

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.

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

Prioritizing Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - OH's 2,080 structurally deficient bridges - 24.21% are structurally deficient or functionally obsolete¹¹

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

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), OH will receive \$213,763,215 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, OH, through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-term 5 year Certainty:

- Total share over 5 years of the FAST Act: \$8,036,066,638 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
 - **Brent Spence Bridge** - connects **KY** and **OH** over the Ohio River
 - Built in 1963(more than 50 years old)and designed to carry 85,000/day, but by 2025 it is expected to carry 200,000/day
 - In 2011 chunks of concrete fell from the upper deck down to the lower deck of the bridge
 - Project to significantly improve safety and mobility will **cost nearly \$3B**
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on OH's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase OH's ability to efficiently finish projects.
- FAST 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.