Back Then (2018)

• ODOT’s FY2020/2021 budget development & fiscal cliff

Then (2019)

• House Bill 62 increases Ohio’s State Motor Vehicle Use Tax

Now (2020 – 2021)

• COVID-19 Pandemic
Ohio Department of Transportation
FY21 - Primary Funding Sources
$3.42 Billion Budget (Est.)

(All dollars in millions)

Federal
$1,442.3
42.13%

State
$1,552.4
45.35%

Bonds
$120.0
3.51%

GRF & State Special Revenue
$78.2
2.29%

Carry Forward
$230.5
6.73%

Excludes SIB and Locals Share of ODOT Let Projects
Ohio Department of Transportation
FY21 - Primary Uses
$3.42 Billion Budget (Est.)

(All dollars in millions)

- Operating: $817.1, 23.87%
- Preservation*: $1,285.3, 37.54%
- Local Programs: $358.6, 10.48%
- Major New: $143.1, 4.20%
- Debt Service: $138.5, 9.89%
- Public Private Partnership (P3): $26.0, 0.76%
- Safety & Other Statewide Programs: $376.6, 11.00%
- 6RF & State Special Revenue: $78.2, 2.29%

*Preservation includes Pavement and Bridge Programs
FY 2020 ACTUAL VS ESTIMATED MFT REVENUE

Available for Distribution

2020 Original Estimate: $2,723
2020 Actuals (COVID): $2,484
2020 Actual vs. Estimate: ($239)

ODOT Share

2020 Original Estimate: $1,654
2020 Actuals (COVID): $1,500
2020 Actual vs. Estimate: ($154)

Local Share

2020 Original Estimate: $962
2020 Actuals (COVID): $881
2020 Actual vs. Estimate: ($81)
Actual vs. Estimated Motor Fuel Tax Revenue

$'s in Millions

<table>
<thead>
<tr>
<th></th>
<th>Original Budget</th>
<th>Estimate</th>
<th>Actuals</th>
<th>Actual vs. Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODOT Share</td>
<td>$778</td>
<td>$682</td>
<td>$686</td>
<td>$4</td>
</tr>
<tr>
<td>Local Share</td>
<td>$495</td>
<td>$449</td>
<td>$452</td>
<td>$4</td>
</tr>
<tr>
<td>FY2021</td>
<td>FY2022</td>
<td>FY2023</td>
<td>FY2024</td>
<td>FY2025</td>
</tr>
<tr>
<td>----------</td>
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</tr>
<tr>
<td>$1,659.90</td>
<td>$1,659.59</td>
<td>$1,659.27</td>
<td>$1,658.92</td>
<td>$1,650.16</td>
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<tr>
<td>$1,452.06</td>
<td>$1,485.01</td>
<td>$1,500.28</td>
<td>$1,515.70</td>
<td>$1,531.28</td>
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<tr>
<td>Pre-COVID Forecast</td>
<td>Post COVID Forecast</td>
<td>Pre-COVID Forecast</td>
<td>Post COVID Forecast</td>
<td>Pre-COVID Forecast</td>
</tr>
</tbody>
</table>
TRANSPORTATION BILL FY 2022/2023

Cost Savings & Efficiency Budget
Continued pledge toward $100m savings

Lingering decline in State MFT forecasted revenues (-9%/-8%)

Maintaining Funding Levels
   Safety
   Maintenance/Preservation
   Local Discretionary dollars

FY2022 – Federal Stimulus Dollars
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

Passed December 27th, 2020
2020 vs. 2019: Change in Combined Car & Truck Monthly Traffic

<table>
<thead>
<tr>
<th>Month</th>
<th>Change in Car Traffic</th>
<th>Change in Truck Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>March</td>
<td>-48%</td>
<td>24%</td>
</tr>
<tr>
<td>April</td>
<td>-33%</td>
<td>-2%</td>
</tr>
<tr>
<td>May</td>
<td>-19%</td>
<td>-17%</td>
</tr>
<tr>
<td>June</td>
<td>-17%</td>
<td>-17%</td>
</tr>
<tr>
<td>July</td>
<td>-14%</td>
<td>-18%</td>
</tr>
<tr>
<td>August</td>
<td>-15%</td>
<td>-21%</td>
</tr>
<tr>
<td>September</td>
<td>-12%</td>
<td>-20%</td>
</tr>
<tr>
<td>October</td>
<td>-21%</td>
<td>-17%</td>
</tr>
<tr>
<td>November</td>
<td>-17%</td>
<td>-17%</td>
</tr>
<tr>
<td>December</td>
<td>-18%</td>
<td>-17%</td>
</tr>
<tr>
<td>January</td>
<td>-19%</td>
<td>-17%</td>
</tr>
<tr>
<td>February</td>
<td>-14%</td>
<td>-15%</td>
</tr>
</tbody>
</table>
ODOT’S CAPITAL PROGRAM

![ODOT’s Capital Program Graph]

- **Total Capital Program $**: The graph shows the total capital program $ amounts for each year from 2011 to 2021.
- **ODOT Let**: The blue bars represent the capital program amounts allocated for ODOT Let.
- **Local Let**: The green bars represent the capital program amounts allocated for Local Let.
- **# Employees**: The yellow line represents the number of ODOT Employees for each year.

The graph indicates a trend of decreasing capital program $ amounts from 2011 to 2021, with a slight increase in the last few years. The number of ODOT Employees shows a general increase over the same period.
WORK FROM HOME
ELECTRIFICATION
SAFETY

Injuries

Fatalities
SAFETY

Pedestrian Fatalities +29%

Intersection Fatalities +33%

Motorcycle Fatalities +23%