Overview

- Revenue Forecasts & State Motor Fuel Trends
- Distribution of Highway Revenue
- FY 16 Funding Uses
- Federal Revenue
- State Infrastructure Bank (SIB)
- Economic Impact
Revenue Forecasts &
State Motor Fuel Trends
Revenue Forecasts & State Motor Fuel Trends 2017 - 2019

• **State**
  • 1% Growth for 2017 - 2019

• **Federal**
  • FAST ACT Levels for 2017 – 2019
All Revenue Sources

FY17 Revenue Sources
$3.15 B Total

- Federal Highway Revenue
- State Highway Revenue
- State GRF
- Local Governments
- FTA / FAA

September 2016 Proforma & 16/17 Biennium Budget
State Revenue Sources
FY 17 – Estimates

FY17 - State Revenue Sources *
$1.29 B Total

* Most Current Estimates
Excludes State Special

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Amount</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Motor Fuel Tax</td>
<td>$1,176,105,228</td>
<td>91.2%</td>
</tr>
<tr>
<td>Truck Registrations (IRP)</td>
<td>$-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Fuel Use Tax (IFTA)</td>
<td>$35,000,000</td>
<td>2.7%</td>
</tr>
<tr>
<td>Petroleum Activity Tax</td>
<td>$10,000,000</td>
<td>0.8%</td>
</tr>
<tr>
<td>Interest Income and Misc</td>
<td>$68,179,972</td>
<td>5.3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,289,285,200</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>
Comparison of FHWA Revenue to State Revenue

Ohio Department of Transportation
Comparison of FHWA Revenue to State Revenue - Funding Mix
Fiscal Years 1996 to 2020

State Motor Fuel Tax Increased by $.02 in FY 2004, FY 2005 and FY 2006

* 2017-2020 Estimated
Ohio VMT vs Monthly Gasoline Price

12 Month Moving Averages:
Percentage Change in FHWA - Ohio VMT Vs. Monthly Average Price of Gasoline
FY 2009 to FY 2016

Source: FHWA Monthly Traffic Volume Trends
Energy Information Administration - Retail Fuel Prices
Ohio Motor Fuel Tax

Ohio Motor Fuel Tax
Historical Gallons Taxed with FY 2017 to FY 2019 Estimates

Billions of Gallons Taxed

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Billions of Gallons Taxed</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>6.60</td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td>6.50</td>
<td>-1.50%</td>
</tr>
<tr>
<td>2009</td>
<td>6.29</td>
<td>-4.59%</td>
</tr>
<tr>
<td>2010</td>
<td>6.36</td>
<td>+3.53%</td>
</tr>
<tr>
<td>2011</td>
<td>6.42</td>
<td>-2.69%</td>
</tr>
<tr>
<td>2012</td>
<td>6.43</td>
<td>-2.45%</td>
</tr>
<tr>
<td>2013</td>
<td>6.36</td>
<td>-3.58%</td>
</tr>
<tr>
<td>2014</td>
<td>6.41</td>
<td>-2.79%</td>
</tr>
<tr>
<td>2015</td>
<td>6.55</td>
<td>-0.75%</td>
</tr>
<tr>
<td>2016</td>
<td>6.61</td>
<td>+0.21%</td>
</tr>
<tr>
<td>2017 est</td>
<td>6.72</td>
<td>+1.85%</td>
</tr>
<tr>
<td>2018 est</td>
<td>6.78</td>
<td>+2.76%</td>
</tr>
<tr>
<td>2019 est</td>
<td>6.8%</td>
<td>+3.79%</td>
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</tbody>
</table>

Percent changes compared to 2007 levels
Distribution of Highway Revenue
Ohio Motor Fuel Tax - $0.28/Gallon
FY 2016 Distribution - $1,800,843,039

- ODOT Debt Service (1.86¢) ($119.7 M)
- County (3.19¢) ($205.3 M)
- Municipal (3.71¢) ($238.6 M)
- LTIP, OPWC (0.96¢) ($61.5 M)
- Other State Agencies * (0.78¢) ($50.2 M)
- Township (1.87¢) ($120.0 M)

Total Motor Fuel Tax to ODOT
17.49 cents
$1.125 billion

(*) ODNR; PUCO; Dept. of Taxation; Turnpike Commission; Development Services; Inspector General; Governor’s Energy Office.
Ohio’s State and Local Highway Funding
Fiscal Year 2016 (in Millions)

Ohio Department of Transportation
Ohio's State and Local Highway Funding
Fiscal Year 2016 - Total $4.23 B

- Federal Highway Revenue: $1,040.0, 24.6%
- Ohio Motor Fuel Tax: $1,132.4, 26.7%
- Truck Registration / Title Fees / CAT / Fuel Use Tax: $56.4, 1.3%
- Discretionary - Federal Highway Revenue: $233.9, 5.5%
- Required - Federal Highway Revenue: $133.1, 3.1%
- Vehicle & Truck Registration / Title Fees / Fuel Use Tax: $506.1, 12.0%
- Ohio Motor Fuel Tax and Registration Fees to Other State Agencies: $414.1, 9.8%
- OPWC Capital Improvement Program: $93.0, 2.2%

Total ODOT $2.23 Billion
Total Local $1.59 Billion
For ODOT's Local Programs – Eliminates the need to match Federal Funds.
– Proposed TRC Levels by Local Program

<table>
<thead>
<tr>
<th>(in millions)</th>
<th>FY16</th>
<th>FY17</th>
<th>FY18</th>
<th>FY19</th>
<th>Total</th>
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<tbody>
<tr>
<td>Transit</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>40</td>
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<tr>
<td>MPO's</td>
<td>47</td>
<td>47</td>
<td>47</td>
<td>47</td>
<td>234</td>
</tr>
<tr>
<td>Enhancement</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>11</td>
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<tr>
<td>CEAO</td>
<td>13</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>66</td>
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<tr>
<td>Municipal Bridge</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>9</td>
</tr>
<tr>
<td>Small City</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>9</td>
</tr>
<tr>
<td>Local Major Bridge</td>
<td>5</td>
<td>6</td>
<td>6</td>
<td>7</td>
<td>29</td>
</tr>
<tr>
<td>Local Program Totals</td>
<td>79</td>
<td>80</td>
<td>81</td>
<td>82</td>
<td>397</td>
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</table>
FY 2017 - Primary Uses
$3.44 Billion Budget

- Operating $894 M (26.0%)
- Preservation, Pavement & Bridge $1,222 M (35.5%)
- Local Programs $348 M (10.1%)
- Major New $196 M (5.7%)
- Major New Turnpike Bonds $170 M (5.0%)
- Debt Service $286 M (8.3%)
- Safety & Other Statewide Programs $305 M (8.9%)
- GRF & State Special Revenue $19 M (0.5%)

Excludes SIB and Local Share of ODOT Let Projects.
Federal Revenue
Federal Obligation Limitation

Estimates - Prior to and after FAST ACT

Prior to FAST Act | FAST Act Levels

<table>
<thead>
<tr>
<th>Year</th>
<th>Prior to FAST Act</th>
<th>FAST Act Levels</th>
</tr>
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<tbody>
<tr>
<td>2016</td>
<td>$1,216</td>
<td>$1,289</td>
</tr>
<tr>
<td>2017</td>
<td>$1,216</td>
<td>$1,316</td>
</tr>
<tr>
<td>2018</td>
<td>$1,216</td>
<td>$1,344</td>
</tr>
<tr>
<td>2019</td>
<td>$1,216</td>
<td>$1,374</td>
</tr>
<tr>
<td>2020</td>
<td>$1,216</td>
<td>$1,407</td>
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* FAST ACT Future Estimates as of 9/29/16
Federal Obligation Limitation

Federal Formula Obligation Limitation
Highway Account
Rate of Return for FY 2016*

* FY 14 Contributions
FY 16 Obligation Limitation

Rate of Return - Obligation Limitation
- Less than 100%
- 100% to 110%
- 111% to 150%
- Greater than 150%
## 10 Year Historical August Redistribution

<table>
<thead>
<tr>
<th>FFY</th>
<th>Ohio Amount</th>
<th>National Amount</th>
<th>Ohio %</th>
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<tbody>
<tr>
<td>2008</td>
<td>$43,211,001</td>
<td>$1,167,254,399</td>
<td>3.70%</td>
</tr>
<tr>
<td>2009</td>
<td>$39,266,439</td>
<td>$1,028,541,567</td>
<td>3.82%</td>
</tr>
<tr>
<td>2010</td>
<td>$51,569,119</td>
<td>$1,336,569,692</td>
<td>3.86%</td>
</tr>
<tr>
<td>2011</td>
<td>$53,273,727</td>
<td>$1,182,665,012</td>
<td>4.50%</td>
</tr>
<tr>
<td>2012</td>
<td>$65,796,460</td>
<td>$1,400,464,387</td>
<td>4.70%</td>
</tr>
<tr>
<td>2013</td>
<td>$72,247,387</td>
<td>$1,595,648,530</td>
<td>4.53%</td>
</tr>
<tr>
<td>2014</td>
<td>$87,324,266</td>
<td>$2,117,694,862</td>
<td>4.12%</td>
</tr>
<tr>
<td>2015</td>
<td>$77,795,330</td>
<td>$1,906,572,178</td>
<td>4.08%</td>
</tr>
<tr>
<td>2016</td>
<td>$119,968,778</td>
<td>$2,832,803,208</td>
<td>4.23%</td>
</tr>
</tbody>
</table>
State Infrastructure Bank
State Infrastructure Bank

• **Loan/Bond Program for:**
  • Public Entities
  • Any transportation related project

• **Program Features:**
  • Deferred repayment options
  • 100% financing
  • Quick process, applications accepted year round
  • Funded over 200 loans/bonds at over $620 million
  • Flexible repayment sources & loan structuring

**SIB Contact:**
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Melinda.Lawrence@dot.state.oh.us
www.transportation.ohio.gov/SIB
State Infrastructure Bank Loans & Bonds

SFY 16
14 Loans $15.9 million

Since SIB inception
193 SIB Loans $575.6 million
8 SIB Bonds $53.5 million
Impact on the Economy
Economic Impact

Ohio Department of Transportation Contributions to the Economy

Billions Spent

State Fiscal Year


Dollars Spent Jobs Supported

$2.5 $2.6 $2.7 $2.8 $2.9 $3.0 $3.1 $3.2 $3.3 $3.4 $3.5

100,000 105,000 110,000 115,000 120,000 125,000 130,000 135,000 140,000

Jobs Supported
Questions