



OHIO DEPARTMENT OF TRANSPORTATION

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MEETING THE NEED FOR NEW TRANSPORTATION RESOURCES **MAXIMIZING THE TURNPIKE'S POTENTIAL**

FUTURE TRANSPORTATION FUNDING IS UNCERTAIN: Federal and state transportation funding faces an uncertain future and is not expected to keep up with Ohio's future needs. The Ohio Department of Transportation will soon lack adequate funds to support investment in major new projects or even maintain our state's current system. States must look at all options to fund transportation now and in the future and are being encouraged by the US Department of Transportation to do so.

OHIO IS CONSIDERING INNOVATIVE SOLUTIONS TO KEEP OUR ECONOMY MOVING: As Ohio works to create jobs, revive the economy and invest in critical transportation projects, creative ideas are needed to leverage every asset and every resource. The Ohio Turnpike holds great potential for Ohio and Northern Ohio in particular. To put this potential to work for Ohio's transportation funding needs, the Office of Budget and Management, along with the Ohio Department of Transportation, is exploring several options, including leasing the turnpike to a private operator in return for a lump-sum payment and annual payments throughout the lease; a mix of private and public funding; or moving the Ohio Turnpike under the Ohio Department of Transportation.

IF OHIO LEASES THE TURNPIKE, THE PROCEEDS WOULD SUPPORT SPECIFIC HIGHWAY NEEDS: Ohio is still evaluating if a Turnpike lease would be in taxpayers' best interest, but if it were to lease the Turnpike it would use the proceeds in specific ways to improve highways, including a focus on Northern Ohio, neglected local projects adjacent to the Turnpike, local bridges across the state, and local transit programs.

1. **A majority of the proceeds would go to Northern Ohio:** The people of Northern Ohio have been paying to use the Ohio Turnpike for many years and a majority of the proceeds from a lease would go to projects north of US Route 30. Funds would be distributed statewide, but it is only fair that more than a majority of it go to the regions whose residents have supported the road the most over the years.
2. **Neglected local projects adjacent to the Turnpike would be supported:** Communities along the Turnpike have been adversely affected by it in various ways, but Turnpike policy is to not help address these problems. Whether it's increased noise because of a new third lane or local roads over the Turnpike that have been forced to close because of unstable slopes supporting the bridges, it is time to be a good neighbor and help local communities fix problems that have been neglected or ignored.
3. **Local bridges would have a new dedicated funding stream:** Federal funds for local bridges come with such burdensome red tape that more than half of Ohio's counties can't use it because they can't afford the red tape compliance costs. Ohio would use Turnpike lease proceeds to create a dedicated fund for local bridges that would be free of the same degree of red tape that currently holds back many local communities.
4. **Dedicated funds for public transit:** Transit systems across Ohio would receive a dedicated portion of Turnpike lease proceeds. Ohio currently supports these systems—often small, rural systems focusing on seniors and people with disabilities—with General Revenue dollars, which must be re-appropriated in every two-year budget and which can vary over time. Replacing the uncertainty of General Revenue funding with a reliable, dedicated funding stream allows transit agencies to plan with greater confidence so they can continue to help Ohioans who need them most.