Ohio Senate Transportation, Commerce, and Workforce Committee
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Gallia County Engineer, CEAO Government Affairs Co-Chair
HB 62 – Transportation Budget

Chairman McColley, Ranking member Antonio, Vice Chairman Ueaker, 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.

My name is Brett Boothe and I currently serve as the Gallia County Engineer and as the County Engineers' Association of Ohio's Government Affairs Co-Chair. Before becoming the county engineer in 2009, I worked in the private sector and also worked as a Transportation Engineer with ODOT. On behalf of Gallia County, one of the 52 rural counties in Ohio, I manage and invest nearly $10 million in infrastructure annually.

The Problem: Road and Bridge Funding Shortfall

Gallia County has 453.567 miles of roads to maintain. This is broken down into 207.92 miles of asphalt; 127.887 miles of chip and seal, and; 117.76 miles of gravel.

- Asphalt Roads (15 year life)*
    - 207.92 miles asphalt / 15 = 13.9 miles need paved every year in order to maintain cycle.
    - Currently, Gallia County averages 4 miles per year (not including grants), thus resulting in a shortfall of 9.9 mile every year. At a cost of $70,000/mi, this is an annual shortfall of $693,000/year for just asphalt roads

- Chip and Seal (5 year life)*
    - 127.887 miles chip and seal / 5 = 25.6 miles need chip and sealed every year to maintain cycle
    - Currently, Gallia County averages 7 miles per year (not including grants), thus resulting in a shortfall of 18.6 miles every year. At a cost of $18,000/mi, this is an annual shortfall of $334,800/year for just chip and seal roads

- Gravel to upgrade to Chip and Seal
    - 117.76 miles x $150,000 = $17,664,000. Over 10 years, the shortfall is $1,766,400/year in order to simply upgrade aggregate roads to chip and seal.

    * Assumes solid base, no extra work, and no road damage by heavy vehicles.

Additionally, Gallia County has 277 bridges, of which 26 are structurally deficient and another 164 are functionally obsolete. Historically, on a 10-year replacement plan, Gallia County is able to replace 4 bridges a year (for a total of 40 bridges every ten years). This leaves Gallia County a full 150 bridges behind in necessary improvements and/or replacement over that 10-year period. Gallia County would need to replace 19 bridges a year for 10 years, to meet the current needs of our county. This equates to a shortfall of $3,110,300 per year, which does not even include more bridges becoming deficient over that 10 year span.

> # Total shortfall for Gallia County road and bridge capital programs
> ## **$5,904,500 / per year**

Material Inflation (Gallia County 2006-2013)

- Asphalt in Place (ton):   100% increase
- Asphalt Pickup (ton):   129% increase
- Tack (gal):   186% increase
- #8 stone Delivered (ton)   68% increase
- Gasoline (gal)   190% increase
- Low Sulfur Diesel (gal)   188% increase
- MC-30 (gal)   174% increase
- RS-2 (gal)   170% increase
- Concrete (yard)   64% increase

Current Gallia County Revenue vs Expenses

Gasoline Excise Tax   ~ $2.3M
Motor Vehicle Registration Fees   ~ $1.3M
Total: $3.6M = 98% of Revenue (No grants)

Per the Revenue History Graph below, Gas Tax and Motor Vehicle Registration Fees have been relatively stagnant.

Typical Expenses

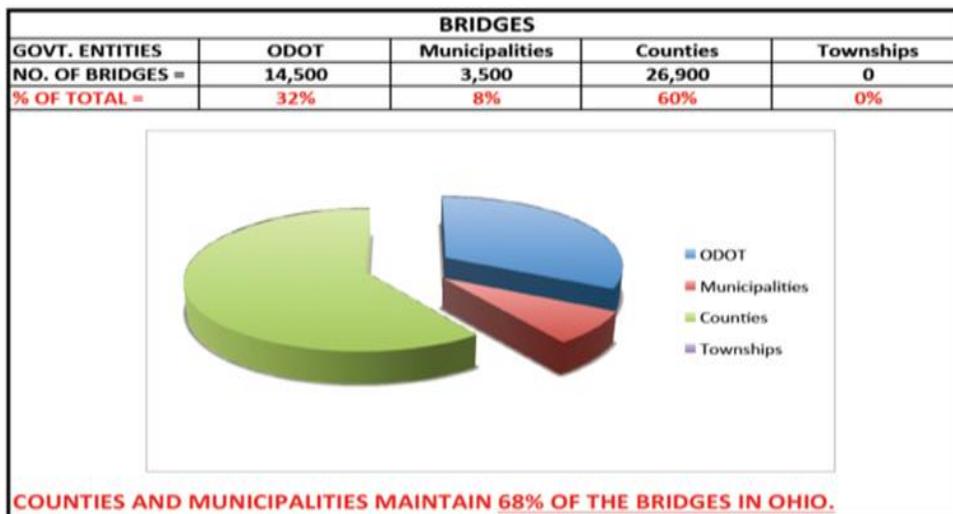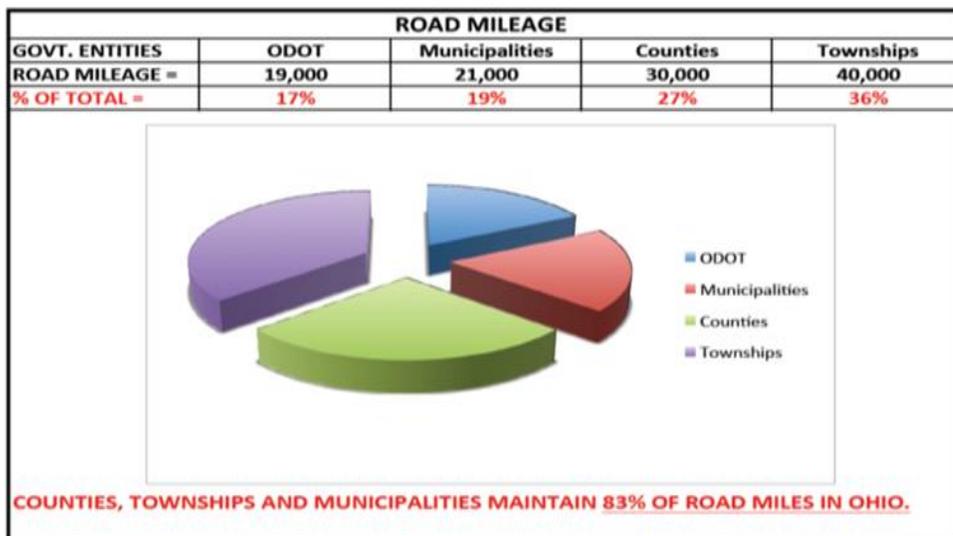|	
Payroll/Benefits	$1.8M
Stone	$500k
Fuel	$250k
Utilities/Lands	$50k
Parts/Repair	$200k
Salt/Cinders	$100k
Roadside Mowing	$175k
Culverts	$110k
Herbicide Spray	$55k
Dust Control	$60k
Cold Mix	$50k
Total	**$3,350,000**

Revenue History
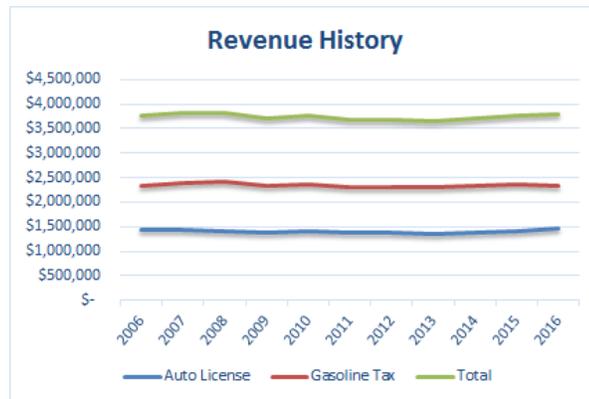
After routine maintenance expenses, the county has approximately $250k left per year. Without grants, the $250k would only be enough to pave nearly four miles of road, leaving nothing for replacing bridges, repairing road slips, repairing guardrails, centerline striping, new equipment, concrete repairs, or other necessary maintenance.

Gallia County Engineer's Cost Saving Methods/ Grants

- Partnering with various government entities
- Creative road material purchasing
- Partnering with fire department to remove fallen trees
- Partnering with law enforcement work release programs for cutting roadside brush
- Acquire bottom ash (cinders) from power plants mixed with salt
- Heat facilities by recycling used motor oil

- Privatization of Services
- Private Public Partnerships (PPP)
- Creative Financing
- Working with heavy haulers to find the best route to do the least amount of damage.
- In-house cold mix production/partner with neighboring counties/townships
- Dispose of tires through Health Department/Solid Waste District
- DEF Tank Purchase
- Roadside Mowing and Roadside Spraying Applications
- Jobs and Family Services Program Low/Moderate Income Seasonal Employees
- Work force reduction through attrition.
- OPWC Grants – Typically $500k - $600k
- Federal Grants – Nearly 11 million in Federal Grants since 2009
  - ODOT Local Project Coordinator said Gallia County had received more Federal Grant dollars than any county in southern Ohio and more than some of the most urban counties in Ohio.)

Government Entities Infrastructure Responsibility Comparison

ROAD MILEAGE				
GOVT. ENTITIES	**ODOT**	**Municipalities**	**Counties**	**Townships**
ROAD MILEAGE =	19,000	21,000	30,000	40,000
% OF TOTAL =	17%	19%	27%	36%

COUNTIES, TOWNSHIPS AND MUNICIPALITIES MAINTAIN 83% OF ROAD MILES IN OHIO.

BRIDGES				
GOVT. ENTITIES	**ODOT**	**Municipalities**	**Counties**	**Townships**
NO. OF BRIDGES =	14,500	3,500	26,900	0
% OF TOTAL =	32%	8%	60%	0%

COUNTIES AND MUNICIPALITIES MAINTAIN 68% OF THE BRIDGES IN OHIO.

Other County Engineer Priorities / Efficiencies

Public Auctions
A board of county commissioners may authorize the county engineer of other contracting authority to enter into a contract, without advertising and bidding, for the purchase of used equipment or supplies to be sold at public auction.

Timber Repair of Roads/Bridges
Retain the use of county road or bridge fund to be used for repairing damage to county roads and bridges caused by timber operations.

Overweight Vehicle Fines
Technical change – amend ORC 5577.99 to clarify all overweight fines to the maintenance and repair of county roads, highways, bridges, or culverts.

Guardrail Standards
Technical change – amend ORC 5591.36 guardrail mandates to comply with state and federal design standards.