



March 4, 2019

Strong Industry Support for HB62 As Introduced

Dear Senator/Representative:

We write to express our strong support for HB62 as introduced. The signatories to this letter include the major industry representatives for the companies that play a predominant role in constructing and maintaining the State of Ohio's roadways and bridges. Our purpose is to:

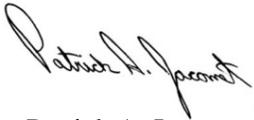
- We encourage your support of HB 62, the biennial transportation budget bill, as submitted by Governor DeWine and the Ohio Department of Transportation.
- When Governor DeWine took office, he inherited a serious financial problem at ODOT, that, left unchecked, will soon become a financial crisis. This funding drop-off is demonstrated by the reduction of ODOT capital construction program from \$2.4 billion in SFY 2015 to a projected \$1.5 billion in SFY 2020 should no additional funds be provided.
- The effects of inflation since the last gas tax adjustment in 2005 and the conclusion of the Ohio Turnpike Bond Program, combined with the accumulation of a large debt at ODOT and the many unmet needs at the state and local levels, mean that something must be done to fill a large deficit and fund much needed construction projects in our area and around Ohio.
- Ohio has the 2nd highest number of bridges in the country, the 4th largest interstate highway system and carries the 3rd most freight of any state in the country. We need to take better care of this very important economic development resource.
- Nearly 20% of major roads in the state have been rated as in poor condition, and more than 1,600 bridges have been found to be deficient. These roads and bridges are so unsafe that we are unnecessarily risking lives by leaving our infrastructure in disrepair and allowing more accidents to occur.
- This is a safety issue for those traveling on Ohio's roads. The worse our state's roads and bridges are, the longer it takes fire trucks, ambulances, and other emergency responders to get to those in need, especially when minutes can mean the difference between life and death.
- The Ohio Constitution requires that revenue from gas taxes can only be used for construction, maintenance and administration of state and local highways, roads and bridges.
- Governor DeWine's proposal to increase the state motor fuel tax by 18 cents per gallon will keep Ohio in line with gas taxes in our surrounding states, place us on an upward trajectory towards improving our roadway and bridge network, and fund an adequate roadway maintenance and improvement program for years to come.

- The proposal has received support from a large number of local government officials, public safety groups, local chambers of commerce, transportation industry stakeholders, and labor groups, who understand the importance of Ohio's transportation infrastructure and are advocating for long term, smart investment in Ohio's transportation future.

Please feel free to contact the undersigned should you need additional information or wish to discuss our position further.

Thank you in advance for your attention to this issue.

Sincerely



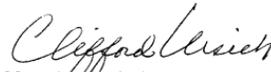
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