

Ohio Senate Transportation, Commerce, and Workforce Committee

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County Engineers Association of Ohio
House Bill 62**

Chairman McColley, Ranking member Antonio, Vice Chairman Uecker, and members of the Senate Transportation, Commerce, and Workforce Committee, thank you for the opportunity to speak to you today about the benefits and importance of transportation funding.

As Ohio addresses the economic and social challenges of the 21st Century, the state faces a major shortage of reliable funding for our state's roads and bridges. Unless action is taken soon to address the issue, the system will continue to fall into disrepair and become further congested – damaging the overall vitality of our state and the people who live here.

The predicament of insufficient funding for roads and bridges is not limited to the state-maintained system. Only 40% of the funds needed to bring aging roads to current standards, replace or repair all eligible bridges, pave county roads on a 10-year cycle, and perform ongoing maintenance, are currently available to perform this work. This deficiency in funding leads to a continuing downward spiral of deteriorating roadway and bridge conditions.

Ohio's Counties Inventory Breakdown

Total Number of County Bridges	26,081
Closed	96
Posted with Load Limits	1,553
One Lane	3,092
Bridges 50 years and older	9,595
Eligible for Replacement	2,029
Eligible for Repair	5,848
Total Cost to Replace and Repair all Eligible Bridges	\$1.3 Billion
Cost per Year on a 10-year Schedule	\$127.5 Million
Total Miles of County Highway	28,970
Miles Less than 20 ft Wide (Below Current Standards)	18,879
Between 20 and 24 ft	9,422
Greater than 24 ft	669
Cost per Year to Widen County Highways to Current Standards on a 20-year Schedule	\$226.5 Million
Cost per Year to Pave County Roads on a 10-year Schedule	\$362.1 Million
Cost per Year to Maintain County Highway System (including guardrail, pavement marking, signs, culverts, mowing, and snow plowing)	\$406.5 Million

We appreciate the work that the Ohio House did to increase the share of revenue for local governments. However, we are still encouraging the Senate to move the total motor fuel user fee to a rate that is closer to the 18 cents per gallon that Gov. DeWine proposed at the outset of this process.

Other Provisions Supported by CEAO:

- Changes definitions of plug-in electric vehicle to include certain battery cell powered energy system. Charges electric vehicle fees and hybrid vehicle fees with all fees distributed per the MFT formula
- Increases county force account limits to \$150K for roads and to \$300K for bridges and culverts. Also, increases force account limits for municipalities and townships to \$150K and makes other administrative changes
- Provides counties with an exemption from purchasing requirements when buying used supplies like equipment at a public auction
- Specifies that the Motor Fuel tax may not be used for any other purpose other than for roads and bridges
- Removes the provision allowing a transit authority to levy a tax specifically for infrastructure projects
- Requires ODOT to study fees for overweight vehicle permits and the general impact of overweight vehicles on Ohio's infrastructure by October 1, 2019
- Restoring the provision allowing municipalities to levy an additional \$5 license tax
- Restoring the provision allowing townships to levy an additional \$5 license tax