OHIO

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.

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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 obsolete\(^11\)

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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
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.