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S.B. 155
135th General Assembly

Fiscal Note & Local Impact Statement

[Click here for S.B. 155's Bill Analysis](#)

Version: As Passed by the Senate

Primary Sponsor: Sen. Romanchuk

Local Impact Statement Procedure Required: No

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Highlights

- The bill repeals a provision of the transportation budget requiring the Ohio Department of Transportation (ODOT) to construct certain interstate interchanges.
- If the provision were repealed, ODOT would avoid costs for the design, construction, and maintenance of this interchange. The construction costs for a new partial or full interchange at this location are estimated to range from \$30.9 million to \$53.1 million, based on a preliminary feasibility study. These costs would be paid from the Highway Operating Fund (Fund 7002).
- Correspondingly, the city of Strongsville and city of Brunswick would forego costs for the design, construction, and ongoing maintenance of any road alterations along Boston Road to manage the increased traffic flow along this route as a result of the interchange.
- ODOT and the Northeast Ohio Areawide Coordinating Agency may share the costs to conduct a study, required under the bill, to develop a traffic congestion mitigation plan along the designated portion of Interstate 71.

Detailed Analysis

The bill repeals R.C. 5501.60, a provision enacted in H.B. 23, the transportation budget for the FY 2024-FY 2025 biennium, requiring the Ohio Department of Transportation (ODOT) to construct certain interstate interchanges. ODOT has identified only one interstate interchange that would need to be built as a result. As a consequence of repealing this provision, ODOT and local costs to design, construct, and maintain the interstate interchange and any related road improvements would be foregone. The interchange to be built under R.C. 5501.60 would connect U.S. Interstate 71 and Boston Road, which is on the border between the city of Strongsville and

city of Brunswick. ODOT requires the approval for the construction of the interchange from the U.S. Department of Transportation before moving forward.

Ohio Department of Transportation

If R.C. 5501.60 were repealed, it would mean that ODOT would avoid incurring costs to design, construct, and maintain an interstate interchange connecting U.S. Interstate 71 and Boston Road. According to a preliminary feasibility study commissioned by the city of Strongsville, the estimated cost of constructing an interchange in this location ranges from \$30.9 million to \$53.1 million. The study provides five options for constructing either a partial or full interchange. These estimates do not include the engineering costs for the project. In addition to these initial costs related to construction, ODOT would need to maintain the interchange, incurring future liabilities. Costs incurred by ODOT would be paid from the Highway Operating Fund (Fund 7002).

The bill also requires the Director of Transportation, in consultation with the Northeast Ohio Areawide Coordinating Agency (NOACA), to conduct a study to develop a traffic congestion mitigation plan. ODOT and NOACA may share the costs involved in performing the study. At ODOT's discretion, NOACA may lead this study. The study will cover the area along Interstate 71 near the proposed interchange. By December 31, 2026, ODOT and NOACA must submit a report to the Governor, specified members of the General Assembly, and the affected cities.

Municipalities

The repeal would also mean that the city of Strongsville and city of Brunswick would avoid their share of costs for the design, construction, and ongoing maintenance of any road alterations along Boston Road needed to manage the increased traffic flow along this route if the interchange were built. The two cities split costs for maintaining Boston Road.