



Ohio Contractors Association

Written Testimony of Chris Runyan
Ohio House Transportation Committee
House Bill 83
May 20, 2025

Chairman Willis, Ranking Member Grim, and members of the Ohio House Transportation Committee, thank you for the opportunity to provide opponent testimony on House Bill 83.

The Ohio Contractors Association (OCA) is the trade association for Ohio's heavy/highway contractors. Our members build and maintain Ohio's highway and bridge infrastructure.

HB 83 would mandate that ODOT maintain state and US routes within village limits. While we do not begrudge the funding needs of local governments, our concern lies with further erosion of ODOT's already limited funding. HB 83 would take funding from a statewide highway system that has already been proven to need additional funding just to support current system conditions.

As was made clear in transportation budget testimony provided by Director Boraytn, the impacts of inflation and growing demands being placed upon Ohio's highway transportation network are having negative repercussions on sustaining the pavement and bridge conditions and meeting future needs. These inflationary impacts have eroded the purchasing power of the motor fuel tax to the extent that the increase provided in 2019 now matches the pre-COVID funding track.

Already, the Transportation Review Advisory Committee has identified needed, unfunded projects to the tune of \$4.38 billion. In prioritizing system maintenance over system enhancement, these TRAC projects will be the first to be delayed without added funding sources. In addition, the recently completed Strategic Transportation & Development Analysis showed over twenty corridors that will not meet expected development and congestion demands of the future.

I highlight these needs because efforts to add more funding pressures upon state motor fuel tax funding will continue to hamper the realization of future needs and wants that are expected of Ohio's highway transportation system. To the chagrin of many, the state motor fuel tax is not a bottomless pit of funds. Where do you suppose this new funding mandate would be drawn? Maybe a needed paving project in your district? The bridge your constituents complain about each day?



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Finally, I would point out that ODOT is not geared toward being an effective “in town” agency. It can when it must. But to take on added duties within 589 villages would require a major retooling of assets that would be extremely expensive.

The desire of every local government in Ohio is to have more money for their own street infrastructure. However, that same desire plays out on a statewide stage as well and ODOT must be sufficiently funded to play their part. This bill only inhibits those efforts. We urge you to seriously consider the impact HB 83 will have on ODOT’s budget.

Thank you for your consideration.