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OHIO LEGISLATIVE SERVICE COMMISSION

Office of Research
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Legislative Budget
Office

H.B. 370
135th General Assembly

Fiscal Note & Local Impact Statement

[Click here for H.B. 370's Bill Analysis](#)

Version: As Introduced

Primary Sponsor: Rep. Edwards

Local Impact Statement Procedure Required: No

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Highlights

- The bill clarifies that the Ohio Department of Transportation (ODOT) is required to maintain and repair, as well as apply marking lines to any section of state highway, within village limits. In some cases, this would shift these costs from villages to ODOT.
- Highway maintenance, repair, and other related costs incurred by ODOT are paid through Highway Operating Fund (Fund 7002) appropriation line item 772421, Highway Construction – State.

Detailed Analysis

The bill clarifies that the Ohio Department of Transportation (ODOT) is required, in consultation with a village, to (1) maintain and repair any section of a state highway within the village limits and (2) apply standard pavement marking lines on any section of state highway within village limits. The clarifications in the bill would appear to shift some responsibilities currently handled by villages back to ODOT. Presumably, the primary shifting of responsibilities would be related to road maintenance projects such as snow removal, mowing, and minor repairs. As a result, the current costs incurred by villages for such roadway maintenance would be borne by ODOT under the bill. Highway maintenance and construction costs incurred by ODOT are paid from the Highway Operating Fund (Fund 7002) through appropriation line item 772421, Highway Construction – State. All costs related to highway construction and maintenance are part of ODOT's Highway Construction and Maintenance Program. Table 1 below shows the spending in this program from FY 2023 as well as the allocations in this program for the current biennium.

Table 1. Highway Construction and Maintenance Program Allocations (\$ millions)

Program	FY 2023 Actual Spending	FY 2024 Appropriation	FY 2025 Appropriation	% of Total Allocations FY 2024-FY 2025
Preservation of Pavement and Bridges	\$1,280.8	\$4,376.5	\$1,434.9	53.6%
Operations	\$707.9	\$760.8	\$767.9	14.1%
Local Government Programs	\$383.3	\$1,334.2	\$550.7	17.4%
Major New Highway Construction	\$204.9	\$274.8	\$278.9	5.1%
Other Construction Programs	\$171.2	\$289.0	\$278.3	5.2%
Safety Programs	\$186.1	\$181.2	\$182.1	3.4%
Highway Maintenance Contracts	\$54.1	\$66.3	\$64.5	1.2%
Total All Programs	\$2,988.3	\$7,282.8	\$3,557.3	100.0%

Ultimately, the road repair and maintenance costs shifted to ODOT under the bill will depend on the number of state route roadway miles currently maintained by villages.

As Table 2 below shows, approximately 17.3% of all U.S. and state route roadways in Ohio are maintained on the local level. The amount of this total that is attributable to villages is unclear. It would appear that the largest portion of U.S. and state routes locally maintained are those overseen by cities.

Table 2. Road Maintenance Miles by Roadway Type

Mileage Measure and Road Type	ODOT Maintained	Locally Maintained	Total	% Locally Maintained
Interstate Routes*	7,140	--	7,140	0%
U.S. Routes and State Routes	35,223	7,363	42,586	17.3%
Local Public Roadways	--	206,025	206,025	100%
Total – Lane Miles	42,363	213,388	255,751	83.4%

*Excludes the Ohio Turnpike
Source: Ohio Department of Transportation