thereof could be outstanding at any one time. The final maturity for State Highway Bonds issued under Section 2i, was May 15, 2005.

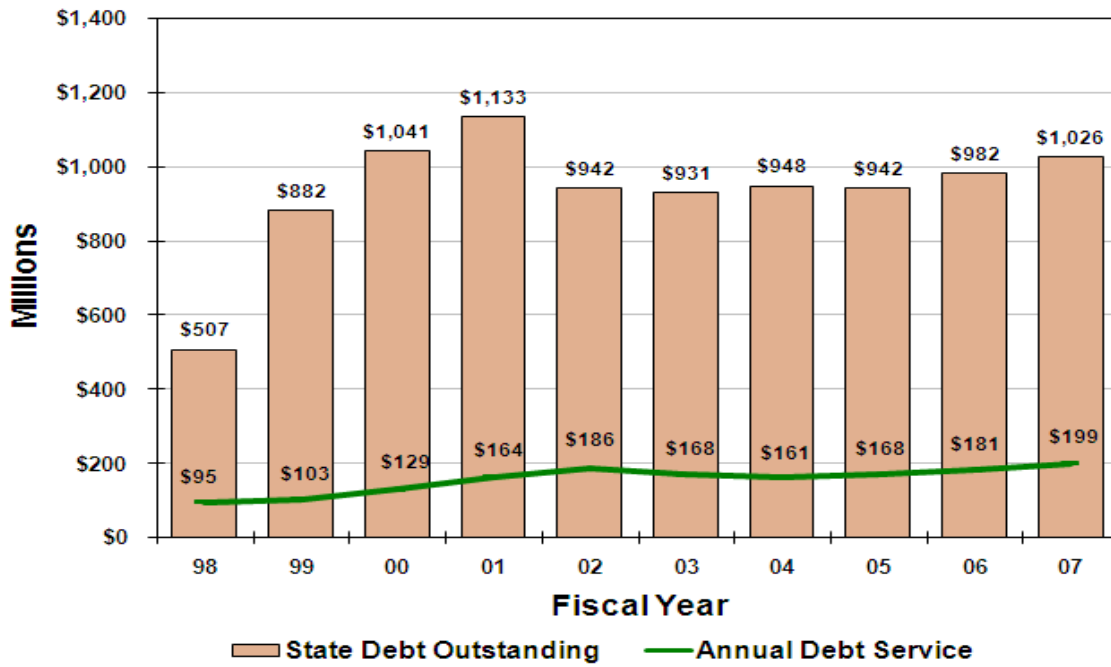
The current authority in Section 2m allows no more than \$220 million of State Highway Capital Improvement Bonds to be issued in any fiscal year, plus any unused authority from prior years, and not more than \$1.2 billion in principal amount thereof can be outstanding at any one time. Debt Service draws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

Total State Bond Principal Outstanding *State Highway Bonds Only*



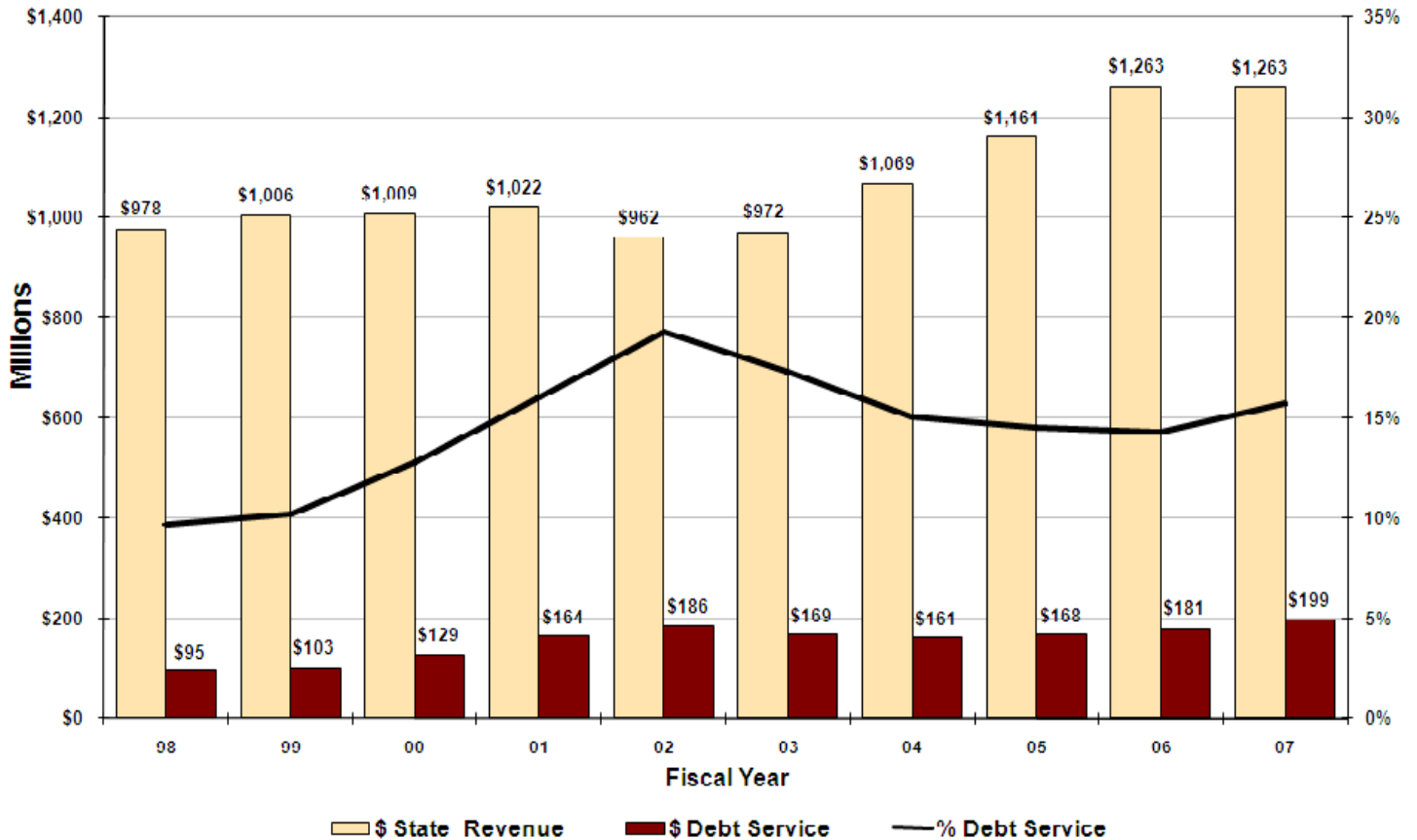
Section 2m - Highway Capital Improvements Obligations						
BONDING AUTHORITY BALANCES						
Fiscal Year	Section 2m / Article VIII Ohio Constitution Bonding Authority	General Assembly Issue Authority	Section 2m Not Authorized by General Assembly	General Assembly Bill No.	Bonds Issued	Balance of General Assembly Issue Authority
1996	\$220,000,000	\$340,000,000		S.B. 257	\$0	\$340,000,000
1997	\$220,000,000		\$100,000,000		\$175,000,000	\$165,000,000
1998	\$220,000,000	\$432,500,000		S.B. 230	\$0	\$597,500,000
1999	\$220,000,000		\$7,500,000		\$400,000,000	\$197,500,000
2000	\$220,000,000	\$320,000,000		H.B. 163	\$225,000,000	\$292,500,000
2001	\$220,000,000		\$120,000,000		\$200,000,000	\$92,500,000
2002	\$220,000,000	\$257,500,000		H.B. 73		\$350,000,000
2003	\$220,000,000		\$182,500,000		\$135,000,000	\$215,000,000
2004	\$220,000,000	\$420,000,000		H.B. 87	\$160,000,000	\$475,000,000
2005	\$220,000,000		\$20,000,000		\$140,000,000	\$335,000,000
2006	\$220,000,000	\$360,000,000	\$80,000,000	H. B. 68	\$180,000,000	\$325,000,000
2007	\$220,000,000				\$190,000,000	
TOTAL	\$2,640,000,000	\$2,130,000,000	\$510,000,000	TOTAL	\$1,805,000,000	\$325,000,000

**State Bonds Outstanding
(Principal and Interest)**



ODOT's policy regarding State Bond debt is to have no more than 20% of State Revenue dedicated to Debt Service.

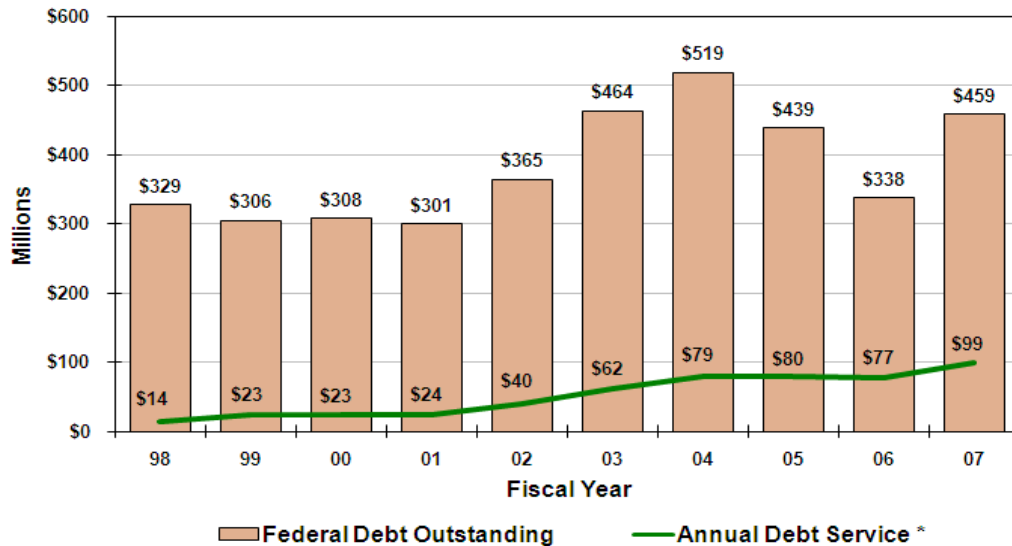
% Debt Service of State Revenue



Transportation Funding Sources: Bonds

The second type of bonds is GARVEE Bonds, Federal Grant Anticipation Revenue Vehicles. A GARVEE bond is a debt financing instrument authorized to receive Federal reimbursement of debt service and related financing cost under Section 122 of Title 23, United States Code. GARVEEs can be issued by a state, a political subdivision of a state, or a public authority. States can receive Federal-aid reimbursements for a wide array of debt-related costs incurred in connection with an eligible debt financing instrument, such as a bond, note, certificate, mortgage, or lease. Reimbursable debt-related costs include interest payments, retirement of principal and any other cost incidental to the sale of an eligible debt instrument. The lease arrangement with the Butler County TID no longer exists due to those bonds being defeased with GARVEE bonds.

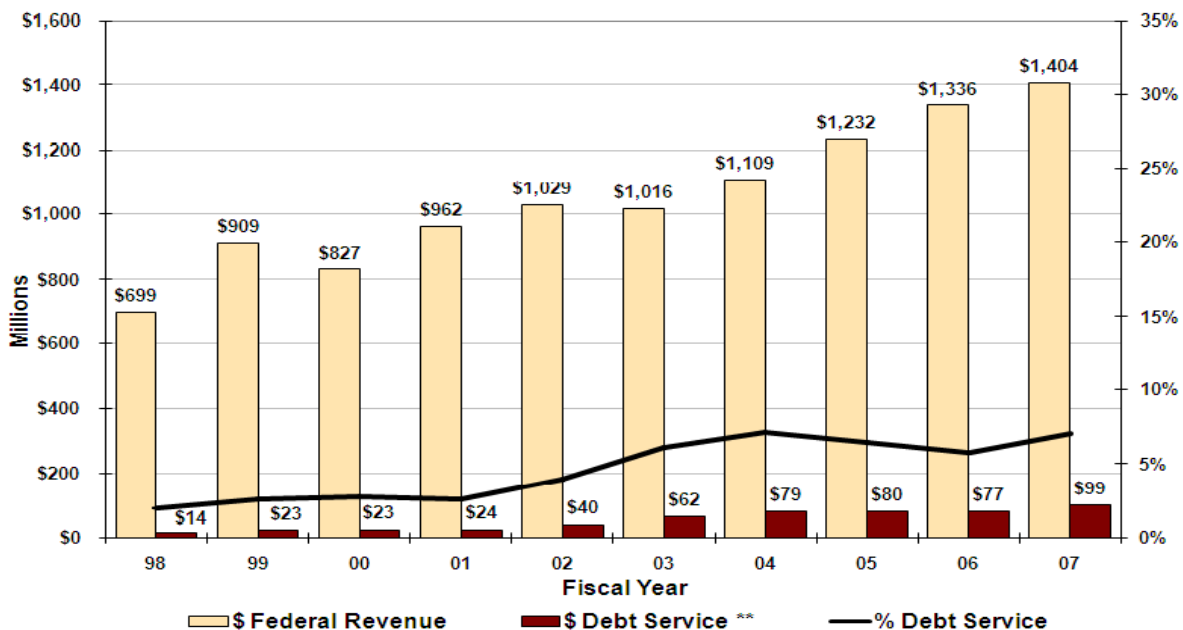
FEDERAL BONDS OUTSTANDING (Principal and Interest)



* The Debt Service dollar amount is based on the Debt Service Payment Schedule and does not take into account any premiums or investment income earned.

ODOT's policy regarding Federal Bond Debt is to have no more than 20% of Federal Revenue dedicated to Debt Service.

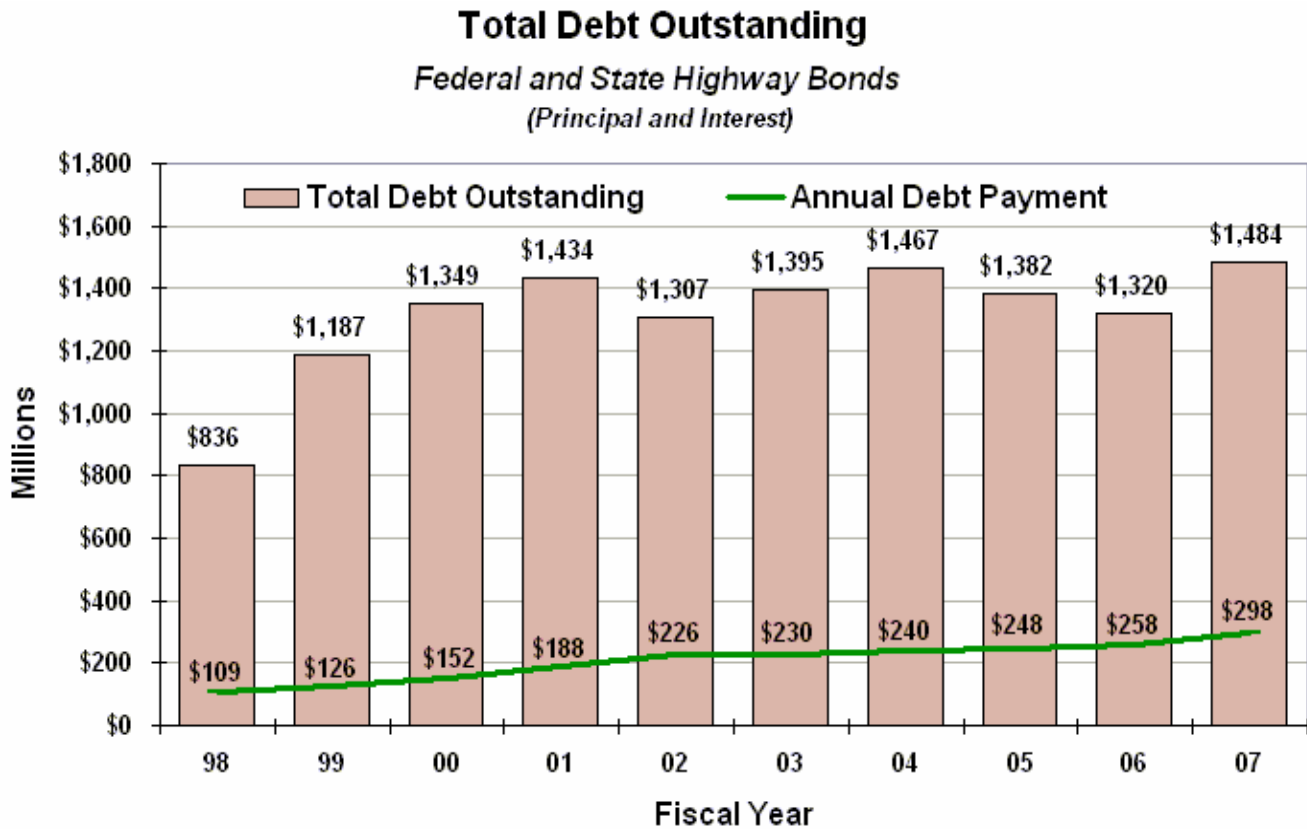
% Debt Service of Federal Revenue



** The Debt Service dollar amount is based on the Debt Service Payment Schedule and does not take into account any investment income earned.

Transportation Funding Sources: Bonds

A portion of State and Federal Motor Fuel Tax revenue is used to pay down ODOT's total bond debt (principal and interest). At the end of FY 2007, ODOT had approximately \$1.5 billion dollars in outstanding principal and interest where 69% represents the state bond debt and 31% represents federal bond debt.



Transportation Appropriation Uses

Transportation Appropriation Uses: Operating

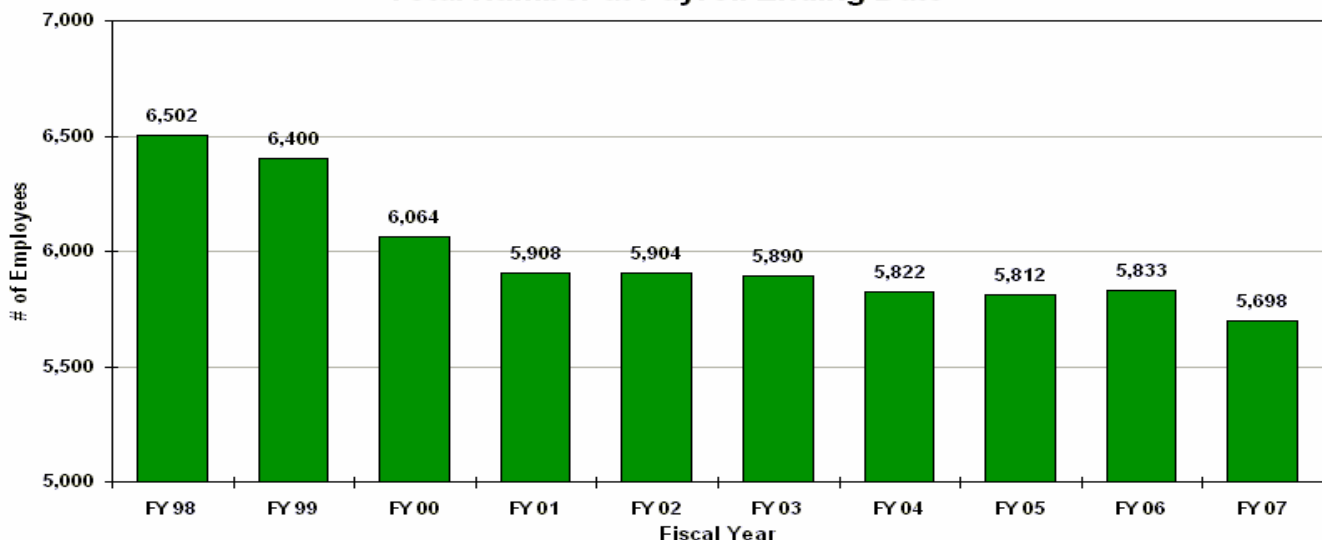
ODOT's business plan has focused on limiting the growth of operating expenses in order to allocate additional resources toward ODOT's capital program.

OHIO DEPARTMENT OF TRANSPORTATION Appropriation Uses - Operating (millions) (Includes ODOT, Public Transit, Aviation, and Rail Commission) (With Regard to Fund Year)					
	2003	2004	2005	2006	2007
PAYROLL & PERSONAL SERVICE	\$404.5	\$400.1	\$407.7	\$413.1	\$424.3
Gross Wages (Excludes Paid Leave)	\$229.1	\$230.0	\$229.1	\$238.3	\$244.2
Employer Benefits (PERS, Health Ins, Workers Comp, etc)	\$99.4	\$96.6	\$99.3	\$99.6	\$101.3
Fringe Benefits (Paid Leave - Vacation, Sick, Holiday, etc)	\$47.7	\$48.4	\$52.3	\$49.4	\$50.3
Overtime (Excludes Fringe)	\$17.8	\$16.5	\$17.4	\$14.8	\$16.2
Early Retirement			\$0.1	\$0.1	
Personal Service/Other	\$10.6	\$8.6	\$9.5	\$10.9	\$12.3
MAINTENANCE AND MATERIALS	\$79.6	\$87.2	\$88.9	\$95.9	\$95.5
Roadway	\$13.4	\$17.4	\$17.9	\$16.2	\$16.4
Utility, Telephone, Shipping	\$14.3	\$16.3	\$15.8	\$17.2	\$17.1
Motor Vehicle Parts & Supplies	\$11.7	\$12.2	\$12.6	\$12.8	\$11.9
Motor Vehicle Fuel	\$8.9	\$8.9	\$11.8	\$14.5	\$16.2
Buildings & Equipment	\$12.6	\$13.2	\$13.7	\$13.7	\$17.5
Office Supplies, Travel, Print	\$6.6	\$4.6	\$4.1	\$4.3	\$4.0
Interstate Transfer Vouchers	\$7.4	\$7.9	\$8.3	\$10.2	\$7.4
Other	\$4.7	\$6.7	\$4.7	\$7.1	\$5.0
SNOW AND ICE	\$27.6	\$25.7	\$28.1	\$22.2	\$23.7
EQUIPMENT	\$7.8	\$12.8	\$11.8	\$7.5	\$10.0
Data Processing / Telecommunications	\$2.7	\$7.1	\$6.5	\$3.4	\$6.2
Other	\$5.1	\$5.7	\$5.3	\$4.1	\$3.8
OIH CUSTODIAL	\$12.8	\$13.3	\$13.6	\$13.6	\$14.7
TRUCKS & OTHER HEAVY EQUIP	\$24.7	\$25.0	\$24.4	\$27.1	\$23.1
LANDS & BUILDINGS	\$16.7	\$30.9	\$18.0	\$16.2	\$13.1
BUILDING DEBT SERVICE (Includes Hilltop)	\$18.1	\$17.6	\$17.1	\$16.8	\$14.7
MAINTENANCE CONTRACTS	\$49.9	\$69.6	\$55.1	\$48.8	\$48.8
PLANNING & RESEARCH	\$22.1	\$19.1	\$17.8	\$25.0	\$19.1
TURNPIKE TOLL REDUCTION			\$23.4		
MISCELLANEOUS OPERATING	\$0.2	\$0.1	\$0.0	\$0.1	\$0.4
TOTAL OPERATING COSTS	\$663.9	\$701.4	\$705.8	\$686.2	\$687.3

(Includes GRF Funded Programs)

The department's staff level has been reduced from 7,800 employees in FY94 to just fewer than 5,700 employees in FY07 with staffing levels remaining steady for the last 7 years. The agency has authority to hire 6,031 employees.

Full-Time Permanent Personnel Total Number at Payroll Ending Date

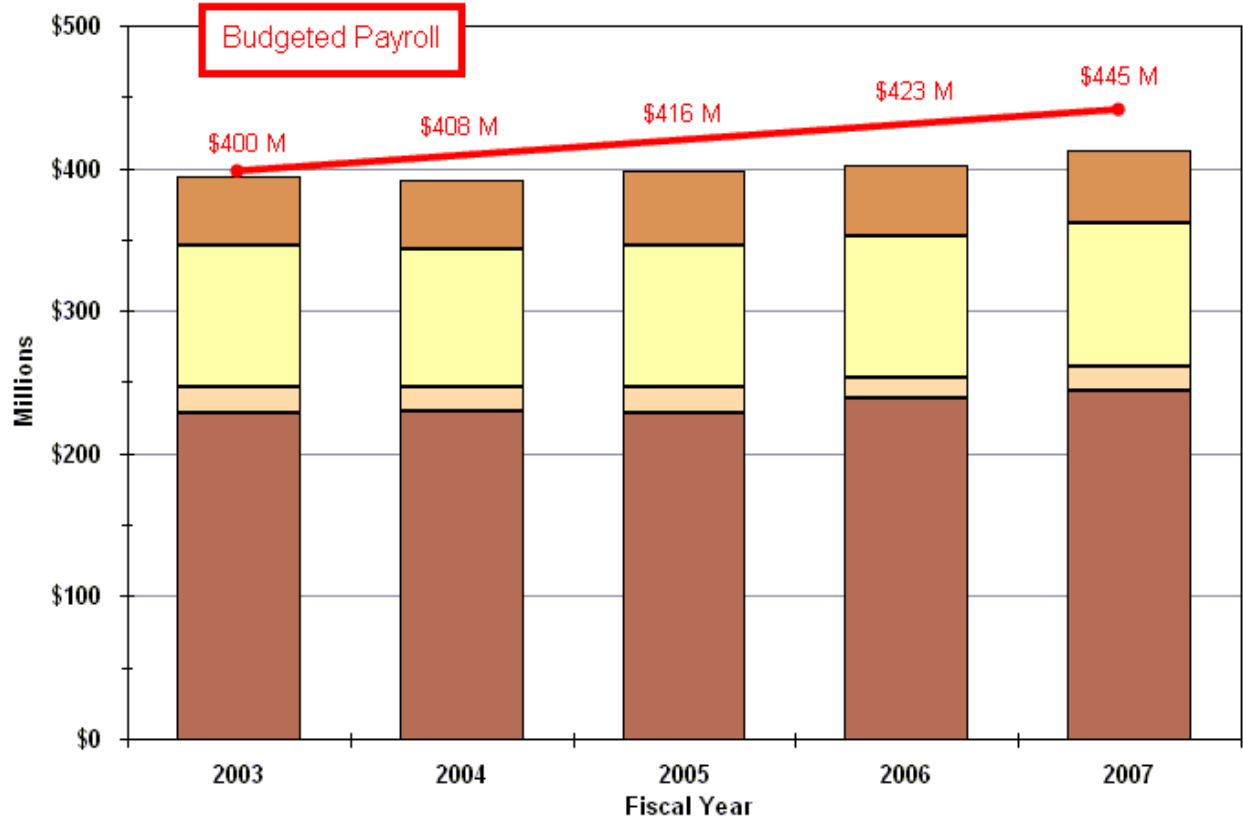


Employee levels equal the number of permanent appointment types as of the last payroll paid out during that fiscal year (PPE mid-June).

Transportation Appropriation Uses: Operating

Payroll is the largest of the operating expenses. Staffing levels have remained constant over the past 7 fiscal years; however salaries and employee health benefits have steadily increased during that same time.

Salaries, Fringe, and Benefits

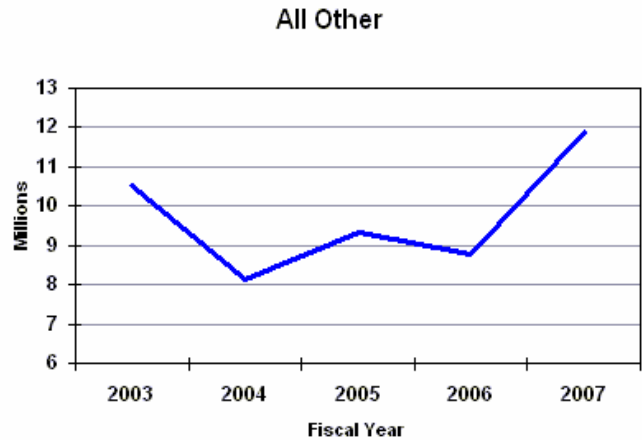
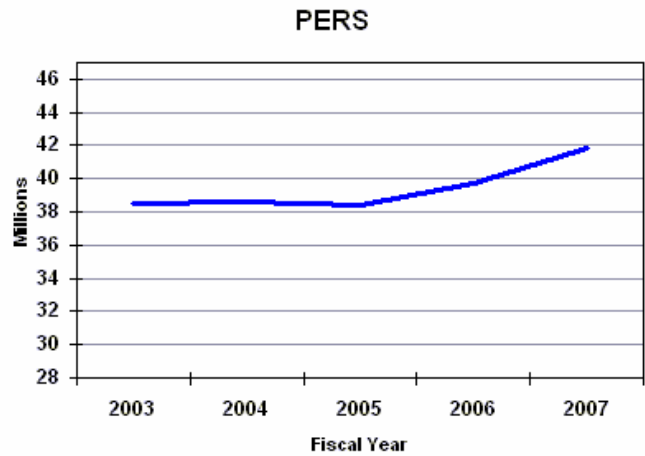
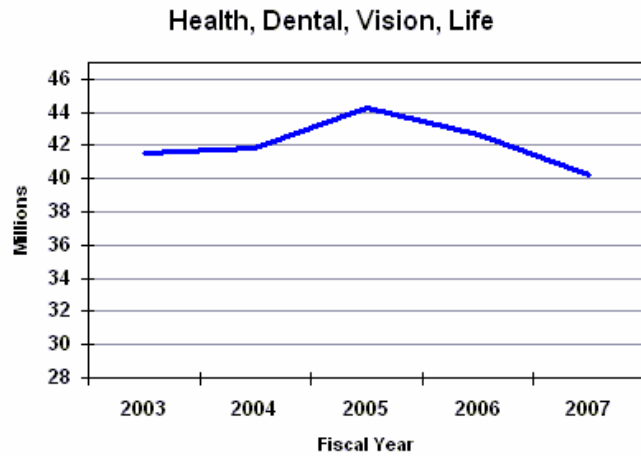


(Total Payroll includes GRF programs but excludes all personal service)

FISCAL YEAR	2003	2004 ²	2005 ²	2006	2007
Employer Fringe	\$47.7	\$48.4	\$52.3	\$49.4	\$50.3
Employer Paid Benefits	\$99.4	\$96.6	\$99.3	\$99.6	\$101.3
Early Retirement	\$0.0	\$0.0	\$0.1	\$0.1	\$0.0
Overtime	\$17.7	\$16.4	\$17.3	\$14.7	\$16.3
Gross Wages	\$229.1	\$230.0	\$229.1	\$238.3	\$244.2
Total Payroll	\$394.0	\$391.5	\$398.1	\$402.1	\$412.0

- 1) The decrease in overtime from FY 2005 to FY 2006 can be attributed to a mild winter.
- 2) FY 2004 and FY 2005 wage freeze was implemented.

Employer Paid Benefits



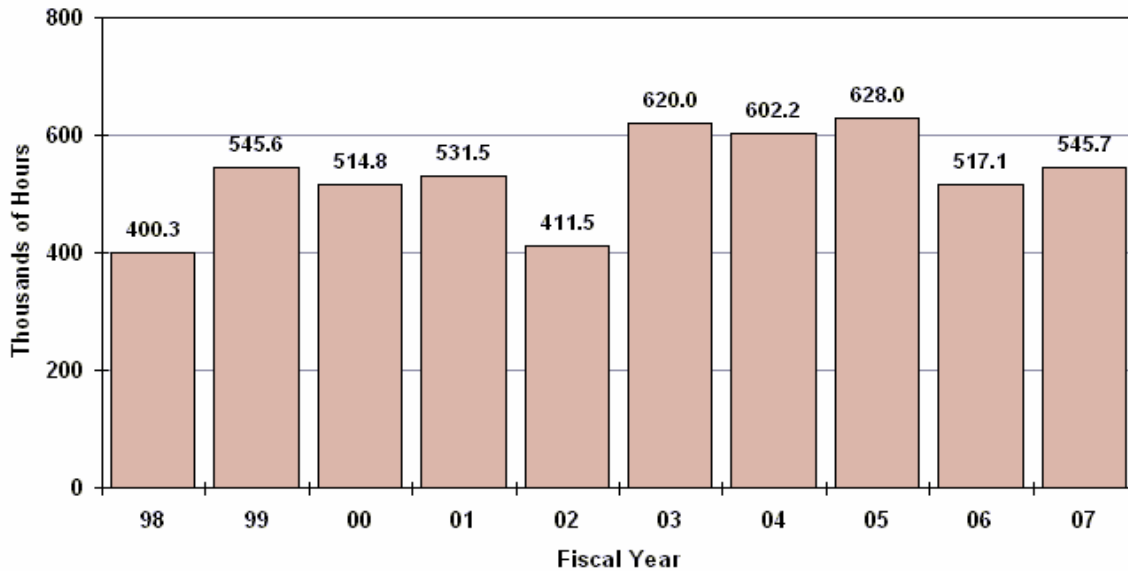
FISCAL YEAR	2003	2004	2005	2006	2007
Health Care, Dental, Vision, Life	\$41.5	\$41.9	\$44.3	\$42.6	\$40.2
PERS (Does not include ERI)	\$38.5	\$38.6	\$38.4	\$39.8	\$41.8
Workers' Comp	\$8.8	\$7.9	\$7.3	\$8.4	\$7.3
All Other	\$10.5	\$8.1	\$9.3	\$8.8	\$11.9
Total	\$99.4	\$96.6	\$99.3	\$99.6	\$101.3

- 1) Beginning in FY 2006, the employer share of Health Care premiums decreased from 90% to 85%.
- 2) PERS rate increased from 13.31% to 13.54% beginning in January 2006, and increased from 13.54% to 13.77% in January 2007.
- 3) All Other includes: Premium for Disability, Accrued Leave Fund, Collective Bargaining, Medicare, Equal Employment Opportunity, Employee Assistance Program, Workforce Development Fund, OBM Accounting, Human Resource Charge, Unemployment Compensation and Parental Leave Benefit Fund.

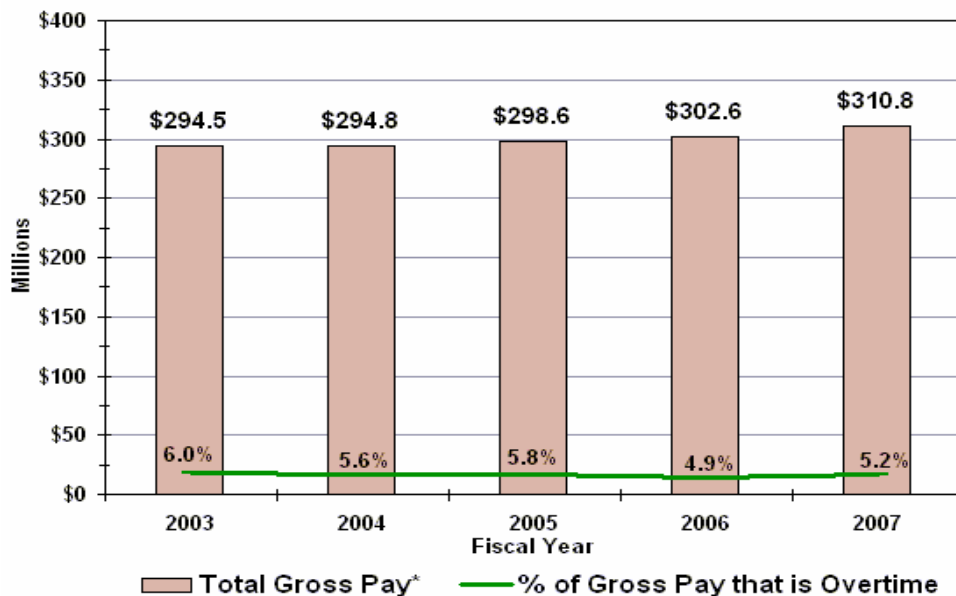
Transportation Appropriation Uses: Operating

One negative effect related to staffing level reductions can be increased overtime. The higher overtime costs for FYs 2003-2005 were a result of harsher than normal winters and several flooding events. As a result of mild winters, the amount of overtime decreased during FYs 2006-2007. This was accomplished while maintaining a \$1 billion capital program.

Hours of Overtime Paid



Overtime as a Percentage of Gross Pay



Fiscal Year	Overtime Dollars	Total Gross Pay*	% of Overtime out of Total Gross Pay
2003	\$17.7	\$294.5	6.0%
2004	\$16.4	\$294.8	5.6%
2005	\$17.3	\$298.6	5.8%
2006	\$14.7	\$302.6	4.9%
2007	\$16.3	\$310.8	5.2%

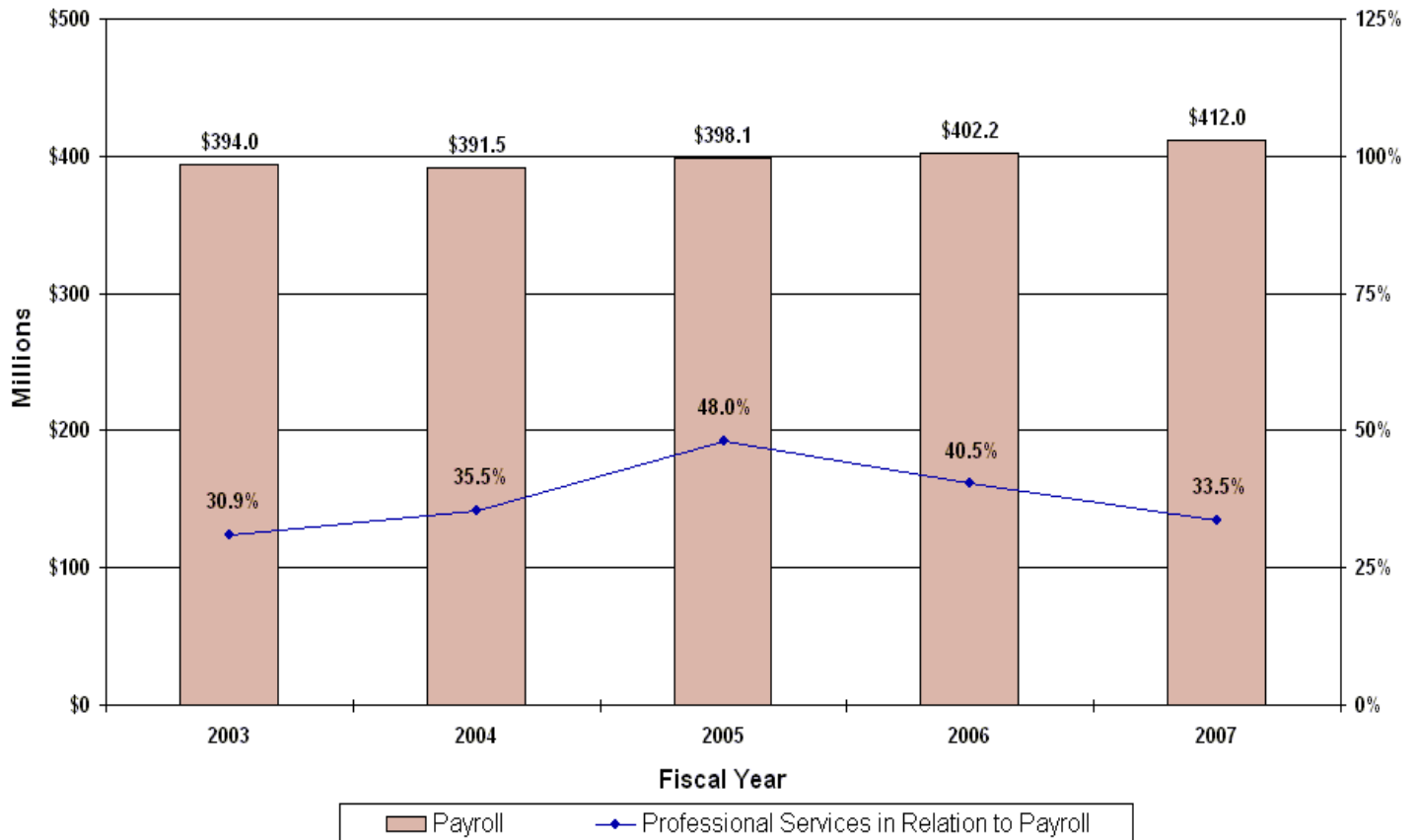
*Total Gross Pay = Gross Wages+Overtime+Fringe Benefits

Transportation Appropriation Uses: Operating

Along with its full-time employees, ODOT uses outside services to complete tasks such as design work for construction projects, construction inspections, right of way acquisition and administrative services. For the past five years, these costs have averaged 37.7% in relation to ODOT's total payroll costs.

Professional Services vs. Payroll

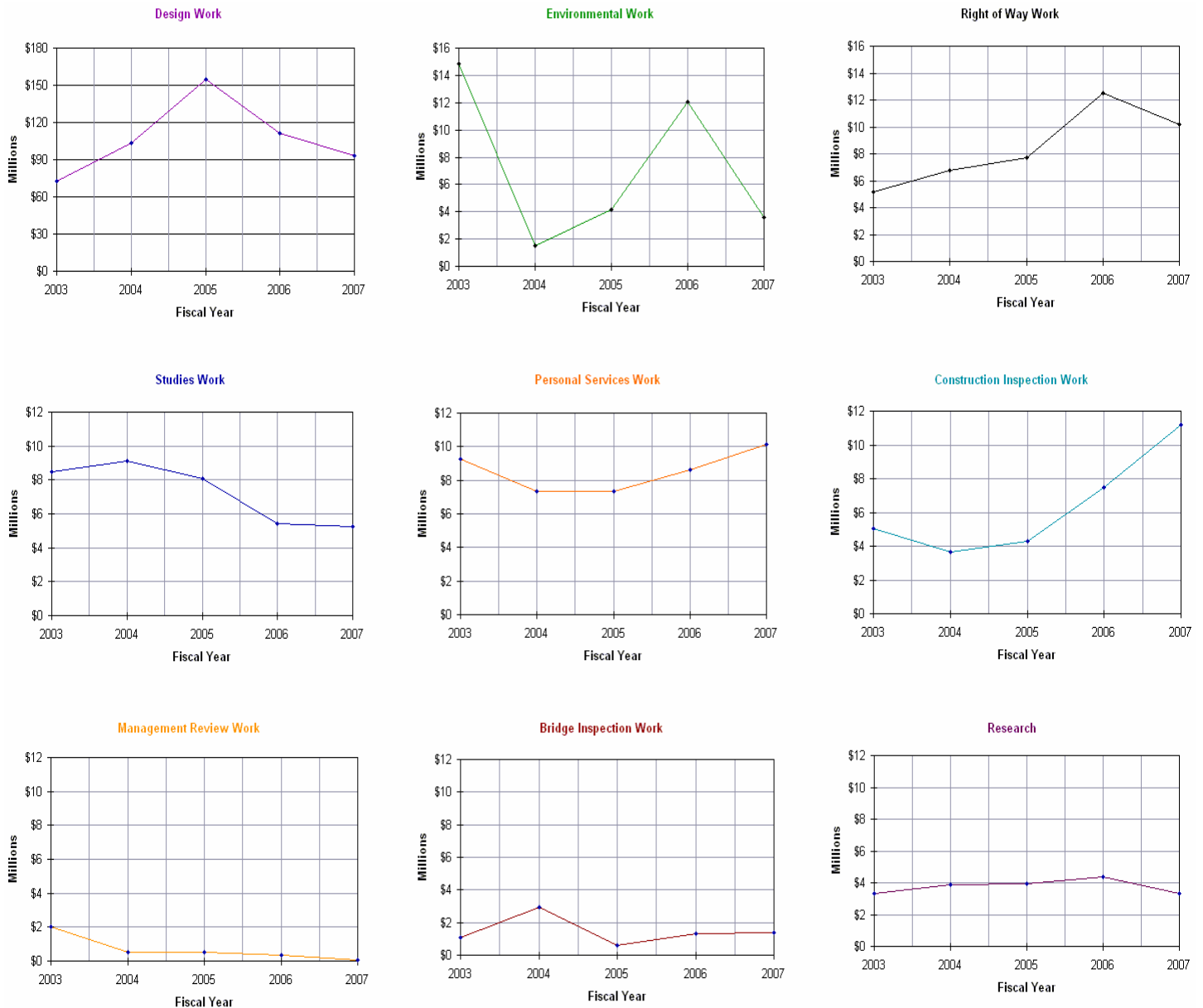
District and Central Office Combined



FY 2005's increase in personal service contracts, in relation to total payroll, can be attributed to the Maumee River Crossing, IR-270 North Outerbelt congestion, and Portsmouth Bypass projects.

Transportation Appropriation Uses: Operating

Professional Contracts Encumbered for the Following Services



ODOT's use of outside sources falls into one of the following nine categories:

- Design
- Environmental
- Right of Way
- Studies
- Personal Services (consultant work)
- Construction Inspection
- Management Review
- Bridge Inspection
- Research

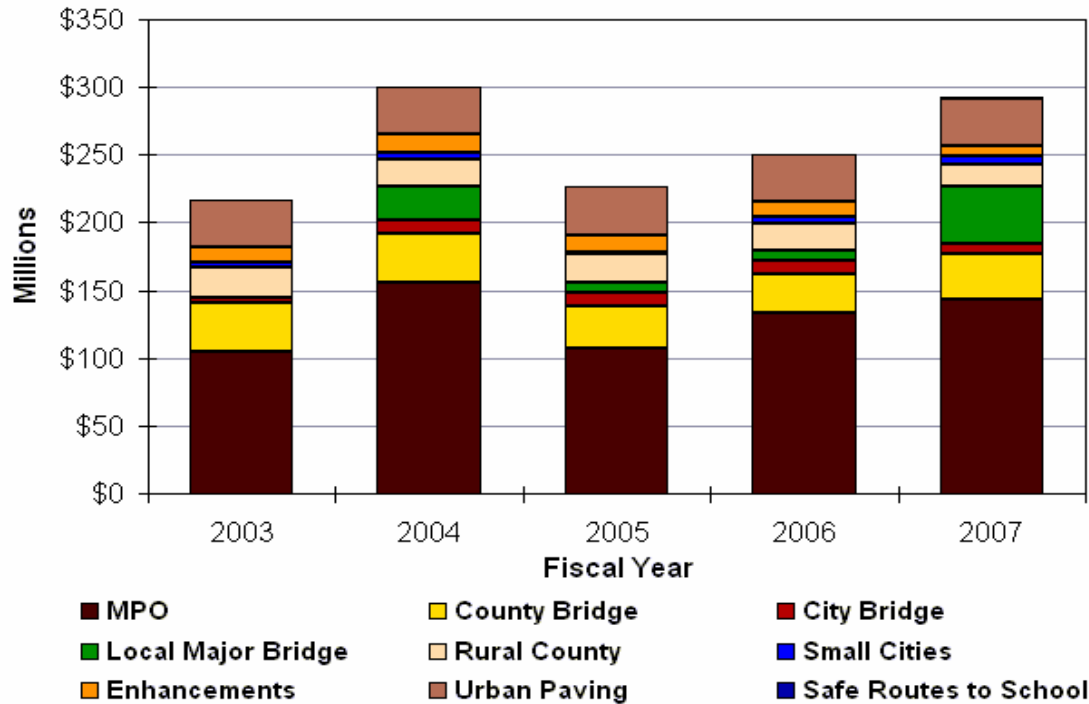
Notable Trends:

- **Design** - The steady increase in Design work from FY 2003 to FY 2005 can be attributed to the Jobs & Progress Capital Construction Program. The decrease in FY 2006 is a result of fewer projects over \$1M being encumbered.
- **Environmental** - The significant drop in FY 2004 can be attributed to contracting in FY 2003 for work performed in FY 2003 and FY 2004.
The increase in FY 2006 can be partly attributed to the SR93/US22 connector and Part 2 of the Brent Spence Feasibility Study.
- **Right of Way** - A significant amount of the increase for FY 2006 can be attributed to improving and relocating US-24 between the Napoleon and Toledo Metropolitan areas.

Local Programs Summary

Appropriation Uses

(With Regard to Fund Year)⁽¹⁾



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

	2003	2004	2005	2006	2007
MPO	\$ 104.3	\$ 156.1	\$ 107.6	\$ 133.9	\$ 143.4
County Bridge	\$ 36.1	\$ 35.4	\$ 31.2	\$ 28.5	\$ 34.1
City Bridge	\$ 3.7	\$ 10.3	\$ 9.0	\$ 9.7	\$ 6.6
Local Major Bridge	\$ -	\$ 25.0	\$ 8.3	\$ 7.7	\$ 42.6
Rural County	\$ 22.6	\$ 19.6	\$ 20.4	\$ 19.7	\$ 15.9
Small Cities	\$ 4.2	\$ 5.6	\$ 1.6	\$ 4.9	\$ 7.1
Enhancements	\$ 10.6	\$ 12.7	\$ 13.0	\$ 10.7	\$ 6.8
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 0.8
Urban Paving	\$ 35.0	\$ 35.0	\$ 35.0	\$ 35.0	\$ 35.0
LOCAL PROGRAM TOTAL	\$ 216.5	\$ 299.8	\$ 226.2	\$ 250.1	\$ 292.3

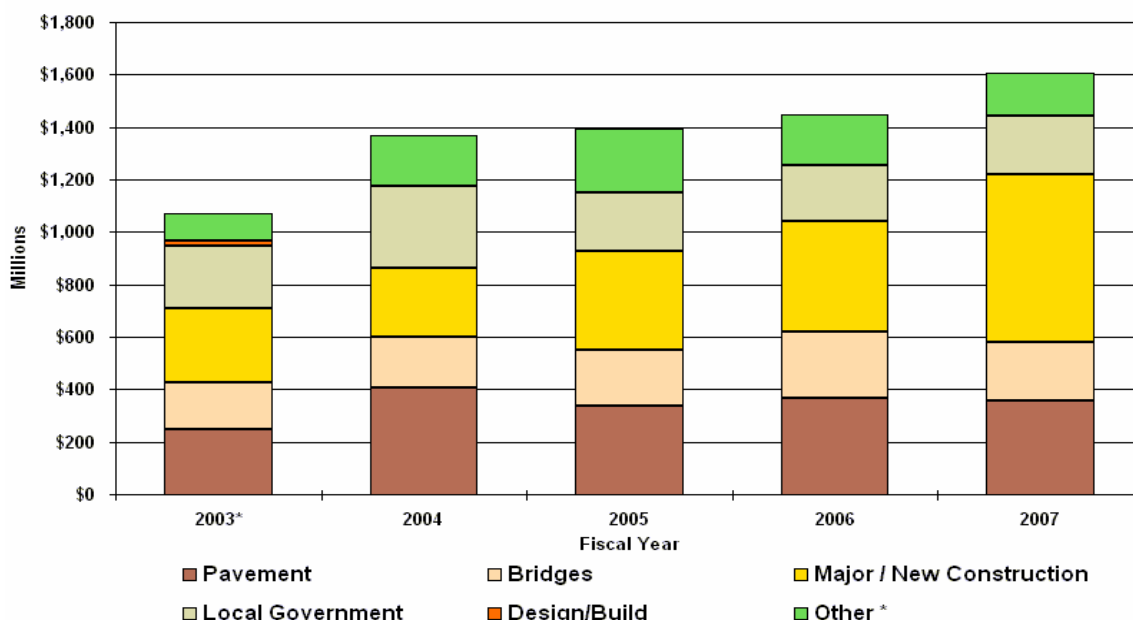
(1) ODOT Budgeted figures attributed to Urban Paving in accordance with the Urban Paving Policy.

For additional information about funding sources for local government entities, see page 44 of the Appendix (Transportation Funding Sources).

Transportation Appropriation Uses: Capital

ODOT's Capital program has remained relatively steady over the past five years. Major projects, such as the Maumee Bridge; the Lancaster By-Pass; SR 161 interchange; US 30; IR 71 widening and the IR 75 Interchange/Dayton have had a big influence on these awards. Due to uncertainty surrounding federal funding in FY 2003, \$100 million worth of projects were held off until FY 2004.

Contracts Awarded by State Fiscal Year

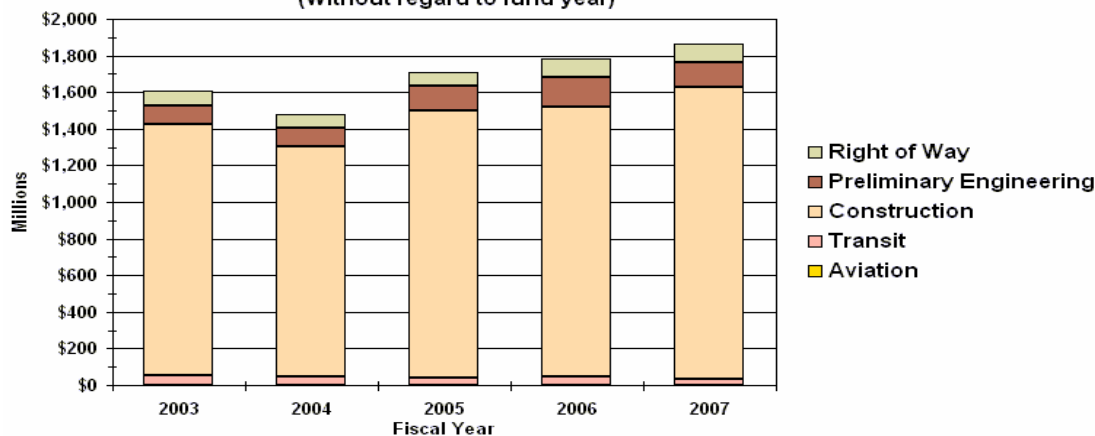


*Transit & Aviation figures are not included in FY03. Total FY07 Contracts Awarded by Transit and Aviation = \$38.96M.

The totals in the above chart DO NOT include Preliminary Engineering or Right of Way. The dollar amounts represented are the totals awarded out of actual fiscal year funds. Brief descriptions of each category can be found in the Appendix.

With contracts awarded over the past few years reaching record breaking numbers, capital expenditures have followed suit, averaging roughly \$1.7 billion of actual expenditures for the past five years.

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



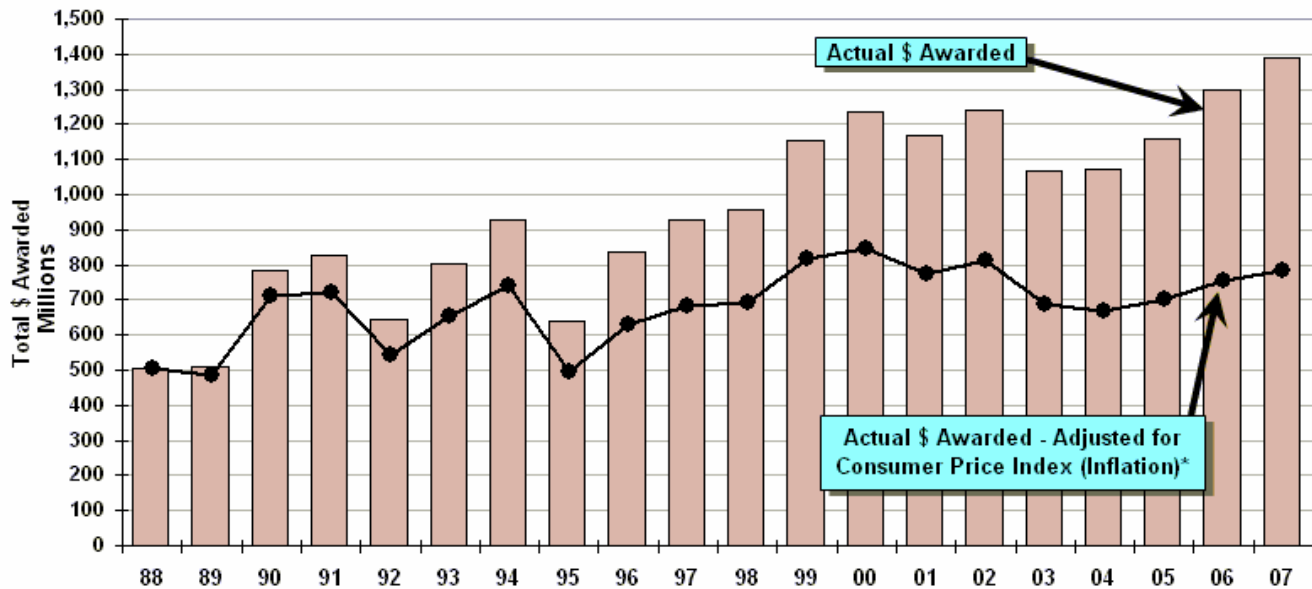
	2003	2004	2005	2006	2007
Right of Way	\$ 84.36	\$ 76.08	\$ 76.88	\$ 99.44	\$ 101.17
Preliminary Engineering	\$ 96.62	\$ 102.63	\$ 136.94	\$ 159.93	\$ 131.91
Construction	\$ 1,375.63	\$ 1,256.10	\$ 1,454.66	\$ 1,477.63	\$ 1,591.86
Highway Related Total	\$ 1,556.62	\$ 1,434.82	\$ 1,668.48	\$ 1,737.00	\$ 1,824.94
Transit	\$ 49.63	\$ 42.86	\$ 41.93	\$ 42.65	\$ 35.63
Aviation	\$ 2.63	\$ 2.52	\$ 1.65	\$ 2.84	\$ 1.46
Modal Total	\$ 52.26	\$ 45.39	\$ 43.57	\$ 45.49	\$ 37.10
Grand Total	\$ 1,608.89	\$ 1,480.20	\$ 1,712.05	\$ 1,782.49	\$ 1,862.04

Transportation Appropriation Uses: Capital

ODOT's actual capital dollar outlay for infrastructure and actual buying power ("real dollar value" due to inflation) have both increased over the past 20 years. Actual Highway and Maintenance contracts awarded have nearly tripled since FY 1988; however, if adjusted for inflation, actual Highway and Maintenance contracts have only increased by approximately \$300M since FY 1988 based on "real dollar value". Furthermore, the chart below shows this trend by taking the actual dollar amount of contracts sold for each fiscal year (which are shown in millions in the table below the graph) and comparing it with an amount that has been adjusted for inflation over the same period of time (this graph is using a Consumer Price Index base for 1982-1984).

Highway Construction / Maintenance Contracts Awarded by Fiscal Year

(Excludes Local Let Projects, Transit, and Aviation)



*CPI Index Base Year 1982 - 1984 = 100%
1988 dollar value comparison

Fiscal Year	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997
\$ Awarded (Millions)	\$506	\$509	\$784	\$828	\$644	\$802	\$927	\$640	\$837	\$928
Fiscal Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
\$ Awarded (Millions)	\$957	\$1,154	\$1,235	\$1,169	\$1,239	\$1,069	\$1,071	\$1,158	\$1,299	\$1,387

State Infrastructure Bank

Loan Program Background

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

Bond Program Background

With the assistance of the Ohio Treasurer's office, the Ohio Department of Transportation established the State Transportation Infrastructure Bond Fund (STIBF) in September 2006. The bond fund issues bonds on behalf of eligible Ohio political subdivisions. The program received a AA- rating from Fitch. A \$5 million program reserve was issued in September. The first project financed in the program was for the Akron-Canton Regional Airport in the amount of \$6,845,000 for ten years in October.

Both programs are authorized under the Ohio Revised Code, Section 5531.09 and 5531.10.

Administration

ODOT will be the primary decision maker for SIB projects. Within ODOT, the SIB Loan Committee manages the approval process. The SIB loan committee consists of four ODOT employees, the Chief of Staff and the Deputy Directors of Finance, Local Programs and Production Management.

ODOT's Division of Finance will promulgate the application process and will be the contact source for information on the program. The Division of Finance will receive applications, review, and make recommendations to the SIB Loan Committee.

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

2007 SIB Snapshot

The portfolio of the SIB for Fiscal Year 2007 included fourteen loans totaling \$29.9 million. Since the beginning of the program, the Ohio SIB has issued 109 loans in the amount of \$305.8 million and one bond issuance in the amount of \$6.85 million.

At the end of the State Fiscal Year 2007, 96% of the bank had been loaned out to governmental entities. For the first time, the program has stopped accepting applications. The loan program has always been a first come, first serve concept, but with the demand of the funds, the loan committee is in the process of reviewing policies and establishing a process to prioritize the applications received for projects.

The popularity of the program is continuously growing and during this upcoming year, the Department is considering a bond fund for the Title 23 portion of the SIB. Potential applicants are already inquiring on the program and when it will be available for issuances.

FUND 212

Federal Funding

Known as first generation, this funding is used only for Title 23 eligible projects (highway or transit). Use of this funding requires that the borrower follow all federal mandates. Federal funds cover only 80% of the project costs and a 20% match of GRF or MFT SIB funds must be used.

Title 23 (Second generation funds or Washed funds)

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

Motor Fuel Tax (MFT)

The state motor fuel tax fund is used as the non-federal match to a Title 23 federally eligible project (20% share), or as 100% pure state funds for local roadway projects. These funds cannot be used for any other modes of transportation.

FUND 213

General Revenue Fund (GRF)

The GRF fund is to support industrial park roads, service roads, railroad projects, aviation projects and local roads or for any infrastructure related project that is not Title 23 eligible. Also, this funding is used as a match to federal projects (80%/20% split).

GENERAL REVENUE FUND (GRF) BOND FUND PROGRAM

The GRF (Fund 213) loan program was leveraged to create the "State Transportation Infrastructure Bond Fund" (STIBF). The program could generate an additional \$100M to \$150M of financing for transportation projects. Instead of one large bond issuance, the STIBF allows bonds to be issued as needed, on a project by project basis. The program is structured with an open bond indenture. In the program, revenues from the borrower can be specified as a pledge rather than a general obligation pledge. This preserves the debt capacity of the borrower.

The projects eligible for this program include local roadways, rail, water, and aviation. The bond fund is another source for public entities to utilize funds for projects that do not qualify under Title 23 regulations.

LOAN/BOND PROJECT ELIGIBILITY

The following phases of a project are eligible for SIB funding (Consultants used in these areas must be ODOT Pre-Qualified):

- Right-of-Way purchases
- Construction

Any other costs related to a project other than what is listed above, are not eligible to receive SIB funding.

For additional information about funding sources for transportation projects from ODOT and other government entities, see page 44 of the Appendix (Transportation Funding Sources).

State Infrastructure Bank

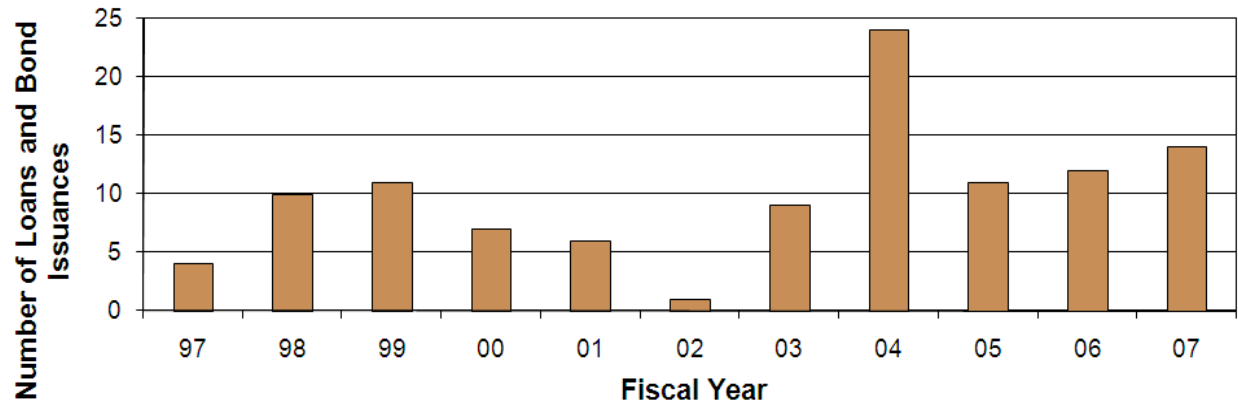
OHIO DEPARTMENT OF TRANSPORTATION
STATE INFRASTRUCTURE BANK
FUNDS 212 AND 213
COMBINED STATEMENT OF REVENUES AND EXPENDITURES IN FUND BALANCES
FOR YEAR ENDING JUNE 30, 2007

Beginning Cash Balance:	\$98,183,489
Revenues:	
Investment Earnings	\$5,106,818
Principal Loan Repayment (GRF)	2,120,377
Interest Payment on Loan (GRF)	507,888
Principal Loan Repayment (FHWA)	5,081,765
Interest Payment on Loan (FHWA)	0
Principal Loan Repayment (2nd Generation)	3,363,351
Interest Payment on Loan (2nd Generation)	1,639,684
Principal Loan Repayment (State Motor Fuel)	1,102,173
Interest Payment on Loan (State Motor Fuel)	105,850
Administrative Fees	71,413
Total Revenues:	<u>\$19,099,319</u>
Expenditures:	
Federal Highway Funds	\$4,207,735
General Revenue Funds	4,132,946
Motor Fuel Tax Funds	1,390,300
Second Generation/Title 23 Funds	11,275,675
Total Expenditures:	<u>\$21,006,656</u>
Ending Cash Balance:	<u><u>\$96,276,152</u></u>

OHIO DEPARTMENT OF TRANSPORTATION
STATE INFRASTRUCTURE BANK
BALANCE SHEET FOR FUNDS 212 AND 213
FOR YEAR ENDING JUNE 30, 2007

Assets and Other Debits	
Assets:	
Uncommitted Cash	\$8,688,733
Cash Reserve for Approved Loans Already Encumbered	42,987,636
Cash Reserve for Approved Loans Not Yet Encumbered	44,599,783
Total Cash on Hand:	<u>\$96,276,152</u>
Receivables:	
Loans Already Disbursed	
Principal Due	\$101,562,674
Interest Due	16,546,354
Administrative Fees	410,873
Total:	<u>\$118,519,901</u>
Total Assets:	<u><u>\$214,796,053</u></u>
Equity:	
Original Seed Money	
Federal	\$87,000,000
GRF	40,000,000
Motor Fuel Tax	10,000,000
Total:	<u>\$137,000,000</u>
Investment Earnings	\$46,301,398
Interest from Loans	31,494,655
Total Equity:	<u><u>\$214,796,053</u></u>

State Infrastructure Bank Loans and Bonds



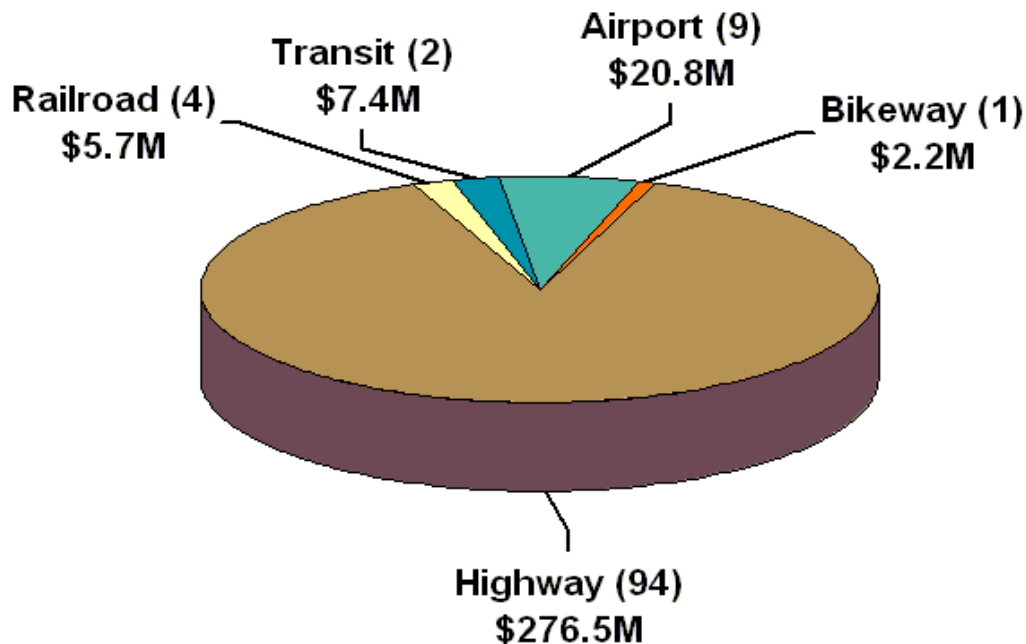
State Fiscal Year	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	Total
# of Loans	4	10	11	7	6	1	9	24	11	12	14	109
\$ of Approved Loans (in millions)	\$42.6	\$32.0	\$36.0	\$5.7	\$10.9	\$7.4	\$27.8	\$58.7	\$14.6	\$40.1	\$29.9	\$305.8
# of Bonds											1	1
\$ of Approved Bonds (in millions)											\$6.8	\$6.8

*Beginning in FY05, the total loan amount includes one year of accrued interest.

Number of Loans: 109
Number of Bonds: 1
 Total: 110

Amount of Approved Loans: \$305.8
Amount of Approved Bonds: \$ 6.8
 Total: \$312.6

**Modes of SIB Loans and Bonds
 Approved as of June 30, 2007**



There were a total of thirteen State Infrastructure Bank loans approved in FY 2007 totaling \$29.59 million. All but one of the loans were for highway related projects and brings the total number of loans in the SIB portfolio to 109, totaling over \$312.33 million, since the inception of the program.

**SIB LOANS AND BONDS APPROVED SINCE PROGRAM INCEPTION
ACTIVE AND PAID OFF LOANS AND BONDS**

ODOT District	District Location	Loans	Bonds	Amount	% of Funds Loaned/Bonded	Approved Loans *	Active Loans	Active Bonds	Paid off Loans
1	Lima	4		\$2,718,464	0.87%		2		2
2	Bowling Green	8		\$14,443,058	4.62%		6		2
3	Ashland	8		\$14,416,509	4.52%	1	7		
4	Akron/Canton	20	1	\$50,473,918	16.16%	1	17	1	2
5	Jacksontown	7		\$31,875,000	10.21%		6		1
6	Columbus	6		\$36,192,960	11.59%	1	4		1
7	Dayton	10		\$10,496,351	3.36%		6		4
8	Cincinnati	10		\$71,408,245	22.86%		4		6
9	Chillicothe	4		\$6,194,770	1.98%		4		
10	Marietta	6		\$4,848,121	1.55%		5		1
11	New Philadelphia	9		\$9,876,347	3.16%	1	7		1
12	Cleveland	17		\$59,689,016	19.11%		12		5
		109	1	\$312,632,759	100.00%	4	80	1	25

Average loan amount is \$2,868,190

Average bond amount is \$6,845,000

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

SIB Loans Approved in FY 2007

BORROWER	PROJECT	LOAN AMOUNT
Dover	Tuscarawas Avenue bridge replacement	\$1,868,675
Columbiana County Port Authority	Wellsville Intermodal Facility	\$2,146,846
Geneva	Austin Road railroad grade separation project	\$427,000
WESTCO	USR 36 Railroad bridge rehabilitation	\$365,943
Jefferson	West Mulberry Street extension	\$398,200
Piqua	County Road 25-A reconstruction	\$2,505,000
Columbus	Roberts Road reconstruction	\$7,163,732
Barberton	State Route 619	\$441,748
Harrison County	County Road 29 reconstruction	\$1,259,000
Mentor on the Lake	State Route 283 reconstruction	\$2,594,140
Lorain	10 local roads rehabilitation	\$302,000
Cuyahoga County	Warrensville Center Road	\$648,000
Uhrichsville	Water Street improvement project	\$561,940
Elyria	State Route 57 rehabilitation project	\$9,210,000
TOTAL		\$29,892,224

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

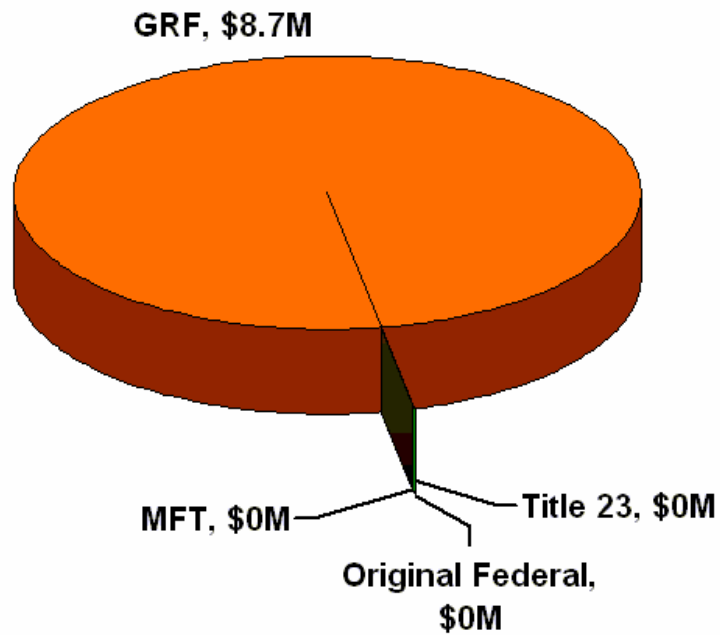
SIB Bonds Approved in FY 2007

BORROWER	PROJECT	BOND AMOUNT
Akron Canton Airport Authority	Terminal expansion project	\$6,845,000
TOTAL		\$6,845,000

Note: The total loan amount includes one year of accrued interest. It does not reflect the disbursement of funding during the fiscal year.

The graph below depicts the SIB cash balances available for future loans. These amounts represent the uncommitted cash balance for Funds 212 and 213.

SIB Balances Available to Loan
as of June 30, 2007
Total Available to Lend: \$8.7M



as of June 30, 2007

STATE INFRASTRUCTURE BANK (SIB) PROJECTS

A few SIB projects include those found below. They are depicted on the map on the following page.

Johnstown (Licking County) – The project was the construction of approximately 1,500 linear feet of new roadway to extend Commerce Drive. An existing company in the industrial park constructed a larger facility for the business that will create 30 new full-time positions and 60 part-time positions over the next eight years. The extension also opened up other areas of the industrial park and made it ready for occupancy.

Total Project Costs: \$617,000

SIB Loan Amount: \$617,000

Dixon Mill Road Bridge Replacement – Design-Build Project (Scioto County) – The project was the removal and replacement of an existing 45 year old deficient bridge. A new 200' by 32' wide single span structure was built over the Little Scioto River in Harrison Township. The project included the replacement of the superstructure, piers, and abutments using cast-in-place concrete substructure and pre-cast concrete I beams in accordance with the scope of work and approved design build plans.

Total Project Costs: \$1,587,000

SIB Loan Amount: \$1,381,075

Lorain – Local Road rehabilitation Project (Lorain County) – The City of Lorain has obtained two SIB loans to assist with the rehabilitation and replacement of 28 local roads. The projects include pavement replacement, asphalt milling and resurfacing, handicap ramps, drainage improvements, curb replacement, pavement marking and safety upgrades at various locations in Lorain.

Total Project Costs: \$3,056,482

SIB Loan Amount: \$613,482

County Road 25A Reconstruction Project - City of Piqua (Miami County) – The project entails the upgrading of 1.14 miles of County Road 25-A beginning at the north end of the bridge over the Great Miami River and proceeding north to the west side of Country Club Road. The improvements include the widening and reconstruction of the roadway, including curbing, storm sewer and water modifications, traffic signalization, traffic control signs, and pavement markings. The project also includes replacing a bridge over Rush Creek. Also, there is a 0.6 mile stretch of County Road 25-A between Country Club Road and Looney Road that includes pavement planning, asphalt resurfacing, and new pavement markings.

Total Project Costs: \$7,295,902.00

SIB Loan Amount: \$2,505,000

Main Street Bridge Project - Columbus (Franklin County) – The purpose of the project is to replace the bridge with a structurally sound and safe bridge to continue to provide ingress to the downtown area from Franklinton and the west side of Columbus. The project consists of replacing a 683' bridge on Main Street (U.S. Route 62) over the Scioto River on the existing alignment and profile with minimal approach work and necessities. The existing spandrel arch bridge will be replaced by an inclined arch bridge. In early September 2006, demolition began on the 68-year-old Main Street Bridge, paving the way for a new downtown landmark.

Total Project Costs: \$44,100,000

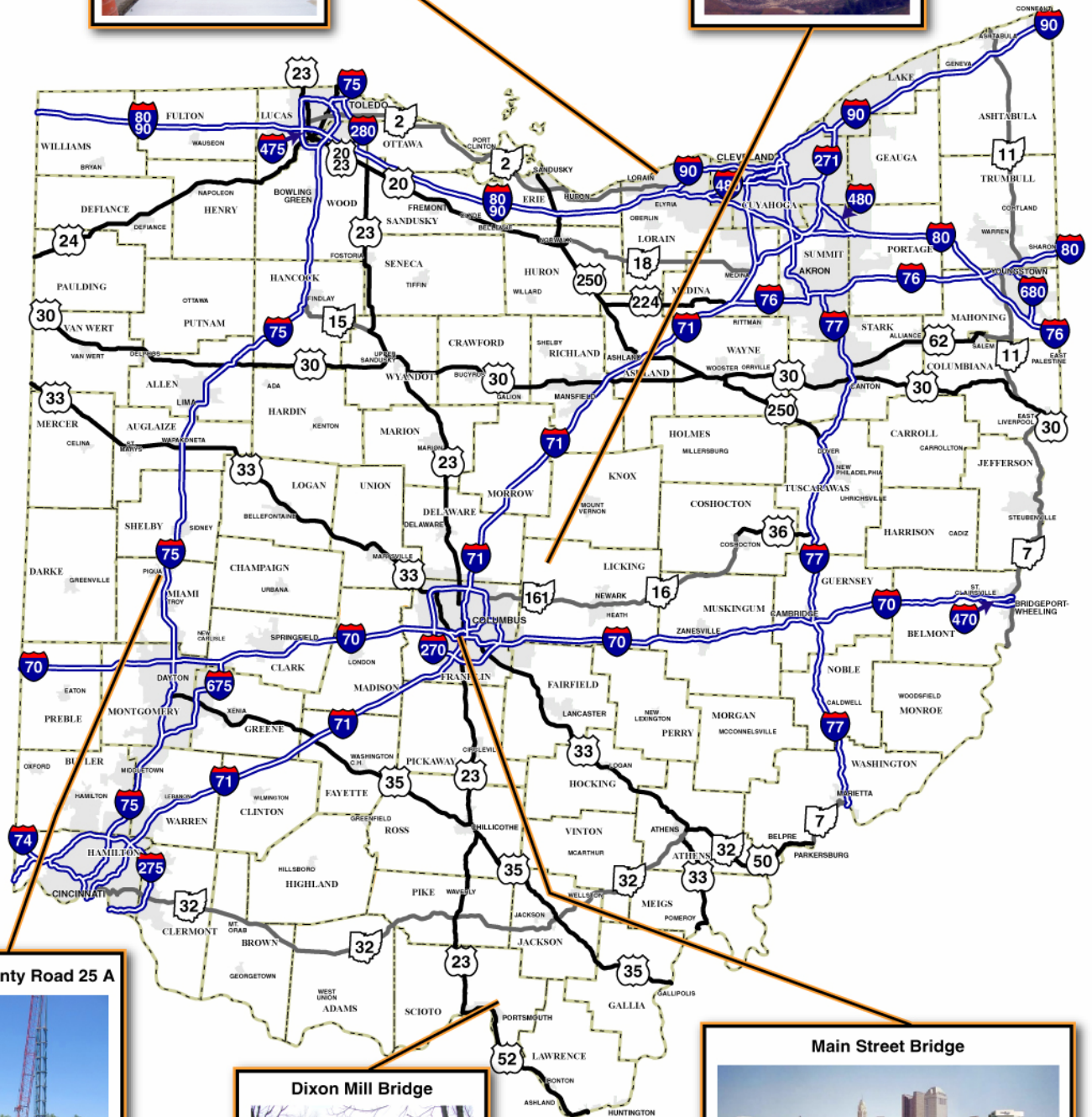
SIB Loan Amount: \$15,001,134

State Infrastructure Bank Projects

Local Road in Lorain



Johnstown Commerce Drive



Piqua - County Road 25 A



Dixon Mill Bridge



Main Street Bridge



Appendix

Ohio Department of Transportation Districts



District 1

1885 N. McCullough St.
Lima, OH 45801-0040
419-222-9055
fax: 419-222-0438

District 2

317 East Poe Rd.
Bowling Green, OH 43402-1330
419-353-8131
fax: 419-353-1468

District 3

906 North Clark St.
Ashland, OH 44805-1989
800-276-4188 or 419-281-0513
fax: 419-281-0874

District 4

2088 S. Arlington Rd.
Akron, OH 44306
800-603-1054 or 330-786-3100
fax: 330-786-2232

District 5

9600 Jacksontown Rd., S.E.
PO Box 306
Jacksontown, OH 43030
740-323-4400
fax: 740-323-3715

District 6

400 East William St.
Delaware, OH 43015
800-372-7714 or 740-363-1251
fax: 740-833-8100

District 7

1001 St. Marys Ave.
SR 29 PO Box 969
Sidney, OH 45365-0969
937-492-1141
fax: 937-497-9734

District 8

505 South SR 741
Lebanon, OH 45036-9518
800-831-2142 or 513-932-3030
fax: 513-932-7651

Central Office

1980 W. Broad Street
Columbus, OH 43223
614-466-7170
fax: 614-644-8662
ODOT Web Site:
<http://www.dot.state.oh.us>

District 9

650 Eastern Ave. PO Box 467
Chillicothe, OH 45601
740-773-2691
fax: 740-775-4889

District 10

338 Muskingum Dr. PO Box 658
Marietta, OH 45750
800-845-0226 or 740-373-0212
fax: 740-373-7317

District 11

2201 Reiser Ave.
New Philadelphia, OH 44663
330-339-6633
fax: 330-308-3942

District 12

5500 Transportation Blvd.
Garfield Heights, OH 44125-5396
866-737-8112 or 216-581-2100
fax: 216-584-2274

SOURCE AND DISTRIBUTION OF OHIO 28¢ PER GALLON MOTOR FUEL TAX

The motor vehicle fuel tax is composed of five separate levies. Each of these levies is distributed in a different manner. Prior to any distribution, the following transfers of receipts are made:

- (1) 0.875% to the Waterways Safety Fund (RC Section 5735.051, 1547.71-.78), and
0.125% to the Wildlife Boater Angler Fund (RC Section 5735.051, 1531.35).
- (2) The amount needed to insure that there are sufficient funds to meet all payments for highway bond retirement.
- (3) An amount equal to five cents per gallon times the number of gallons sold at stations operated by the Ohio Turnpike Commission to the Commission for turnpike projects [RC Section 5735.23(C)(2)].
- (4) Monthly \$100,000 allocation to the Grade Crossing Fund (RC Section 5735.23, 4907.472).

Rate Per Gallon and Code Section	Percent of 28¢ Total	Percent of Tax Levied	Disposition of Revenue	Cent Share Distribution
\$0.02 (R.C. Section 5735.05)	7.1%		(RC Section 5735.23) 45.0% to the state Highway Operating Fund (Fund 002). 30.0% to municipalities from the Gasoline Excise Tax Fund (Fund 060), according to their proportionate share of motor vehicle registrations. 25.0% to all counties in equal amounts from the Gasoline Excise Tax Fund (Fund 060).	\$0.009 \$0.006 \$0.005 \$0.020
<i>**Of the \$100,000 deposited monthly in the Grade Crossing Fund, approximately \$12,000 comes from this levy.</i>				
\$0.02 (R.C. Section 5735.25)	7.1%		(RC Section 5735.26, 5735.27) 67.5% to the state Highway Operating Fund (Fund 002). 7.5% to municipalities from the Gasoline Excise Tax Fund (Fund 060), according to their proportionate share of motor vehicle registrations. 7.5% to counties in equal amounts from the Gasoline Excise Tax Fund (Fund 060). 17.5% to all townships in equal amounts from the Gasoline Excise Tax Fund (Fund 060).	\$0.014 \$0.002 \$0.002 \$0.004 \$0.020
\$0.02 (R.C. Section 5735.29)	28.6%		Original Tax (R.C. Section 5735.291) 100.0% to the state Highway Operating Fund (Fund 002). NEW ADDED TAX (R.C. Section 5735.291) 75.0% to the state Highway Operating Fund (Fund 002). (1) 25.0% to the Gasoline Excise Tax Fund (Fund 60) 42.86% to municipalities / proportionate share of mv registrations.(1) 37.14% to counties in equal amounts (1) 20.00% to townships depending on new formula amount (1) 1/3 of New Formula Amount deducted and allocated to Large Townships	\$0.080 \$0.065 \$0.015 3/16 or 18.75% of 8 cents
\$0.01 (R.C. Section 5735.30)	3.6%		(R.C. Section 5735.30) 100.0% to the state for highway bond retirement funds, as long as required; thereafter, 100% to the state Highway Operating Fund (Fund 002).	\$0.010
(R.C. Section 5735.05): \$0.15 (since July 1, 1993)	53.6%		(R.C. Section 5735.23) 6.7% or 1 cent of the 15 cents goes to the Local Transportation Improvement Program Fund (Fund 052; RC Section 164.14)	\$0.010
<i>**Of the \$100,000 deposited monthly in the Grade Crossing Fund, approximately \$88,000 comes from this levy.</i>				
			The remaining 14 cents is distributed as follows: 75.0% to the state Highway Operating Fund (Fund 002), except those amounts certified annually by Treasurer of State for "Issue 2" bond retirement are deposited in the Highway Capital Improvements Bond Retirement Fund (Fund 072; RC Section 5528.51-.55) rather than the Highway Operating Fund. 10.7% to municipalities from the State & Local Highway Distribution Fund (Fund 068), according to their proportionate share of motor vehicle registrations. 9.3% to all counties in equal amounts from the State & Local Highway Distribution Fund (Fund 068). 5.0% to all townships in equal amounts from the State & Local Highway Distribution Fund (Fund 068).	\$0.105 \$0.015 \$0.013 \$0.007 \$0.150
\$0.28	100.0%			\$0.28

DISTRIBUTION OF STATE MOTOR VEHICLE REGISTRATION FEES

ORC 4501, 4503 & 4504

DISTRIBUTION BASIS

PASSENGER VEHICLE

\$31

\$11

To Department of Public Safety - State Highway Patrol

\$20

Balance Distributed as Follows:

34% To County or Municipality in which vehicle is registered

61% 5% Divided Equally Among Counties

47% To County in which vehicle is registered

9% To Counties in ratio of total county mileage under jurisdiction of County Commissioners to total county road mileage in state.

5% To Townships in ratio of total township mileage under jurisdiction of Township Trustees to total township road mileage in state.

COMMERCIAL TRUCKS AND TRACTORS

WITH GROSS VEHICLE WEIGHTS OF 26,000 LBS OR MORE

FEES RANGE FROM \$366 TO \$1,351 AND VARY ACCORDING TO WEIGHT

\$11

To Department of Public Safety - State Highway Patrol

Balance Distributed as Follows:

42.6%

ODOT Highway Operating Fund

57.4%

To Local Governments as Follows:

34% To County or Municipality in which vehicle is registered

61% 5% Divided Equally Among Counties

47% To County in which vehicle is registered

9% To Counties in ratio of total county mileage under jurisdiction of County Commissioners to total county road mileage in state.

5% To Townships in ratio of total township mileage under jurisdiction of Township Trustees to total township road mileage in state.

LOCAL PERMISSIVE FEES

THREE LEVIES at \$5 up to \$15 To Municipalities or Counties that assess fee
\$5 To Townships that assess fee

APPORTIONMENT FORMULAS - FEDERAL-AID HIGHWAY PROGRAM

PROGRAM	FACTORS	WEIGHT ¹	STATUTE ²	MINIMUM APPORTIONMENT
Interstate Maintenance (IM)	Interstate System lane miles Vehicle miles traveled on the Interstate System Annual contributions to the Highway Account of the Highway Trust Fund attributable to commercial vehicles	33 1/3% 33 1/3% 33 1/3%	119, 104(b)(4), and 118 (c)	½ percent of Interstate Maintenance and National Highway System apportionments combined
National Highway System (NHS)	Lane miles on principal arterial routes (excluding the Interstate System) Vehicle miles traveled on principal arterial routes (excluding the Interstate System) Diesel fuel used on all highways Total lane miles on principal arterials divided by the State's total population	25% 35% 30% 10%	103 and 104(b)(1)	½ percent of Interstate Maintenance and National Highway System apportionments combined
Surface Transportation Program (STP)	Total lane miles of Federal-aid highways Total vehicle miles traveled on Federal-aid highways Estimated tax payments attributable to highway users paid into the Highway account of the Highway Trust Fund	25% 40% 35%	133, 104(b)(3), and 140	½ percent
Bridge Replacement and Rehabilitation Program (BRR)	Relative share of total cost to repair or replace deficient highway bridges	100%	144	1/4 percent (10 percent maximum)
Highway Safety Improvement Program (HSIP)	Lane Miles of Federal-aid highways Vehicle miles traveled on lanes on Federal-aid highways Number of fatalities on the Federal-aid system	33 1/3% 33 1/3% 33 1/3%	Safetee-Lu Sections 1101(a) (6) and 1401	½ percent
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Weighted on population and severity of pollution in ozone and carbon monoxide areas	100%	149, 104(b)(2), and 126(c)	½ percent
Metropolitan Planning (MP)	Takedown of 1.25% from the STP, IM, CMAQ, Bridge, and NHS programs ³	100%	104 and 134	½ percent
Equity Bonus	Each State's share of apportionments from IM, NHS, Bridge, STP, HSIP, CMAQ, MP, Appalachian Development, Recreational Trails, Safe Routes to Schools, Rail-Highway Crossing, Coordinated Border Infrastructure Program, and the Equity Bonus itself, along with High Priority Projects will be at least 90.5% (2006), 91.5% (2007) and 92% (2008 & 2009) of that state's % share of contributions to the Highway Account of the Highway Trust Fund. In any given year, no state is to receive less than 118%, (2006), 119% (2007), 120% (2008), & 121% (2009) of its average annual apportionments and High Priority Projects under TEA-21 (1998 - 2003)	100%	Safetee-Lu Sections 1104 and 1102	\$1 million
Recreational Trails	Proportionate amount of non-highway recreational fuel used in the preceding year Equally among eligible states	50% 50%	104(h) and 206	None
Safe Routes to Schools	State's relative share of total enrollment in primary and middle schools (kindergarten through 8 th grade)	100%	Safetee-Lu Sections 1101(a)(17) and 1404	\$1 million
Rail-Highway Crossings	Based on STP formula factors in 23 USC 104(b)(3)(A) Number of public railway-highway crossings	50% 50%	130	½ percent
Appalachian Development Program (APD)	Apportioned among 13 eligible states based on latest available cost to complete estimate prepared by Appalachian Regional Commission	100%	US title 40 section 14501	None

(1) Apportionment formulas are per SAFETEA-LU (2004 - 2009).

(2) Denotes appropriate section in Title 23 U.S. Code unless specified otherwise.

(3) Usually places of 50,000 or more persons. Definition contained in 23 U.S.C. 1010(a).

APPORTIONMENT FORMULAS - FEDERAL TRANSIT PROGRAM

PROGRAM	FACTORS	WEIGHT	STATUTE (Title 49 U.S. Code)
Formula Program for Elderly Persons and Persons with Disabilities	State's population of elderly and persons with disabilities	100%	5310
Other Than Urbanized Area Formula Program	State's land area State's population in other-than-urbanized areas	20% 80%	5311 and 5340
Urbanized Area Formula Grants	State's population, population density, and level of transit service	100%	5307, 5340, and 5336(j)
Metropolitan and Statewide Planning Programs	Based on a continuing and comprehensive transportation planning process the metropolitan planning organization carries out in cooperation with the State and affected mass transportation operators	100%	5303, 5304, and 5305
Capital Investment Grants – Bus and Bus Facility Grants	Based on the age of buses, bus fleets, related equipment, and bus-related facilities	100%	5309 and 5318
Job Access and Reverse Commute	State's population of low-income persons: Areas with populations over 200,000 Areas with populations under 200,000 Non-urbanized areas	60% 20% 20%	5316
New Freedom Program	State's population of persons with disabilities: Areas with populations over 200,000 Areas with populations under 200,000 Non-urbanized areas	60% 20% 20%	5317

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Contracts Awarded by State Fiscal Year Definitions

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

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

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

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

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

Other - All other projects not falling under any of the aforementioned areas. These include, but are not limited to, rest areas, noise barriers, roadside mowing, and herbicidal spraying along highways.

CONTRACTS AWARDED FY 2007

(Amounts expressed in millions)

WORK TYPE	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6
PAVEMENT:	\$6.98	\$14.72	\$34.58	\$49.65	\$19.64	\$36.29
BRIDGES/CULVERTS:	\$2.63	\$2.32	\$5.86	\$29.94	\$5.16	\$60.78
STRUCTURES	6	10	10	23	8	17
MAJOR/NEW CONSTRUCTION	\$197.95	\$22.49	\$70.41	\$95.95	\$50.34	\$12.29
LOCAL GOVERNMENT	\$0.51	\$0.00	\$0.00	\$0.00	\$0.00	\$1.17
LOCAL GOV'T - LOCAL LET	\$12.79	\$22.86	\$7.49	\$31.40	\$4.22	\$55.28
SAFETY UP-GRADING	\$0.66	\$5.34	\$5.55	\$5.39	\$3.49	\$5.82
DESIGN/BUILD	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ENHANCEMENTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
GUARDRAILS	\$0.00	\$0.31	\$2.22	\$2.40	\$0.95	\$1.61
HERBICIDAL SPRAY	\$0.14	\$0.24	\$0.16	\$0.00	\$0.00	\$0.00
MOWING	\$0.00	\$0.09	\$0.00	\$0.63	\$0.00	\$0.00
NOISE BARRIERS/ WALLS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PAVEMENT/RAISED MARKINGS	\$0.90	\$1.66	\$1.10	\$2.55	\$1.29	\$1.84
RAIL	\$0.00	\$0.00	\$0.00	\$4.95	\$0.00	\$0.00
REST AREAS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
STATE PARKS (Metro, ODNR)	\$0.00	\$0.00	\$0.33	\$0.16	\$0.40	\$0.00
EMERGENCIES	\$0.40	\$1.40	\$0.20	\$0.56	\$1.52	\$0.68
MISCELLANEOUS (1)	\$0.41	\$0.44	\$2.87	\$0.72	\$1.84	\$3.74
HIGHWAY RELATED TOTAL	\$223.39	\$71.88	\$130.77	\$224.30	\$88.84	\$179.50
TRANSIT	\$0.69	\$2.56	\$3.06	\$3.06	\$4.25	\$4.25
AVIATION	\$0.04	\$0.03	\$0.04	\$0.27	\$0.43	\$0.02
MODAL TOTAL	\$0.73	\$2.60	\$3.10	\$3.34	\$4.68	\$4.27
GRAND TOTAL	\$224.11	\$74.47	\$133.87	\$227.63	\$93.52	\$183.77

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

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

CONTRACTS AWARDED FY 2007

(Amounts expressed in millions)

WORK TYPE	DISTRICT 7	DISTRICT 8	DISTRICT 9	DISTRICT 10	DISTRICT 11	DISTRICT 12	TOTAL
PAVEMENT:	\$17.75	\$38.75	\$29.06	\$20.22	\$29.96	\$60.63	\$358.23
BRIDGES/CULVERTS:	\$13.14	\$8.67	\$1.85	\$7.42	\$3.48	\$91.67	\$232.91
STRUCTURES	28	22	4	31	13	53	225
MAJOR/NEW CONSTRUCTION	\$0.89	\$143.45	\$0.00	\$0.00	\$10.89	\$33.62	\$638.28
LOCAL GOVERNMENT	\$0.00	\$1.72	\$0.00	\$0.05	\$0.00	\$0.00	\$3.46
LOCAL GOV'T - LOCAL LET	\$26.01	\$10.35	\$1.66	\$1.65	\$7.50	\$37.20	\$218.42
SAFETY UP-GRADING	\$2.59	\$17.81	\$1.22	\$0.27	\$0.65	\$5.05	\$53.84
DESIGN/BUILD	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ENHANCEMENTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
GUARDRAILS	\$15.64	\$0.21	\$0.83	\$1.04	\$0.90	\$0.43	\$26.53
HERBICIDAL SPRAY	\$0.39	\$0.00	\$0.11	\$0.08	\$0.17	\$0.00	\$1.28
MOWING	\$0.41	\$0.00	\$0.00	\$0.08	\$0.38	\$0.78	\$2.35
NOISE BARRIERS/ WALLS	\$0.00	\$7.40	\$0.00	\$0.00	\$0.00	\$6.13	\$13.53
PAVEMENT/RAISED MARKINGS	\$1.07	\$2.05	\$1.93	\$2.37	\$1.62	\$0.00	\$18.38
RAIL	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4.95
REST AREAS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
STATE PARKS (Metro, ODNR)	\$0.33	\$0.00	\$0.00	\$1.05	\$0.00	\$0.00	\$2.27
EMERGENCIES	\$0.00	\$0.00	\$2.48	\$3.26	\$1.01	\$1.51	\$13.02
MISCELLANEOUS (1)	\$1.77	\$4.16	\$0.09	\$0.42	\$1.44	\$0.51	\$18.42
HIGHWAY RELATED TOTAL	\$79.97	\$234.56	\$39.25	\$37.90	\$58.00	\$237.55	\$1,605.88
TRANSIT	\$3.56	\$3.60	\$3.93	\$1.19	\$2.09	\$5.25	\$37.50
AVIATION	\$0.16	\$0.22	\$0.09	\$0.00	\$0.00	\$0.15	\$1.46
MODAL TOTAL	\$3.72	\$3.82	\$4.02	\$1.19	\$2.09	\$5.40	\$38.96
GRAND TOTAL	\$83.69	\$238.38	\$43.27	\$39.09	\$60.08	\$242.95	\$1,644.84

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Ohio Transit Systems With Recent Highlights

Greenville Transit Facility



● - Urban ● - Rural

**Seneca County Agency Transportation -
Accessible Bus**



Cleveland RTA Trolley



South East Area Transit -
Accessible Bus

Dayton Cultural & RTA Transit Center -
GDRTA Cultural & Transit Center

New Metro Buses at Government Square - Cincinnati Government Square Transit Hub

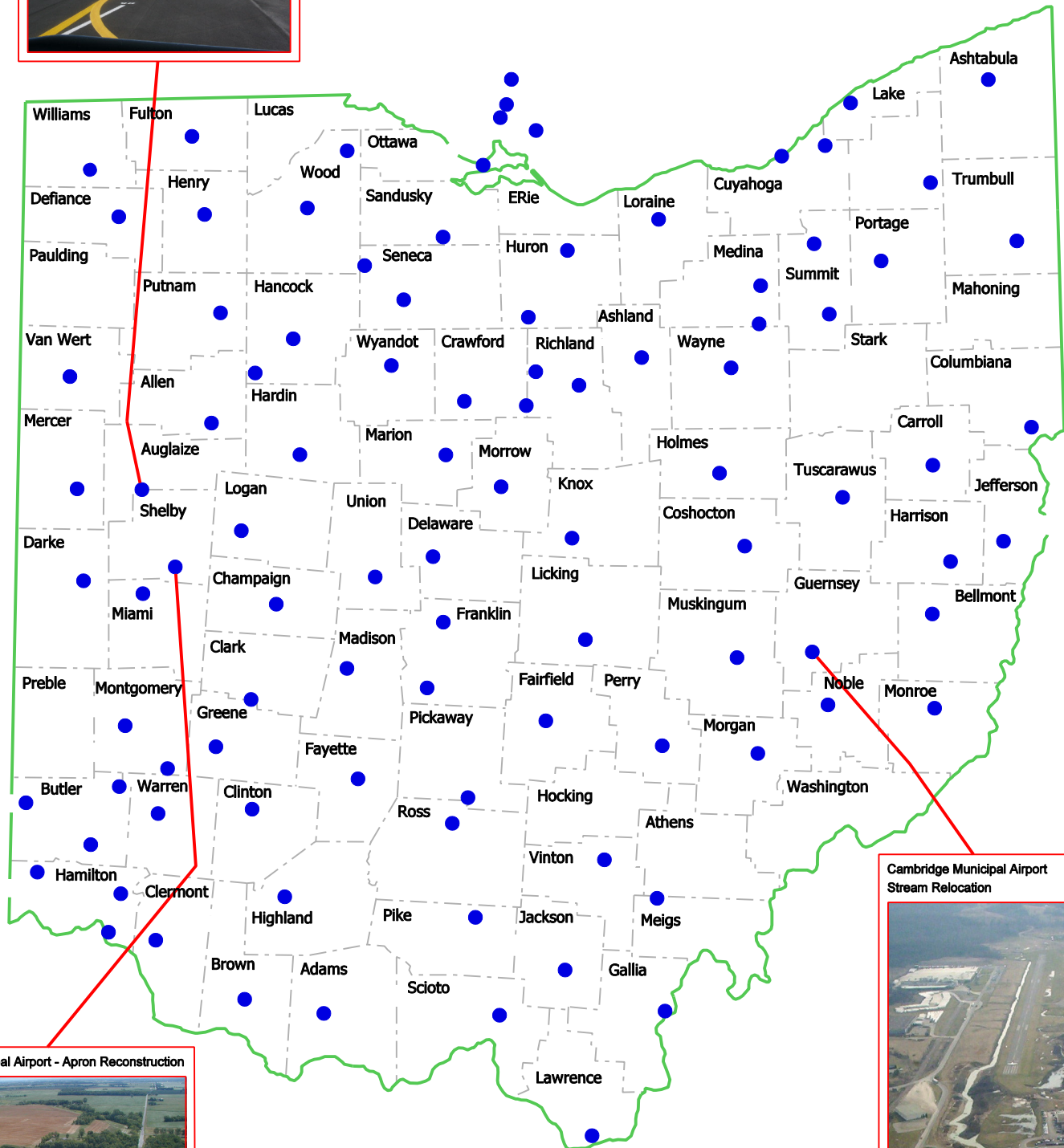


**Monroe County Public Transit -
Accessible Van**



Ohio General Aviation Airports

Neil Armstrong Airport - Taxiway Resurfacing

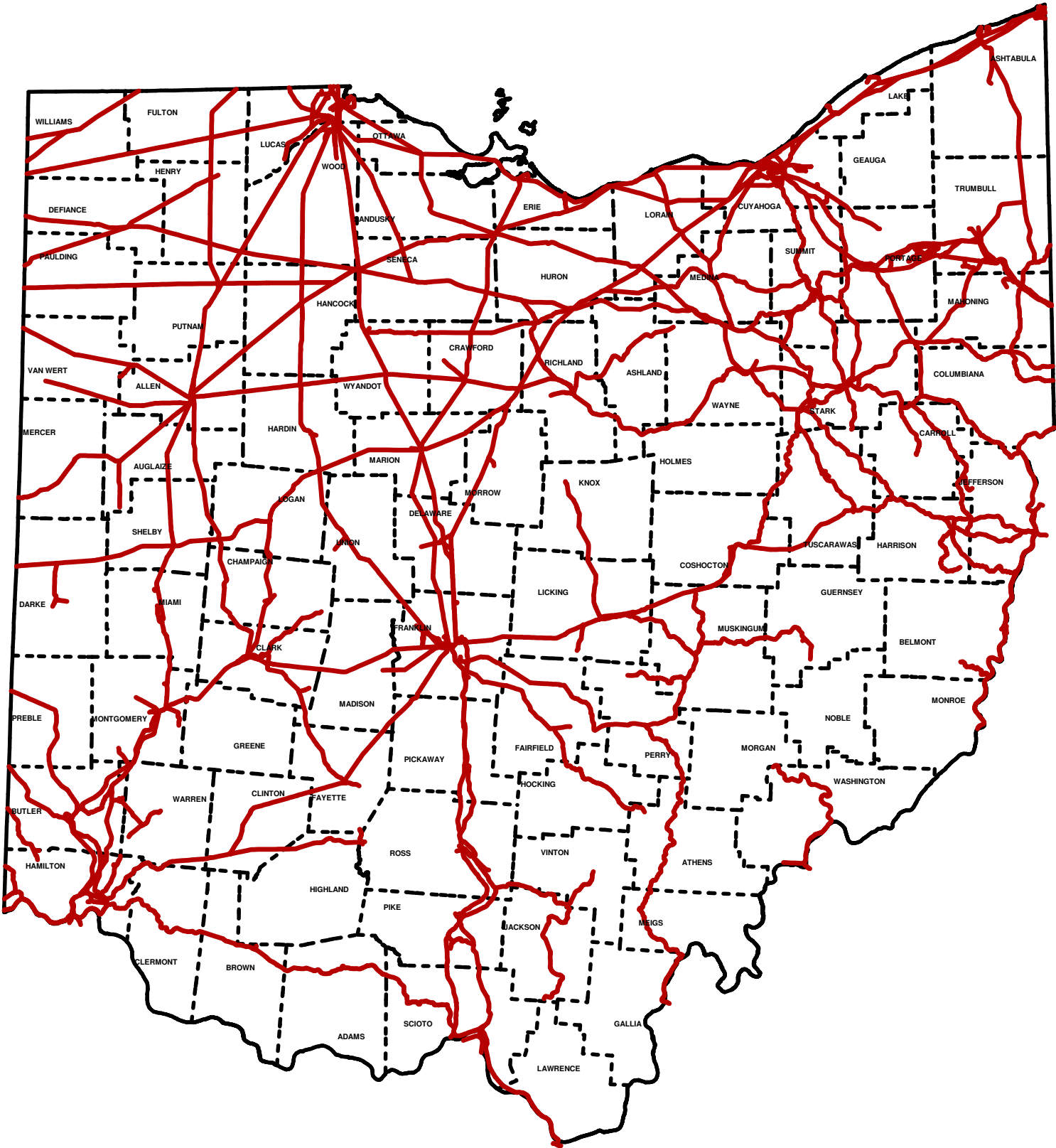


Sidney Municipal Airport - Apron Reconstruction

Cambridge Municipal Airport
Stream Relocation

- **General Aviation Airports**

Ohio Active Railroads



TRANSPORTATION FUNDING SOURCES

PROJECT TYPE		PROGRAM FUNDING SOURCES													
Eligible Uses		MPO			CEAO		ODOT							OPWC	ORDC
		CMAQ	STP	TE	STP	LBR	SAFETY	SMALL CITY	LOCAL MAJOR BR	TE	MUNICIPAL BRIDGE	GRANTS	SIB		
A	Roads														
	Maintenance		X		X		X					X	X		
	Capacity Expansion		X		X		X	X				X	X		
	Turn Lanes	X	X		X		X	X				X	X		
B	Street Lighting		X	X			X			X		X	X		
C	Signalization	X	X		X		X	X				X	X	X	
D	Sidewalks/Curbs	X	X	X			X	X		X		X	X		
E	ROW Purchase	X	X				X					X	X	X	
F	Utilities Installation	X	X	X	X	X	X	X	X	X	X	X	X		
G	Bridge Replacement/Rehabilitation		X	X	X	X	X		X	X	X	X	X	X	
I	Environmental	X	X	X	X		X						X		
J	Preliminary Design	X	X	X			X						X	X	
K	Final Design	X	X	X	X		X					X	X	X	
L	Noise Walls		X	X								X			
M	Safety	X	X		X		X	X		X		X	X	X	
O	ADA Projects	X	X	X			X			X		X	X	X	
Q	Aviation											X			
R	Public Transportation											X			
1	Capital	X	X	X								X	X		
2	Operations	X	X									X			
S	Bicycle/Pedestrian Facilities	X	X	X			X			X		X			
T	Enhancement Projects		X	X						X		X			
U	Water/Sewer	X	X	X	X		X	X				X	X		
V	Rail/Rail Freight	X	X	X				X				X	X		
W	Track Maintenance/Expansion	X	X	X				X				X	X		

MPO - Metropolitan Planning Organization

CEAO - County Engineers Association of Ohio

ODOT - Ohio Department of Transportation

OPWC - Ohio Public Works Commission

ORDC - Ohio Rail Development Commission

X - eligible

X - conditions apply to the use of the funds

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

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

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

