

OHIO COUNCIL OF COUNTY OFFICIALS (OCCO) MEETING

MARCH 23RD, 2022



FUNDING OVERVIEW

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OVERVIEW

- **Federal Revenue - BIL/IIJA**
- **ODOT Funding Sources**
- **State Motor Fuel Tax Trends**
- **Electric & Hybrid Registration Fees**
- **2022 Initiatives**
 - **SB277**
 - **\$100M Savings**
 - **Alternative Funding Grant**

FEDERAL REVENUE - BIL/IIJA

The Infrastructure Investment and Jobs Act (hereafter, “the bill”) provides \$550 billion in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

WHAT IS BIL?

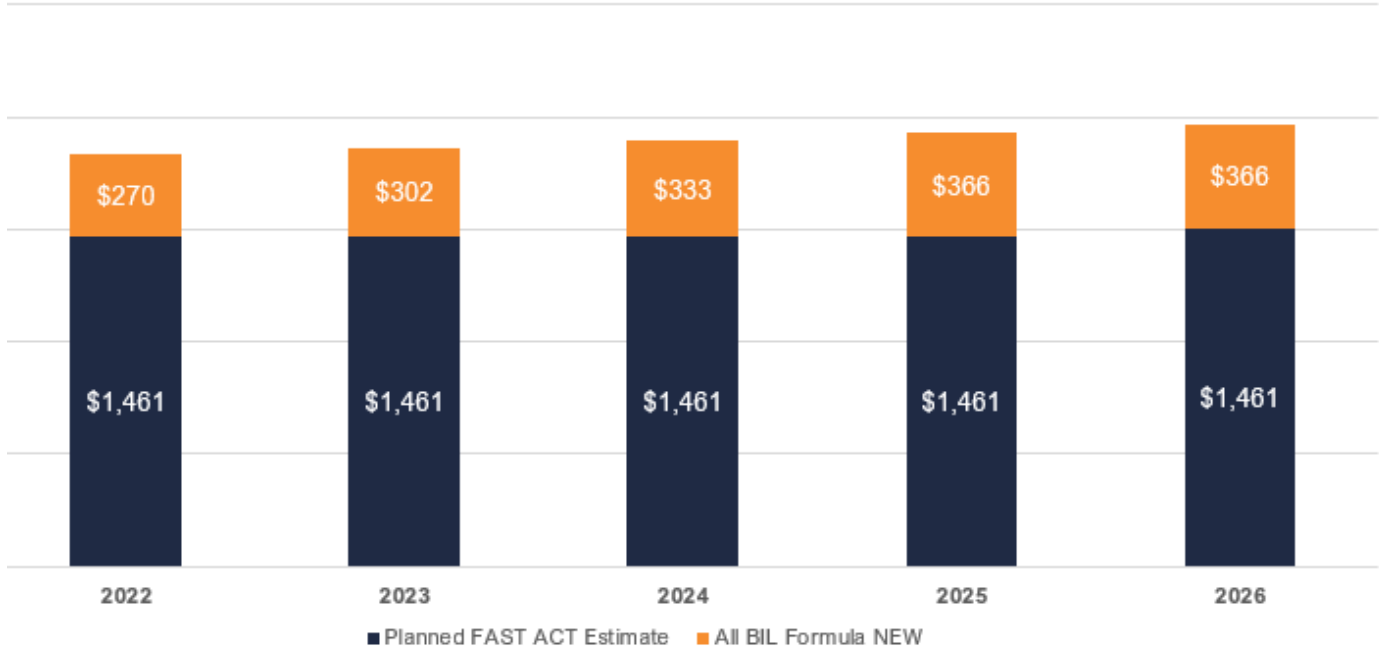
High Points of BIL Highway Provisions

- **Funds highway programs for five years** (FY 22-26)
- **\$350.8 B (FY 22-26) for highway programs**
 - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - +\$47.3 B in advance appropriations from the General Fund (GF)
- **More than a dozen new highway programs**, including—
 - **Formula:** resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - **Discretionary:** bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- **More opportunities for local governments and other non-traditional entities** to access new funding
- \$90 B transfer (GF->HTF) to **keep the HTF Highway Account solvent for years**

WHAT IS OHIO'S BIL SHARE?

BIPARTISAN INFRASTRUCTURE LAW FUNDING - ODOT

All numbers in millions



WHAT IS OHIO'S BIL SHARE?

- **Bridge Formula Funding:**
 - In addition to the regular formula funding increase, **Ohio is also set to get an additional \$96 million in federal funding** for each of the next five years earmarked toward addressing bridges.
 - While the federal government requires the Ohio Department of Transportation invest \$14.5 million of those funds into bridges owned by municipalities, townships, and counties, **Ohio is opting to invest almost eight-times that amount.**
- **National Electric Vehicle Charging Funding:**
 - We also look forward to receiving funding from the \$7.5 billion dollars designated for electric vehicle charging stations, which are critical to accelerating the relatively new EV industry. **Ohio is estimated to receive \$20 million annually** for electric chargers.

WHAT IS OHIO'S MPO'S BIL SHARE?

	2022	2023	2024	2025	2026	Total
Estimated increase to MPO's (16.3%)	\$44,075,330	\$49,151,527	\$54,329,247	\$59,610,522	\$59,716,147	\$266,882,774

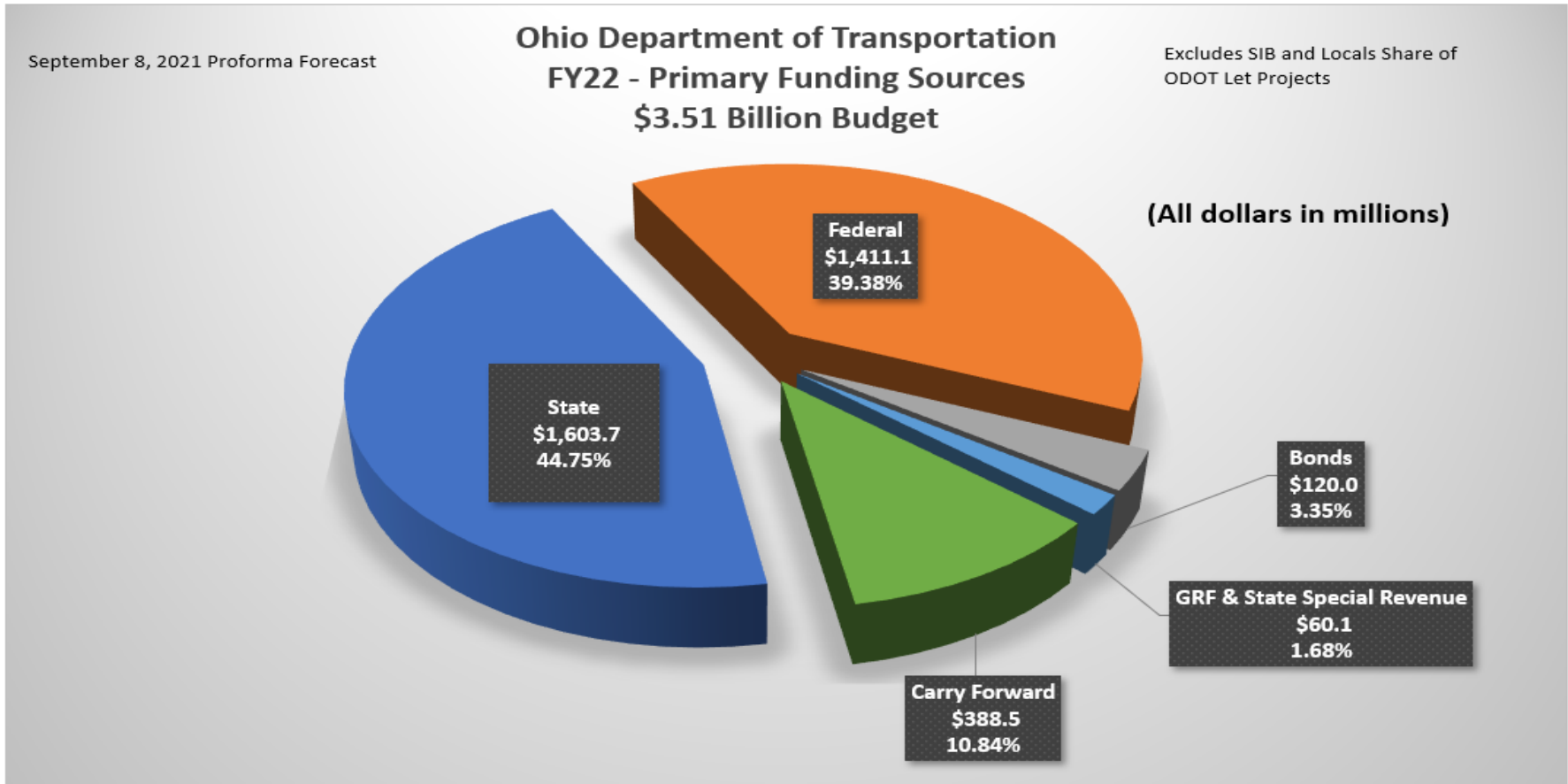
MPO Allocation FFY2021 \$ 218,372,186						
	2022	2023	2024	2025	2026	
Ohio MPO Estimates	20.2%	22.5%	24.9%	27.3%	27.3%	
Indiana MPO Estimates	20.2%	22.7%	25.1%	27.6%	30.2%	

BIL NEXT STEPS

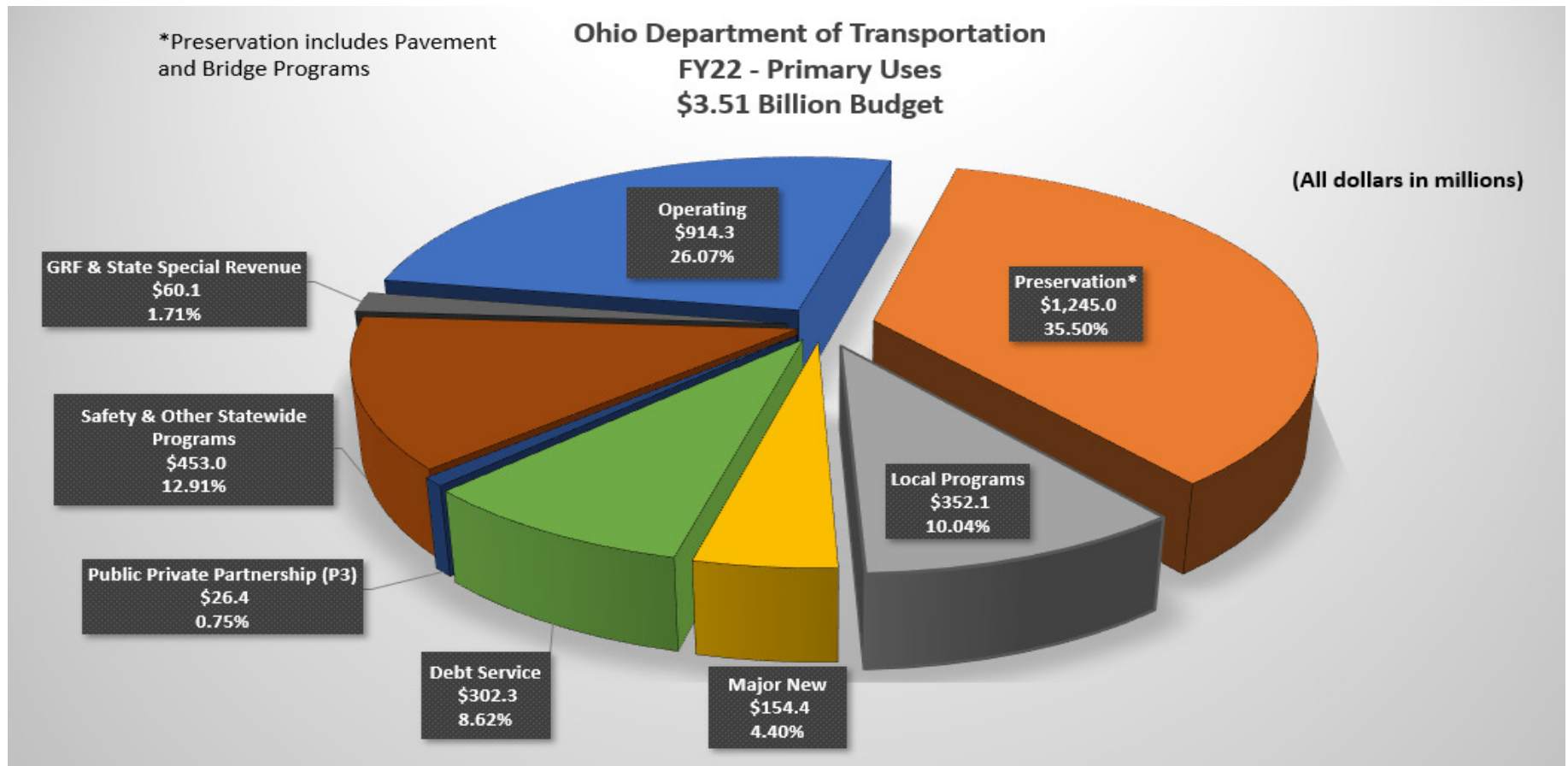
- Annual Appropriations Bill Passage - March 15th
 - Determining Legislative Needs for Ohio
- Awaiting various NOFO's for Discretionary Grant programs
 - There are **over 20 discretionary grants** being issued by the federal government which will require state and local matching funds and may include new spending strings.
 - In order to help local partners navigate the discretionary grant process, ODOT has developed a webpage with links to active grant opportunities and those which FHWA has already released details about. You can visit www.transportation.ohio.gov/BIL for more information.
 - More information provided by the U.S. Department of Transportation on the BIL's impact to Ohio, including a list of grant opportunities included in the package, can be found here: [The Bipartisan Infrastructure Law Will Deliver for Ohio \(transportation.gov\)](https://www.transportation.gov/bipartisan).

ODOT FUNDING SOURCES

FY2022 - PRIMARY FUNDING SOURCES



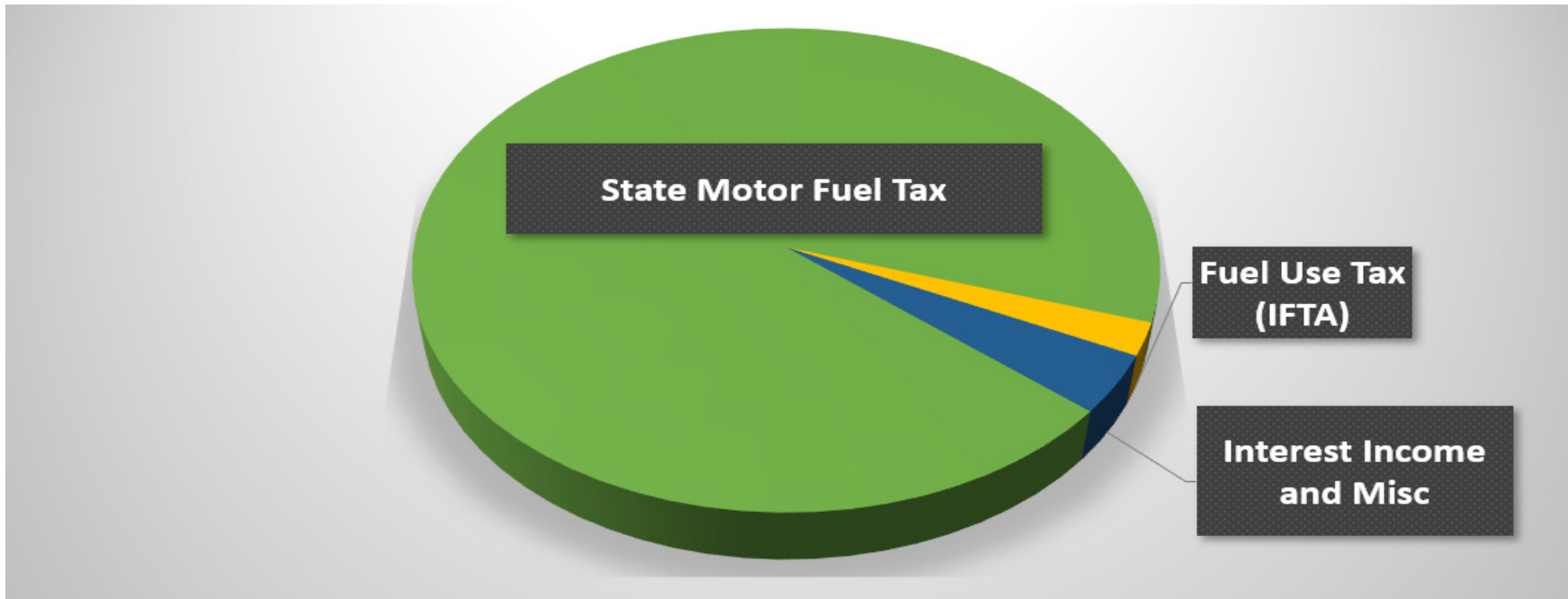
FY2022 - PRIMARY USES



STATE MOTOR FUEL TAX TRENDS

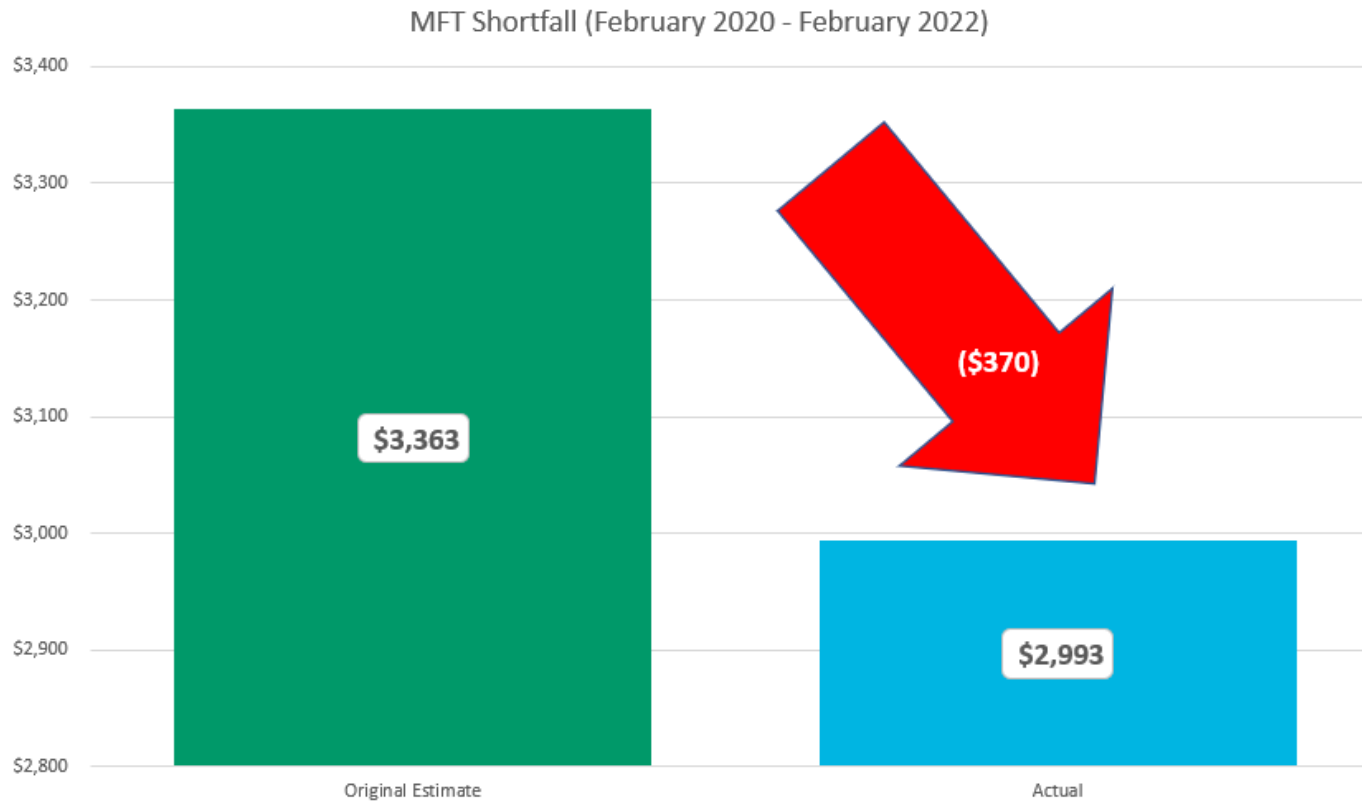
STATE HIGHWAY REVENUE SOURCES

FY 2022 - ESTIMATES

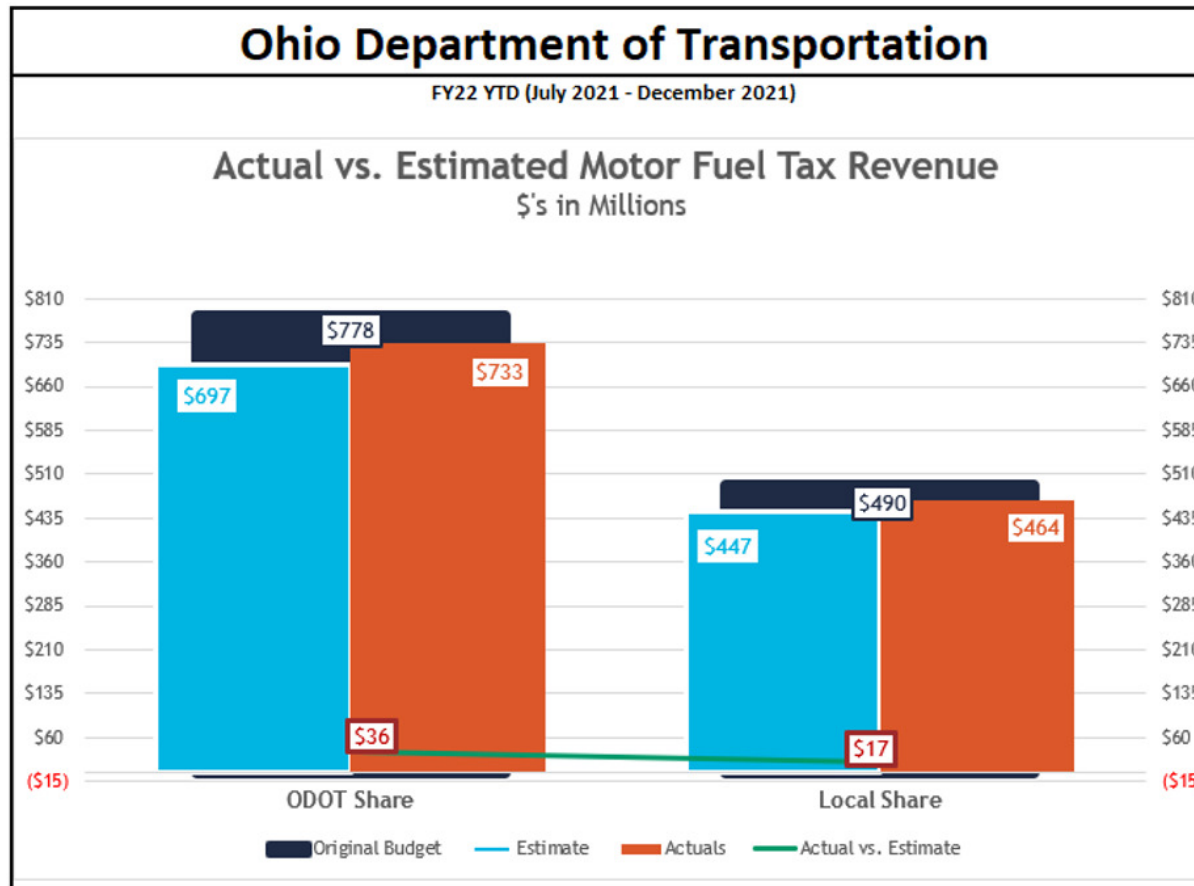


State Motor Fuel Tax	\$ 1,490,927,530	93.8%
Truck Registration (IRP)	\$ -	0.0%
Fuel Use Tax (IFTA)	\$ 35,000,000	2.2%
Petroleum Activity Tax	\$ -	0.0%
Interest Income and Misc	\$ 63,074,205	4.0%
	\$ 1,589,001,735	100.0%

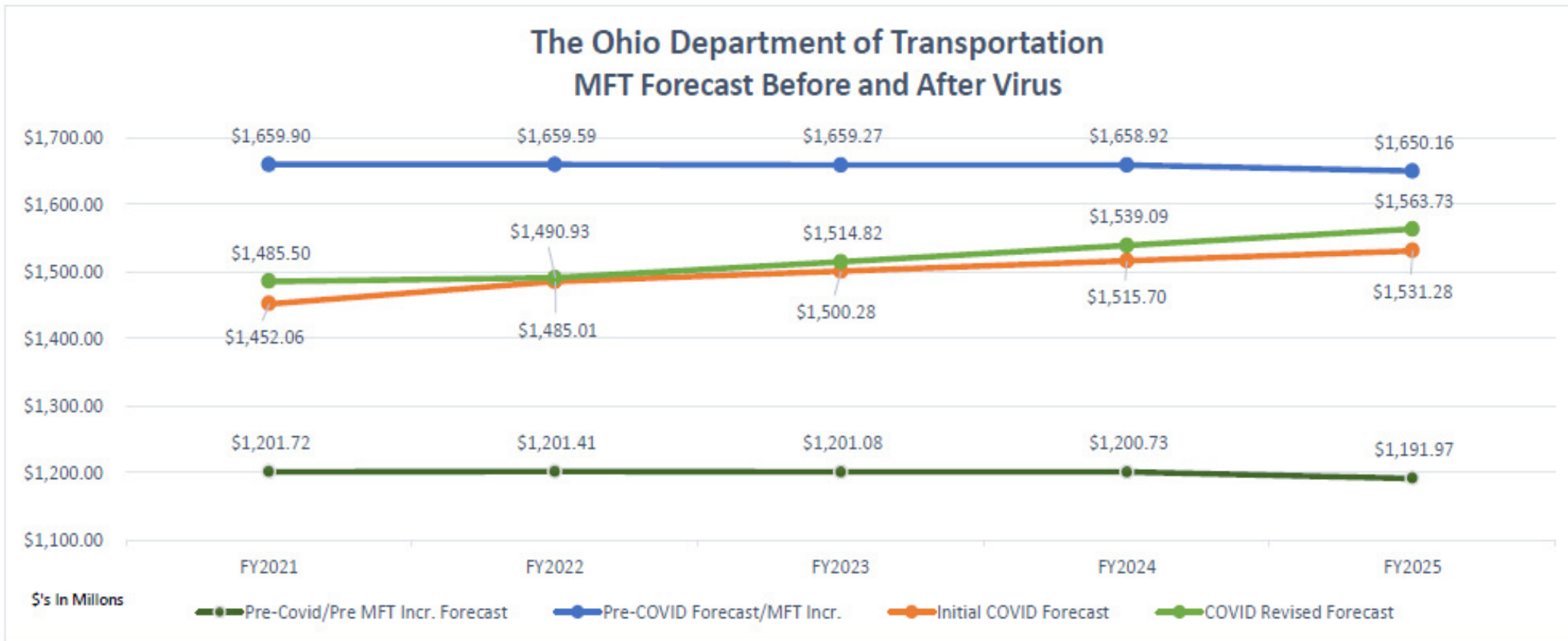
PANDEMIC SHORTFALL



PANDEMIC IMPACTS - CURRENTLY FY2022

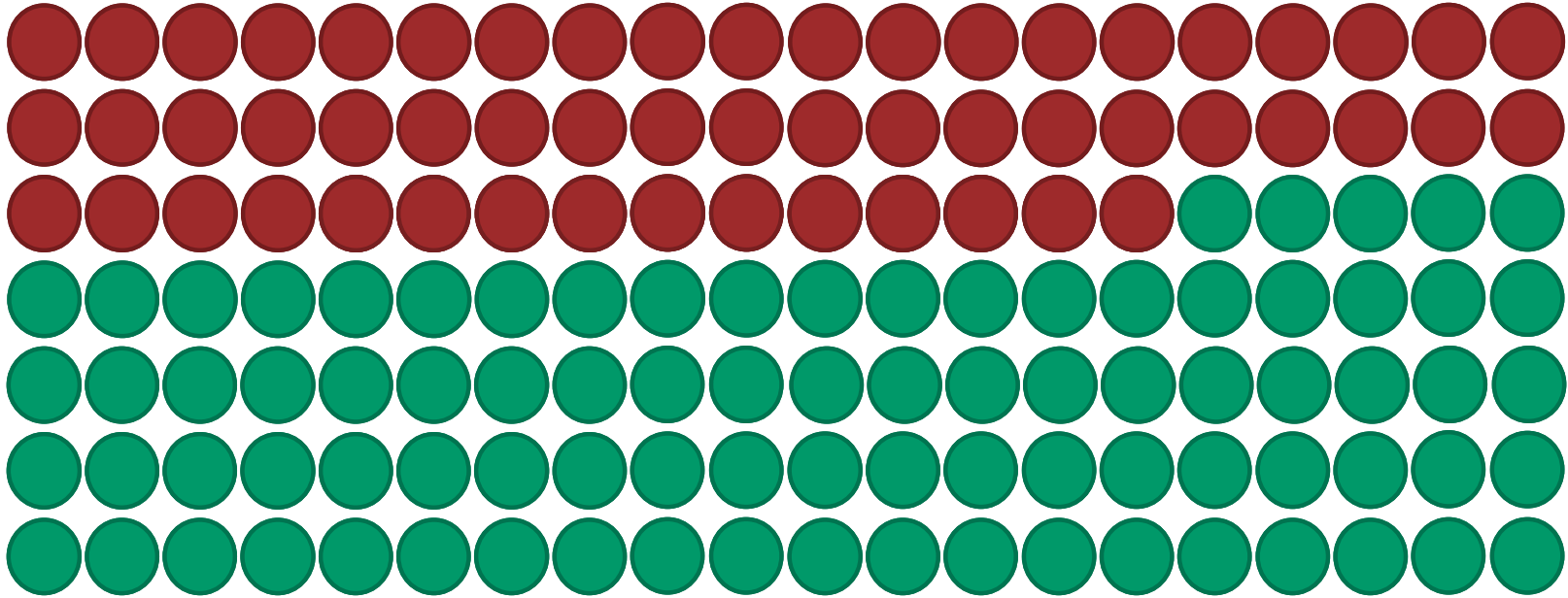


PANDEMIC SHORTFALL - CURRENT & FUTURE



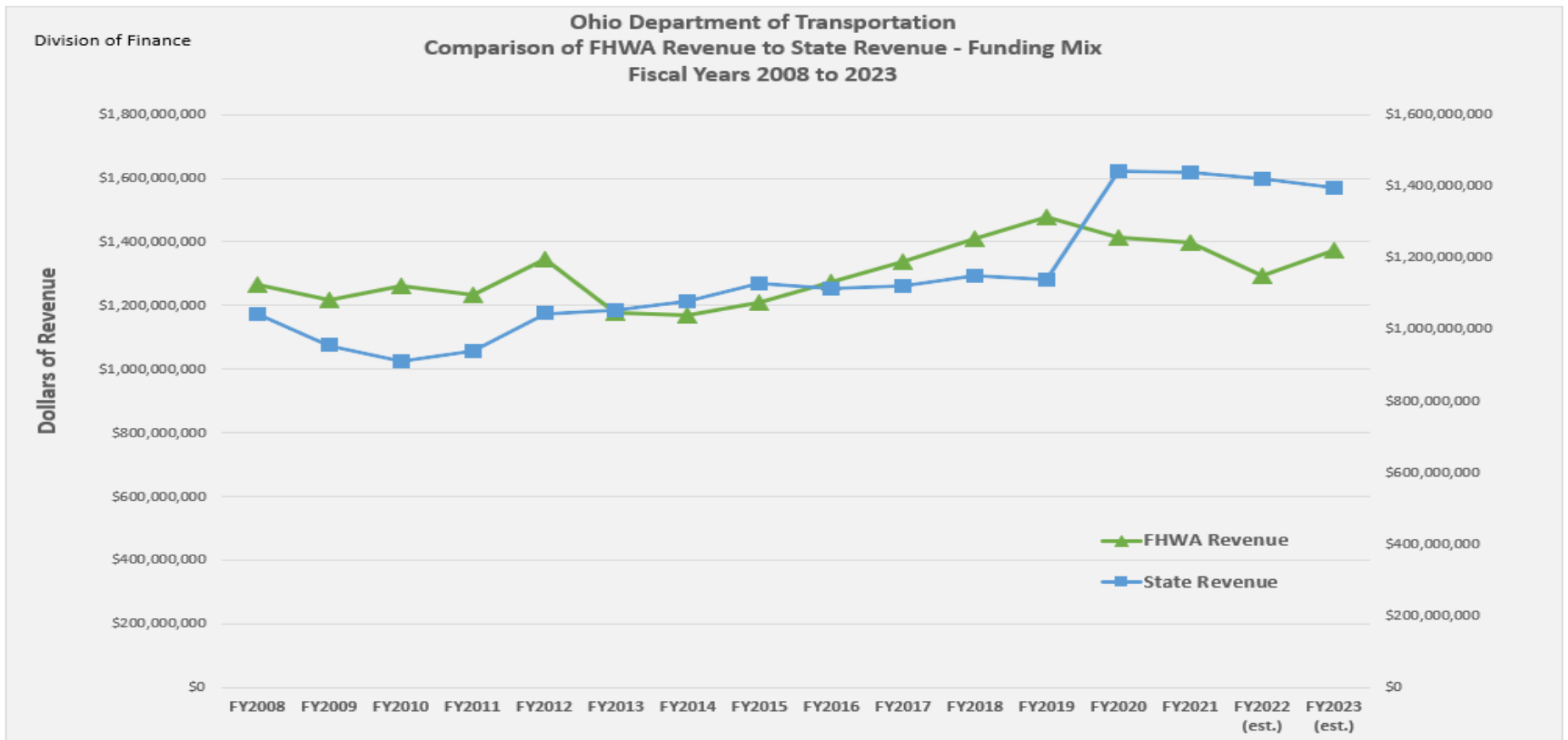
WHAT IF: NO GAS TAX INCREASE?

-\$1,856,000,000

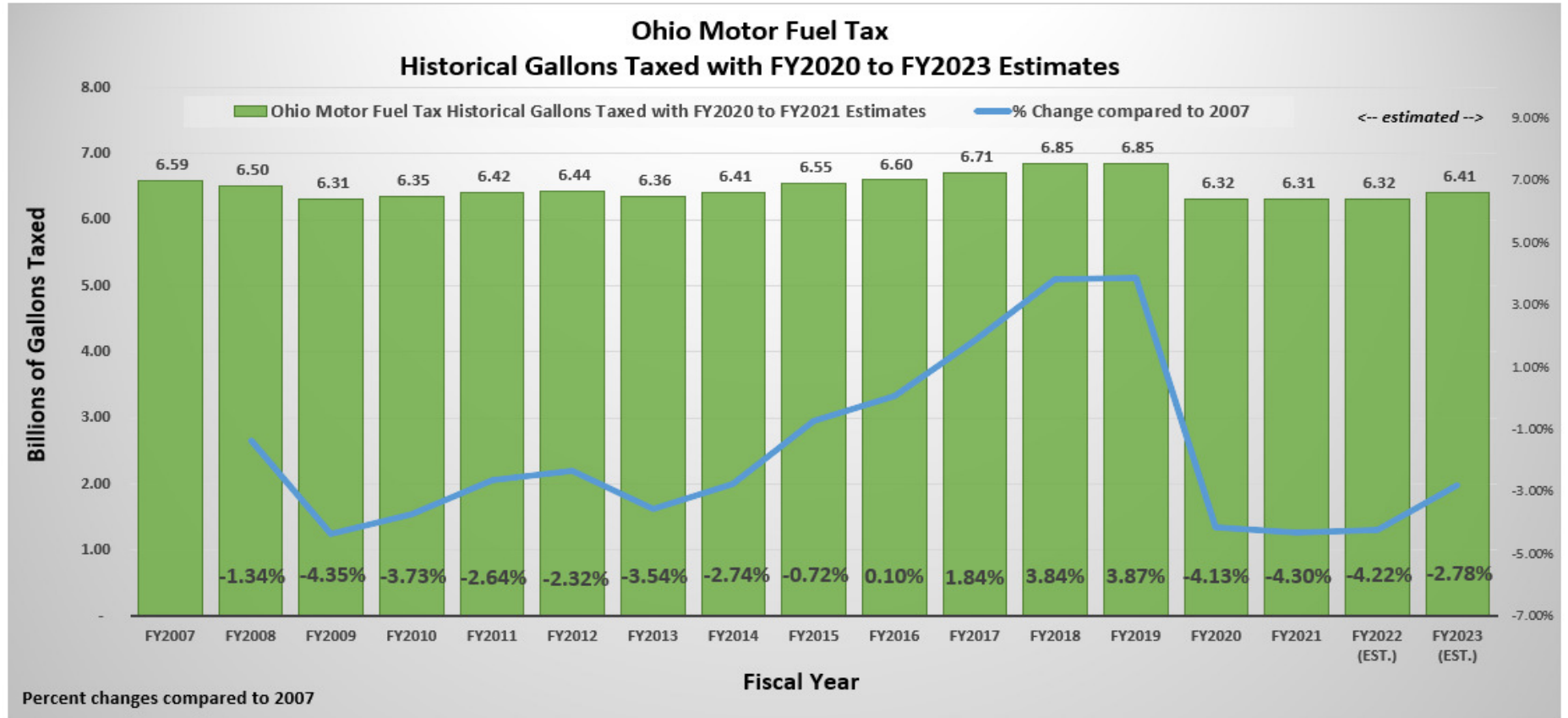


Estimated revenue difference July 2019 – December 2021 without increase provided by House Bill 62 (133rd General Assembly)

COMPARISON OF FHWA REVENUE TO STATE REVENUE



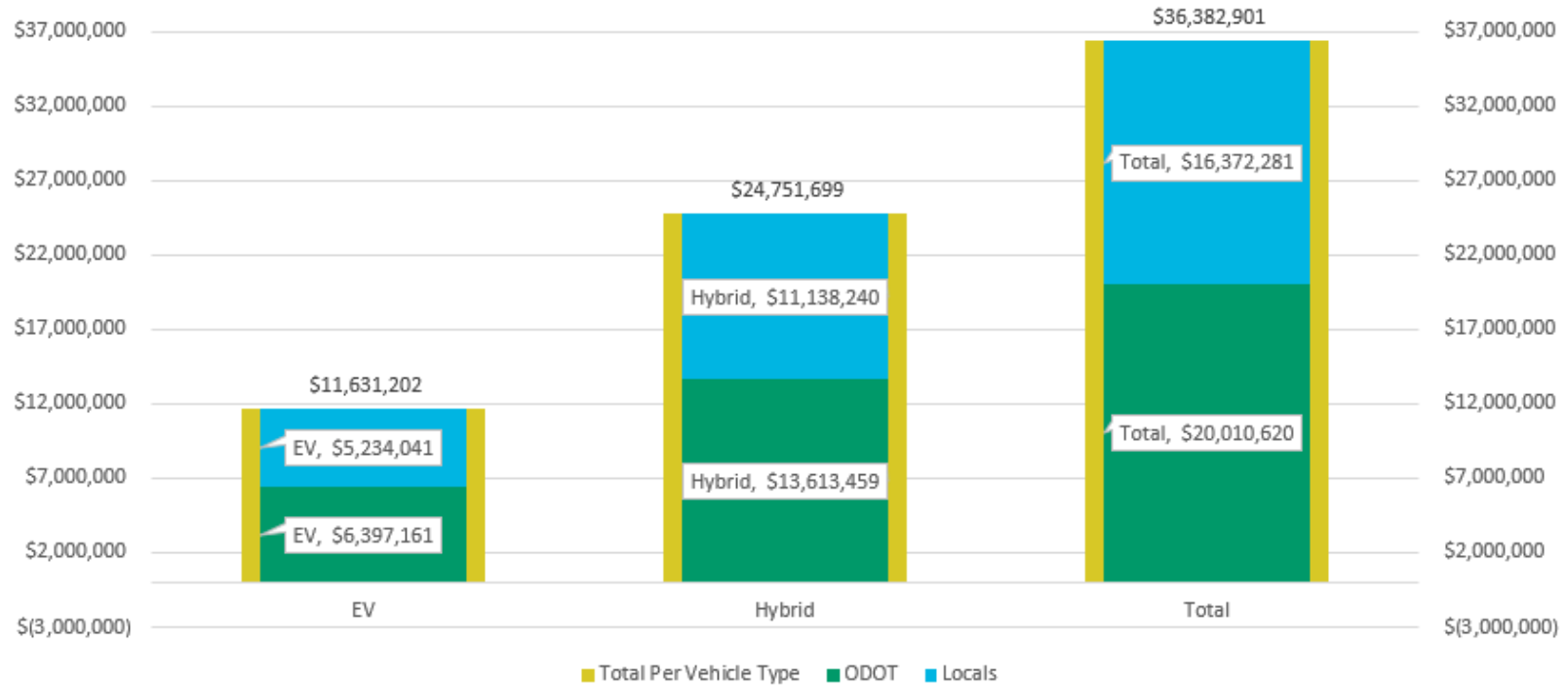
NET TAXED GALLONS



ELECTRIC & HYBRID REGISTRATION FEES

ELECTRIC & HYBRID REGISTRATION FEES

Electric Vehicle and Hybrid Registration Revenue
January 2020 - February 2022



2022 INITIATIVES

2022 INITIATIVES

- Preparation of FY2024/2025 Transportation Budget
 - July 2022
- Continued collaboration efforts with BIL
 - On-going

2022 INITIATIVES

- **Opposition of SB277**
 - **The math used to support this bill doesn't add up.**
 - **This bill will make our roadways worse.**
 - **Federal dollars that could come to Ohio will go to other states.**
 - *This includes the Brent Spence Bridge.*
 - **This bill is unlikely to provide real relief to the consumer.** A reduction of only 10.5 cents would save the average Ohioan \$1.26 - \$1.68 per full tank of gas. That minor savings assumes the full benefit of the reduction is passed on the consumer, which is not guaranteed by the bill and [research casts doubt on](#).
 - **Hard-working Ohio families will be hurt.**

2022 INITIATIVES

- H.B. 62 Pledge on Savings (\$100m/4 years)
 - One Red Lion (ORL)

Through 3/4/2022

SAVINGS SCORECARD	
Total Ideas Submitted	2,019
Ideas Currently Being Analyzed	271
Approved for Implementation	33
Implemented	201
Removed from Further Consideration	187
Savings	\$72.2 million

2022 INITIATIVES

○ Alternative Revenue Progress

- ODOT applied for and was awarded a federal grant through the FHWA Surface Transportation System Funding Alternative (STSFA) grant program.
- This grant will fund an **18-month study** focused on exploring solutions to establishing an alternative user-based revenue program.
- *The external steering committee was recently finalized.*
- The project starts in January 2022 and is expected to conclude **by June 2023.**

QUESTIONS

