Webinar Logistics

- PowerPoint Presentation available on BATIC Website
- Submit questions in Q&A box
- Webinar will be available on BATIC website
IN-PERSON SERVICES
- Peer Exchanges
- Training Seminars
- Workshops

ONLINE SERVICES
- Customized Website
- Interactive Webinars

QUICK TURNAROUND RESEARCH

TRANSPORTATION FINANCE
- Bond Financing
- Federal Credit
- Public Private Partnerships
- Other Finance Tools

Visit our website at:  http://www.financingtransportation.org
2019 Legislative Update

National Conference of State Legislatures (NCSL)
Trends in Construction Cost Growth and Vehicle Fuel Economy Since 1990

Source: Institute on Taxation and Economic Policy (ITEP) analysis of historical data from the Federal Highway Administration (FHWA) and fuel economy projections from the Energy Information Administration (EIA). Construction cost projections assume two percent annual growth, which is slightly slower than the 2.2 percent average growth rate in the National Highway Construction Cost Index (NHCCI) since the 2009 trough. Vehicle fuel economy data are for light duty vehicles only. Reflects data published through August 30, 2019.
Future Gap in MFT Collections
Sources of State Funding

2016 Transportation Governance and Finance Report

Found **50+ funding mechanisms** for transportation

54 Funding Sources

- Fuel Taxes
- Sales Taxes on Fuel
- Vehicle or Rental Car Sales Tax
- Vehicle Registration
- Weight Fees
- Traffic Camera Fees
- Tolls
- General Funds
- Interest Income
- Inspection Fees
- Advertising
- Impact Fees
- License or Permit Fees
- State Lottery
- Excise Taxes
- Board Funding Obligations
- Ad Valorem Taxes
- Sales Tax
- Congestion Pricing
- Oil Company Taxes
- Fares
- Documentary Stamp Revenue
- Logo Signing
- Situs Tax
- Rail Service Fees
- Toll Road Leases
- Use Tax
- Weight-distance Tax
- Fines
- Corporate Taxes
- Container Fees
- Land Sales
- Advertising Revenue
- Service Payments
- Contractor’s Tax
- Oil Tax
- Rail Regulation Fees
- Investment Income
- Trail-mile Tax
- Surcharge Fees
- Payroll Tax
- Right-of-way
- Service Concessions
- Loan Repayment
- Loan Fees
- Private Contributions
- Tobacco Tax
- Mass-Transit Tax
- VMT Fees
- Highway Litter Control Fund
- Mineral Royalties
- Short-term Lease/Borrowing
- Public space Revenue
- Parking Meters
State Highway & Bridge Program Revenue Mix Has Changed

### 2000
- **55%** Highway User Fees, Tolls & Taxes $46.6B
- **24%** Federal Investment $20.8B
- **11%** Bond Issues $8.9B
- **10%** Other State Revenue $8.7B

### 2015
- **42%** Highway User Fees, Tolls & Taxes $74.1B
- **23%** Federal Investment $40.5B
- **15%** Bond Issues $26.8B
- **20%** Other State Revenue $34.4B

*Other state revenues include the state General Fund, sales taxes, local government reimbursement and other imposts. Source: Federal Aid Highway Statistics*
Legislative Topics

- Gas Tax
- Traditional and Alternative Vehicle Registration Fees
- Road Use Charges
- Tolling
- Miscellaneous
Gas Tax

State Actions

• Since 2013, 30 states & D.C. have increased their gas tax.

• 22 states & D.C. have indexed or variable-rate gas taxes.

• MO (2018) increase subject to voter approval failed.

• OK (2018) did not increase transportation funding, but freed up general fund $$ for education.

*The Missouri Legislature increased gas taxes in 2018, but Missouri voters rebuked the 10-cent gas tax increase.

*Virginia increased gas taxes statewide in 2013 and along the I-81 corridor in 2019.
## State-level Gas Taxes

<table>
<thead>
<tr>
<th>State</th>
<th>Gas Tax Increase</th>
<th>Description</th>
</tr>
</thead>
</table>
| Alabama   | 10 cents per gallon (cpg) (over 3 years) | 10/1/23: fuel tax indexed to the National Highway Construction Cost every other year  
7/1/23: license tax and registration fee will increase by $3 every fourth year                                                                                                                                                                                                 |
| Arkansas  | 3 cpg (6 cpg diesel) | This tax is in addition to existing taxes on gasoline and diesel fuel, and will be calculated annually based on wholesale price of fuel for the previous year                                                                                                                                                                                                 |
| Illinois  | 19 cpg (38 cpg) | 2020: gas tax annually adjusted to changes in CPI  
Certain counties can now raise existing local gas taxes  
Lake, Will Counties can implement their own local gas taxes up to 8 cpg                                                                                                                                                                                                 |
| Ohio      | 10.5 cpg (19 cpg diesel) | Gas and diesel taxes will rise to 38.5 cpg and 47 cpg respectively                                                                                                                                                                                                                                                                                                                                   |
| Virginia  | 7 cpg increase   | Establishes an I-81 Committee to prioritize and recommend improvements  
Raises gas prices by approximately 7 cpg along the I-81 corridor  
Local 2.1% tax on the average wholesale price of fuel along I-81 corridor  
7/1/21: diesel tax will rise to 2.03% of the statewide average wholesale price per gallon  
Distributes revenues to the I-81 Improvement Fund, Northern Virginia Transportation Authority Fund and the Common Wealth Transportation Board |


Electric Vehicle Fees

Map Notes

1. Grows to $120 in 2021 - (UT)
2. Struck down by State Supreme Court - (OK)
3. Biennial fee - (SC)
* Charges separate fee on hybrids - (AL, AR, ID, IN, MI, MS, MO, ND, OH, SC, UT, WV, WI)
## 2019 Alternative Fuel Vehicle Registration Fees

<table>
<thead>
<tr>
<th>State</th>
<th>Description</th>
</tr>
</thead>
</table>
| **Alabama**    | Electric vehicle fee of $200  
                   Plug-in hybrid electric vehicle fee of $100                                                                                       |
| **Arkansas**   | Electric vehicle fee of $200  
                   Hybrid electric vehicle fee of $100                                                                                           |
| **Hawaii**     | Registration surcharge of $50 for electric vehicles and alternative fuel vehicles                                                             |
| **Illinois**   | Electric vehicles additional annual fee of $100 will be assessed in lieu of the payment of fuel taxes, effective January 1, 2020                         |
| **North Dakota** | Electric vehicle fee of $120  
                   Plug-in hybrid electric vehicle of $50  
                   Electric motorcycle fee of $20                                                              |
| **Wyoming**    | Increases plug-in registered and licensed electric vehicle fees by $150                                                                       |
## 2019 Traditional Vehicle Registration Fees

<table>
<thead>
<tr>
<th>State</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecticut</td>
<td>Increases passenger vehicle registration fees by $5</td>
</tr>
<tr>
<td>HB 7424</td>
<td></td>
</tr>
<tr>
<td>Illinois</td>
<td>Increases passenger vehicle registration fees by $50, and farm and commercial vehicle weight taxes by $100</td>
</tr>
<tr>
<td>SB 1939</td>
<td></td>
</tr>
<tr>
<td>Nevada</td>
<td>For commercial vehicles over 80,000 lbs. and up to 129,000 lbs., creates a new registration fee of $1,360, plus $20 for each 1,000 lbs., up to $2,340</td>
</tr>
<tr>
<td>AB 320</td>
<td></td>
</tr>
<tr>
<td>Virginia</td>
<td>Additional registration fees of $6, $7, $9 and $10 for vehicles weight classes over 10,001 lbs.</td>
</tr>
<tr>
<td>SB 1716</td>
<td></td>
</tr>
<tr>
<td>Wisconsin</td>
<td>Increases passenger vehicle registration fees by $10 and titles fees by $95</td>
</tr>
<tr>
<td>AB 56</td>
<td></td>
</tr>
</tbody>
</table>
State Road Use Charge (RUC) Landscape
### RUC-Related Legislation

<table>
<thead>
<tr>
<th>State &amp; Bill</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maine</strong>&lt;br&gt;LD 945</td>
<td>- Blue Ribbon Commission to study transportation funding issues, including a vehicle miles traveled (VMT) Pilot Program</td>
</tr>
</tbody>
</table>
| **Nevada**<br>AB 483 & SCR 3 | - AB 483: directs the DMV to conduct a pilot program to collect data on annual VMT, type of vehicle and fuel system, and report every 6 months to legislature  
- SCR 3: Interim legislative study committee to submit final report and recommended legislation by 2/2/20 to explore alternative solutions for transportation funding, citing an increase in EV’s |
| **New Mexico**<br>HM 77 | - Requests DOT actively participate in the Western RUC Consortium and propose legislation to implement a mileage-based user fee system |
# RUC-Related Legislation

<table>
<thead>
<tr>
<th>State &amp; Bill</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Oregon</strong></td>
<td><strong>HB 2881</strong></td>
</tr>
</tbody>
</table>
| ✓ Increases minimum fuel economy to 20 miles-per-gallon (MPG) to participate in RUC program  
 ✓ Exempts vehicles achieving at least 40 MPG from additional registration fees  
 ✓ Removes cap on vehicles that may participate  
 ✓ Sets the per-mile rate at 5% of the per-gallon license tax (currently 1.7 cents per mile)  
 ✓ DOT to consult with vehicle dealers to encourage customers’ participation in the RUC program  
 ✓ Provides for reconciliation when the amount of fuel taxes paid by a person for a reporting period is less than or exceeds per-mile charges owed |
| **Utah**    | **SB 72**    |
| ✓ Establishes a RUC program beginning 1/1/20  
 ✓ Alternative fuel vehicle owners may opt-in to the RUC program at their annual registration renewal and avoid paying the alternative fuel vehicle fee |
| **Washington** | **HB 1160** |
| ✓ Final report on RUC pilot is due to the legislature by 1/1/20  
 ✓ Recommendations must consider impacts to low-income households, vulnerable population, and displaced communities  
 ✓ Transportation commission to seek federal funds for RUC, update recommended RUC operational concepts and business case presented to RUC steering committee to reflect:  
   ✓ Range of scenarios regarding fleet electrification and use of shared vehicles  
   ✓ Phasing plan for implementation of RUC |
## 2019 Tolling Legislation

<table>
<thead>
<tr>
<th>State &amp; Bill</th>
<th>Status</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York SB 1509</td>
<td>Passed</td>
<td>Variable-priced tolling, commonly known as “congestion pricing,” for vehicles entering Manhattan’s Central Business District below 61st St</td>
</tr>
<tr>
<td>Washington SB 5825</td>
<td>Passed</td>
<td>Authorizes tolling on highway corridors, which include I-405, State Route 167 and Puget Sound Gateway</td>
</tr>
<tr>
<td>Oregon SB 652</td>
<td>Considered</td>
<td>Directed the Oregon DOT to implement tolling to raise revenues for completion of major projects on Interstate 5 and Interstate 205</td>
</tr>
<tr>
<td>Wyoming Interstate 80 Tolling</td>
<td>Considered</td>
<td>In summer 2019, an interim committee studied tolling on Interstate 80 to consider during the 2020 legislative session</td>
</tr>
<tr>
<td>Connecticut SB 102</td>
<td>Failed</td>
<td>Authorized tolling on major highways</td>
</tr>
</tbody>
</table>
Florida Toll Road Projects

- **SB 7068 (2019 Fl. Laws, Ch. 43)**
  - Multi-Use Corridors of Regional Economic Significance Program.
    - **Southwest-Central Florida Connector.**
    - **Suncoast Connector.**
    - **Northern Turnpike Connector.**
  - Task Forces convened for each corridor to evaluate design features, wildlife habitats, land acquisition and uses and construction mitigation.
  - Construction to start by January 2023 and finish by January 2030.
  - $70 million in funding dedicated over 2 years by eliminating general fund transfers the transfer of vehicle registration fees to the General Fund.
    - Fiscal 2020: $12.5 million.
    - Fiscal 2021: $57.5 million.
## 2019 Miscellaneous Funding Legislation

<table>
<thead>
<tr>
<th>State</th>
<th>Description</th>
</tr>
</thead>
</table>
| Colorado    | **SB 262** and **HB 1257**  
  ➢ SB 262: $100 million for road and highway repairs  
  ➢ HB 257: Proposition CC, on November 2019 ballot, would allow the state to retain excess revenue, with 1/3 of excess revenue dedicated to transportation |
| Maine       | **LD 1850**  
  ➢ $105 million bonding measure subject to voter approval in November 2019                                                                                                                                         |
| Missouri    | **SCR 14**  
  ➢ $301 million in state bonding to repair or replace 215 bridges  
  ➢ Bonding contingent upon an Infrastructure for Rebuilding America (INFRA) grant from U.S. DOT to build a new I-70 Missouri River Bridge at Rocheport, which was awarded 7/22/19 |
| West Virginia | **SB 1016, HB 119, HB 154, SB 1019, and HB 155**  
  ➢ $104.2 million to supplement highway maintenance funding in FY 2019 and FY 2020                                                                                                               |
Arkansas’ Transportation Revenue Package

Scott E. Bennett, P.E.
Director
Act 416

Motor Fuel Tax $ 58 Million
Electric and Hybrid Vehicle Registration Fees $ 2 Million
Casino Revenue $ 35 Million
Total to ARDOT $ 95 Million
House Joint Resolution 1018

Proposed Constitutional Amendment

- To Be Voted On In General Election – November 2020
- ½-Cent Sales Tax Permanent After 2023
- Continues To Provide $205 Million To ARDOT Annually
- Continues To Provide $43 Million To Cities Annually
- Continues To Provide $43 Million To Counties Annually
Governor’s Long-Term Highway Funding Plan

Plan Summary

Act 416 of 2019  $95 Million  (Immediate Funding dedicated to System Preservation)

Proposed Amendment  $205 Million  (Funding for System Preservation plus Capital Projects beginning in SFY 2024)

Total to ArDOT  $300 Million
If the Constitutional Amendment passes, Annual Revenue Expected to be Available Beginning in SFY 2024 (July 2023):

- Act 416 of 2019: $95 Million
- Proposed Amendment: $205 Million
- Current Construction Program: $440 Million

Total Available SFY 2024: $740 Million
Governor’s Long-Term Highway Funding Plan

Commission-Adopted Plan

- Pavement Preservation $ 3.0 Billion
- Bridge Improvements and Preservation $ 1.1 Billion
- Interstate Maintenance $ 1.0 Billion
- Safety Improvements $ 0.5 Billion
- Capital and Congestion Relief (CAP-2) $ 1.8 Billion

10-Year Total $ 7.4 Billion
Realities of the Long-Term Highway Funding Plan

Beauty and Benefit
76% of revenue spent on system preservation

Discuss and Debate
24% of revenue spent on capital projects

Impact of Failure
30% revenue reduction for cities / counties
2023 vs. 2024 if Vote Fails

**Turnback to Cities**
2023 - $156 million
2024 - $113 million

*Nearly a 30% Reduction*

**Turnback to Counties**
2023 - $156 million
2024 - $113 million

*Nearly a 30% Reduction*
Ohio’s Transportation Bill (Revenue package)

Sara Downs, Chief Financial Officer

October 2019
To provide easy movement of people and goods from place to place, we will:

- Take care of what we have;
- Make our system work better;
- Improve safety;
- Enhance capacity.
<table>
<thead>
<tr>
<th>Owner</th>
<th>Vehicle Miles Traveled (Millions)</th>
<th>Lane Miles</th>
<th># of Bridges</th>
<th>Sq. Ft. Deck (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>132,428,604 (42%)</td>
<td>35,238 (14%)</td>
<td>14,141 (33%)</td>
<td>106,654,095 (72%)</td>
</tr>
<tr>
<td>Municipal</td>
<td>130,702,038 (41%)</td>
<td>78,984 (32%)</td>
<td>2,543 (6%)</td>
<td>7,877,380 (5%)</td>
</tr>
<tr>
<td>County</td>
<td>33,531,035 (11%)</td>
<td>58,372 (23%)</td>
<td>26,110 (61%)</td>
<td>33,726,070 (23%)</td>
</tr>
<tr>
<td>Township</td>
<td>21,697,460 (7%)</td>
<td>77,544 (31%)</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
Revenue

- Last gas tax legislation in 2003
- Revenue is worth 50% less than 2003
- Consumption increases by <1% per year
- Inflation increase averages 3% per year
## House Bill 62 Estimated Distributions

<table>
<thead>
<tr>
<th></th>
<th>SFY 2020</th>
<th>SFY 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Estimated Gas Tax Revenues</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Original</strong></td>
<td><strong>HB 62</strong></td>
</tr>
<tr>
<td>SFY 2020</td>
<td>28cpg</td>
<td>28cpg + 10.5cpg Gas/19cpg Diesel</td>
</tr>
<tr>
<td>Original</td>
<td>$1,776,732,044</td>
<td>$2,605,162,283</td>
</tr>
<tr>
<td>HB 62</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SFY 2021</td>
<td>$1,797,814,990</td>
<td>$2,632,361,922</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>SFY 2020</th>
<th>SFY 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Municipalities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$249,223,456</td>
<td>$405,075,622</td>
</tr>
<tr>
<td></td>
<td>$252,372,910</td>
<td>$409,565,376</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>SFY 2020</th>
<th>SFY 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Townships</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$124,955,531</td>
<td>$208,637,039</td>
</tr>
<tr>
<td></td>
<td>$126,523,070</td>
<td>$210,935,670</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>SFY 2020</th>
<th>SFY 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Counties</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$214,473,056</td>
<td>$349,099,622</td>
</tr>
<tr>
<td></td>
<td>$217,199,010</td>
<td>$353,000,876</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>SFY 2020</th>
<th>SFY 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ohio Department of Transportation (ODOT)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$1,188,080,000</td>
<td>$1,642,350,000</td>
</tr>
<tr>
<td></td>
<td>$1,201,720,000</td>
<td>$1,658,860,000</td>
</tr>
</tbody>
</table>
Asset Management

1. State-of-the-Art Technology
2. Aggressive Preservation Treatments
3. More Collaboration
Major Projects
## Priority Safety Locations

### Urban Intersections

<table>
<thead>
<tr>
<th>County</th>
<th>Location</th>
<th>Intersection Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lucas</td>
<td>LUC-SR-2R</td>
<td>SR-2 (Airport Hwy) at CR-501 (Byrne Rd)</td>
</tr>
<tr>
<td>Franklin</td>
<td>FRA-SR-161R</td>
<td>SR-161 (E Dublin-Granville Rd) at CR-75 (Cleveland Ave)</td>
</tr>
<tr>
<td>Franklin</td>
<td>FRA-SR-317R</td>
<td>SR-317 (S Hamilton Rd) at CR-15 (E Livingston Ave)</td>
</tr>
<tr>
<td>Franklin</td>
<td>FRA-SR-16R</td>
<td>SR-16 (E Broad St) at CR-177 (N James Rd)</td>
</tr>
<tr>
<td>Franklin</td>
<td>FRA-SR-161R</td>
<td>SR-161 (E Dublin-Granville Rd) at MR-1300L (Maple Canyon Ave)</td>
</tr>
<tr>
<td>Lucas</td>
<td>LUC-US-20R</td>
<td>US-20 (Reynolds Rd) at SR-2 (Airport Hwy)</td>
</tr>
<tr>
<td>Hamilton</td>
<td>HAM-US-27R</td>
<td>US-27R (Colerain Ave) at CR-625 (Virginia Ave)</td>
</tr>
<tr>
<td>Franklin</td>
<td>FRA-SR-16R</td>
<td>SR-16 (E Broad St) at CR-6 (Reynoldsburg-New Alban Rd)</td>
</tr>
<tr>
<td>Lucas</td>
<td>LUC-US-20R</td>
<td>US-20 (Reynolds Rd) at CR-30 (Hill Ave)</td>
</tr>
<tr>
<td>Lucas</td>
<td>LUC-SR-184R</td>
<td>SR-184R (Alexis Rd) at CR-500 (Lewis Ave)</td>
</tr>
<tr>
<td>Cuyahoga</td>
<td>CUY-US-422R</td>
<td>US-422 (Ontario St) at SR-8</td>
</tr>
<tr>
<td>Franklin</td>
<td>FRA-SR-16R</td>
<td>SR-16 (E Broad St) at CR-104 (Mc Naughten Rd)</td>
</tr>
<tr>
<td>Cuyahoga</td>
<td>CUY-US-422R</td>
<td>US-422 (Kinsman Rd) at SR-8</td>
</tr>
<tr>
<td>Cuyahoga</td>
<td>CUY-SR-43R</td>
<td>SR-43R (Miles Rd) at CR-8 (Lee Rd)</td>
</tr>
</tbody>
</table>

### Rural Intersections

<table>
<thead>
<tr>
<th>County</th>
<th>Location</th>
<th>Intersection Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belmont</td>
<td>BEL-SR-147R</td>
<td>SR-147 (E Main St) at SR-800 (N Chestnut St)</td>
</tr>
<tr>
<td>Licking</td>
<td>LIC-US-62R</td>
<td>US-62 (W Coshoxton St) at SR-37 (S Main St)</td>
</tr>
<tr>
<td>Preble</td>
<td>PRE-SR-177R</td>
<td>SR-177 at CR-30 (Oxford-Germantown Rd)</td>
</tr>
<tr>
<td>Mahoning</td>
<td>MAH-SR-7R</td>
<td>SR-7 (Market St) at SR-164 (South Ave)</td>
</tr>
<tr>
<td>Delaware</td>
<td>DEL-SR-61R</td>
<td>SR-61 at SR-656</td>
</tr>
<tr>
<td>Fairfield</td>
<td>FAI-US-33R</td>
<td>US-33 at CR-20 (Pickerington Rd)</td>
</tr>
<tr>
<td>Medina</td>
<td>MED-US-42R</td>
<td>US-42 (Pearl Rd) at CR-70 (Fenn Rd)</td>
</tr>
<tr>
<td>Brown</td>
<td>BRO-US-68R</td>
<td>US-68 (N High St) at MR-278 (Sterling Run Blvd)</td>
</tr>
<tr>
<td>Ashland</td>
<td>ASD-US-30R</td>
<td>US-30 at SR-603</td>
</tr>
<tr>
<td>Delaware</td>
<td>DEL-US-36R</td>
<td>US-36 (Delaware-Sunbury Rd) at SR-37</td>
</tr>
<tr>
<td>Geauga</td>
<td>GEA-US-422R</td>
<td>US-422 (Main Market Rd) at SR-88 (Madison Rd)</td>
</tr>
<tr>
<td>Geauga</td>
<td>GEA-SR-86R</td>
<td>SR-86 (Plank Rd) at SR-166 (Rock Creek Rd)</td>
</tr>
<tr>
<td>Geauga</td>
<td>GEA-US-322R</td>
<td>US-322 (Mayfield Rd) at CR-12 (Sperry Rd)</td>
</tr>
<tr>
<td>Belmont</td>
<td>BEL-US-40R</td>
<td>US-40 (National Rd) at SR-331 (Bannock Rd)</td>
</tr>
<tr>
<td>Geauga</td>
<td>GEA-SR-87R</td>
<td>SR-87 (Kinsman Rd) at SR-306 (Chillicothe Rd)</td>
</tr>
<tr>
<td>Brown</td>
<td>BRO-SR-32R</td>
<td>SR-32 (Appalachian Hwy) at TR-126 (Brooks Malott Rd)</td>
</tr>
</tbody>
</table>
Operational Savings = More Projects
Let’s hear from you
Wrap-Up

Thank you for attending today’s webinar

The BATIC Institute will post responses to all questions received today on its website.

The recorded webinar will also be available on the BATIC Institute website:

www.financingtransportation.org

UPCOMING BATIC INSTITUTE OFFERINGS

Arkansas Peer Exchange
Little Rock, Arkansas
November 21-22, 2019

Update on Enacted State Public-Private Partnership Legislation
Webinar
November 2019

TBD Webinar
December 2019