

7.0 FISCAL ANALYSIS

OMEGA has identified and prioritized needed investments for maintaining, operating, and improving the region’s multi-modal transportation network to enhance the region’s economic, social and natural environments. As a result of the RTP development process, OMEGA in cooperation with state, elected officials, public transit operators, and input from the general public, identified various project recommendations throughout the RTPO area. Specific recommendations and needs are identified in Sections 5.0 and 6.0 of the Regional Transportation Plan. This plan would not be complete; however, without a discussion of the financial component that estimates future revenue, compares the cost of the recommendations with the revenue estimates, and identifies strategies for securing project funding for plan implementation.

To assist with this effort, the ODOT Office of Statewide Planning provided a summary of the historical transportation investments for the ten-year period between 2005 and 2014 for the eight county RTPO. Projects classified as Emergency or ARRA (stimulus) were deleted from this database as these expenditures are not indicative of future funding levels. Annual federal and state funding levels are based on the ten-year annual average expenditure (encumbrance) from the historical data. Expenditures refer to dollars that are encumbered. A ten year summary of these expenditures is provided in Table 7.1. Projects that were funded with bonds are classified as State funding with the exception of Garvee bonds which are classified as Federal Funding.

TABLE 7.1: ANNUAL FEDERAL, STATE, AND LOCAL FUNDING LEVELS

Year	Federal	State	Local
2005	\$30,606,094	\$13,634,654	\$190,187
2006	\$41,436,731	\$17,686,818	\$496,924
2007	\$44,658,965	\$22,502,639	\$1,387,550
2008	\$51,152,484	\$10,657,747	\$1,599,434
2009	\$58,480,805	\$20,339,970	\$1,057,746
2010	\$55,252,000	\$13,933,037	\$1,349,859
2011	\$53,487,292	\$14,608,870	\$1,506,067
2012	\$45,707,975	\$13,396,937	\$719,137
2013	\$77,715,140	\$24,321,690	\$1,584,027
2014	\$47,231,798	\$36,341,390	\$657,341
Total	\$505,729,285	\$187,423,751	\$10,548,270
Annual Average	\$50,572,928	\$18,742,375	\$1,054,827

Using historic data, the annual average federal and state funding levels for the OMEGA RTPO region were approximately \$50.6 million and \$18.7 million, respectively for the ten year summary. As shown in

Table 7.1, the annual average local funding for this same ten year period is approximately \$1.05 million. Please note that local funding amounts may be underreported, as they do not reflect local matching funding on ODOT Local Let projects. The combined annual average federal and state funding level used for district preservation projects in the OMEGA RTPO was approximately \$44 million. By subtracting this amount from the total federal and state funding levels in the RTPO, OMEGA estimates that \$25.3 million dollars were historically available for projects other than district preservation. Therefore, for planning purposes, OMEGA anticipates that a minimum of \$26.35 million per year will continue to be made available for various projects throughout the RTPO. This level of funding includes the documented historical local funding expenditures.

During the past ten years, counties and communities in the OMEGA RTPO have received funding through various federal and state transportation programs. These programs and the total amount received by counties and communities in RTPO region from each program over the ten-year period are summarized in Table 7-2. Please note that funds received through these programs are included in the totals listed above.

TABLE 7-2: FUNDING PROGRAM SUMMARY 2005 TO 2014

<u>PROGRAM</u>	<u>10-YEAR FUNDING LEVEL</u>
CEAO HSIP	\$9,576,524
County STP	\$20,590,584
County Bridge Program	\$15,350,971
County Bridge Partnership	\$213,000
Small City Program	\$13,904,619
Large City Program (Zanesville only)	\$4,317,477
Municipal Bridge Program	\$5,908,124
Safe Routes to School	\$1,559,051
Transportation Alternatives Program	\$15,613,716
Other Safety Programs	\$26,684,770
TOTAL	\$113,718,836

Based upon the funding levels in Table 7-2, it appears that approximately \$11.4 million have historically been received in the OMEGA RTPO for locally initiated projects and for safety projects.

A list of projects that has been recommended for implementation over the next five years is provided in Appendix A. Project cost estimates are available for approximately 20% of the projects listed with an estimated cost of approximately \$47.9 million. Five of these projects, with a total cost of \$25.3 million, are on ODOT's State Transportation Improvement Plan (STIP) for 2016 to 2019 and are financially constrained. Since costs are available for approximately 20% of the projects listed in Appendix A, OMEGA has projected that the total cost to complete all projects on the list over a five year period will be approximately \$239.5 million. OMEGA acknowledges that there "may be" some factors affecting

revenues, recommendations, and costs, that are beyond the control or prediction of OMEGA, ODOT, or the federal government. Even though at this time OMEGA, as a RTPO, receives no federal or state funding allocations for capital expenditures, this implies that approximately \$47.9 million per year will be needed to fund the recommended projects in the region. However, based upon historical funding levels and to maintain fiscal constraint, only \$26.35 million may be available per year. Therefore, projects will need to be prioritized for the region such that spending is within allowable levels. Local funding along with supplemental funding through other funding programs such as: the Ohio Public Works Commission, CDBG Allocation and Critical Infrastructure, Appalachian Regional Commission, and the Ohio Department of Natural Resources, may be utilized, where eligible to help bridge the funding gap for transportation projects.

Historically, through the County Engineer's Association of Ohio, HSIP, HRRR, and other safety programs, the region has received approximately \$3.63 million per year for safety related projects. Since several of the recommended projects will provide safer roads, annual safety funding for the region may be increased due to the partnership with ODOT, OMEGA, and the local county and municipal officials.