

**Ohio Senate Transportation Committee**  
**Written Interested Party Testimony on Substitute House Bill 54**  
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**Flexible Pavements of Ohio**  
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Chairman Patton, Ranking Member Antonio and members of the Senate Transportation Committee, Flexible Pavements of Ohio is an association representing the asphalt producers, contractors and associated material suppliers in the State of Ohio. Our industry consists of more than 150 asphalt plants distributed throughout the state ranging from small Ohio-owned businesses to large international companies who employ thousands of Ohioans. I would like to thank you for this opportunity to present testimony on Substitute House Bill 54.

On behalf of Ohio's asphalt industry, I would like to express our concerns with a provision in Substitute House Bill 54, the Ohio Department of Transportation (ODOT) budget. This provision, "Requires ODOT to contract with a neutral third-party entity to conduct a study of the department's pavement selection process and to make changes to the process based on the study and recommendations included in the advisory council's final report." This section is unnecessary, requires wasteful spending and addresses an issue that has been continuously studied for decades.

ODOT originally established a formal pavement selection process in the early 1990's and this exact language was a component of House Bill 87 in 2003. This legislation resulted in the, "Neutral Third-Party Ohio Pavement Selection Process Analysis." This study reportedly cost approximately \$200,000 at the time and was praised in a Columbus Dispatch article dated December 17, 2003 as creating a, "more equitable system." The process was again reviewed by ODOT in 2006 and 2010. The last formal review of ODOT's pavement selection process was completed in 2014 and included representatives from Ohio University and Battelle Memorial Institute. This question has been repeatedly asked for more than two decades and the department's processes have been continuously reviewed, updated and verified.

ODOT's current pavement selection and design process is impartial, federally approved and based upon decision-making from licensed professional engineers and historical pavement performance. This process has been thoroughly reviewed and scrutinized by various pavement and material experts and ensures taxpayers receive the most economical pavement type.

Federal regulation requires an engineering and economic analysis for pavement type selection and design. ODOT complies with this requirement through a well-documented federally approved multi-tiered process for pavement type selection known as a Life-Cycle Cost Analysis (LCCA). This process provides an initial design, construction cost estimate and predicted costs associated with a 35-year life for both asphalt and concrete pavements. The LCCA is a fact based, impartial and transparent process. It provides the opportunity for comment and input from both the asphalt and concrete industries each time a LCCA is conducted by the department. By utilizing this economic analysis tool, the taxpayers of Ohio receive the most economical pavement type.

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As previously noted, ODOT's LCCA process has been periodically reviewed and scrutinized by various pavement and material experts and the existing process is unbiased, impartial and complies with all Federal requirements. Furthermore, ODOT has committed to periodically review the inputs used in LCCA based upon evolving changes in materials or construction practices as well as recent experience related to pavement performance and durability. The entire process is conducted by professional engineers in the State of Ohio who are licensed and regulated by the State Board of Registration for Professional Engineers.

I would like to thank you in advance for your consideration of our position on this issue.