OHIO (Sen. Portman and Brown)

Current Transportation Condition:

- ASCE road grade of D[1]
- 10% of major roads are in poor condition
  - Costing motorists $3.6b a year - $446 per motorist[2]
  - Total of 989 people died on state highways in 2013[3]
- Vehicle travel on OH's highways has increased by 78% from 1990-2013[4], while the population grew by 26 percent.[5]
- 45% of OH's major highways are congested[6]
  - Traffic congestion costs American motorists $121b a year in wasted time and fuel[7]

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 Program[9]
- 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 obsolete[11]

Improving Commerce:

- In the first 3 years of the DRIVE Act, OH will receive $178,136,013 in addition to growth of the existing programs for freight.
- Prioritizing federal spending on interstate for projects in the national economic interest

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[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

Long-term 6 year Certainty:

- Total share for first 3 years of DRIVE Act: $5,911,484,232 that the state would not get otherwise.
    - Major Project as risk: Brent Spence Bridge which connects
- 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.