

OHIO

Current Transportation Condition:

- ASCE road grade of D¹
- 10% of major roads are in poor condition
 - Costing motorists \$3.6b a year - \$446 per motorist²
 - Total of 989 people died on state highways in 2013³
- Vehicle travel on OH's highways has increased by 78% from 1990-2013⁴, while the population grew by 26 percent.⁵
- 45% of OH's major highways are congested⁶
 - Traffic congestion costs American motorists \$121b a year in wasted time and fuel⁷

Commerce:

- 78% of the \$563b in commodities delivered annually from sites in OH is transported by trucks on the state's highways.⁸

Need for Federal Investment

- 58% Federal share of OH Highway Capital Program⁹
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.¹⁰
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

DRIVE Act **→** *What this does for Ohio*

Prioritizing Bridge Reconstruction and Safety:

- Increased bridge set aside funding for:
 - OH's 2,080 structurally deficient bridges – 24.21% are structurally deficient or functionally obsolete¹¹

Improving Commerce:

- FY16 dedicated funding for Freight Program: \$67,861,338
- Prioritizing federal spending on interstate for projects in the national economic interest

Long-term 6 year Certainty:

- FY16 total share: \$1,388,943,385

¹ ASCE

² TRIP

³ FHWA

⁴ TRIP

⁵ US Census

⁶ TRIP

⁷ TRIP

⁸ TRIP

⁹ ARTBA

¹⁰ AASHTO and FHWA

¹¹ FHWA

- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase OH's ability to efficiently finish projects.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on OH's ability to properly plan and budget for transportation projects.
- DRIVE gives OH the ability to prepare for the next 50 years. With a focus on innovation, OH can better deploy technology to improve the state transportation network.