



## *News from the* **Ohio Turnpike and Infrastructure Commission**

682 Prospect Street ❖ Berea, Ohio 44017-2799 ❖ 440.234.2081 (P) ❖ 440.234.3881 (F)  
[www.ohioturnpike.org](http://www.ohioturnpike.org)

---

September 16, 2013 (For Immediate Release)  
440-234-2081, ext. 1171

Contact: Lauren L. Hakos  
Marketing & Communications Mgr.

# **Turnpike Commission approves \$930 million in infrastructure projects**

Berea, Ohio – (Sept. 16, 2013) The Ohio Turnpike and Infrastructure Commission (OTIC) approved today the funding for 10 projects located in northern Ohio, each within 20 miles of the Turnpike. The projects will be funded using bond proceeds that were the result of Governor Kasich’s Ohio Jobs and Transportation Plan.

OTIC conducted a special meeting a week earlier (Sept. 9, 2013) to hear Turnpike staff analysis of the 12 Transportation Review Advisory Committee (TRAC) projects that were presented to the Commission by the Ohio Department of Transportation (ODOT) at their regular meeting in August.

After considering each project individually at the September 9<sup>th</sup> meeting the Commission unanimously approved a resolution establishing a list of qualified infrastructure projects. The list included 10 of the 12 projects which were originally proposed. In making their determination, the Commission had to decide whether the proposed projects specifically demonstrated the transportation-related nexus to the Turnpike system.

The two projects that were eliminated from the list – due to an insufficient nexus - included improvements to a railroad crossing on McCord Road in Lucas County and construction of pedestrian and transit infrastructure for a bus route in Stark County. These projects remain on the TRAC list and have the committee’s commitment to move forward.

Because cost of the qualified project requests originally presented to OTIC exceeded \$1billion, the Commission resolved to accept the qualified projects and further stated that requests could not exceed the amount of funding available for the program; which is \$930 million.

ODOT brought the revised funding requests for the 10 qualified projects back to OTIC for final approval this morning and they were unanimously approved.

“This is a true partnership between our agencies. No trips start or end on the Turnpike, so our financial support of these projects is a benefit to the entire transportation system and Turnpike customers as well,” stated Rick Hodges, OTIC Executive Director.

###

The Commission's staff analysis determined that 10 of the 12 originally proposed TRAC projects met the established nexus requirements and qualified for OTIC funding. The following projects are all located within 20 miles of the Turnpike:

<u>Project Name</u>	<u>Funding Request</u>
CUY – Cleve. Innerbelt (CCG2-2 <sup>nd</sup> Bridge)	\$340 million
CUY – Opportunity Corridor	\$39 million
ERI – Erie US 250	\$12.9 million
HAN/WOO – I-75 Corridor	\$204.1 million
LOR – Lorain SR 57	\$16 million
LUC – Lucas I-75/I-475	\$163 million
LUC – Lucas I-75	\$45 million
LUC – Lucas I-475/20	\$10 million
MAH – Mahoning I-80	\$65 million
SUM – Summit I-271	\$60 million
	<b>\$930 million</b>

It was determined that the following two projects did not meet the nexus requirements:

<u>Project Name</u>	<u>Funding Request</u>
LUC – CR-73 (McCord Road)	\$2.7 million
STA – Stark/Mah Transit	\$9.5 million
	<b>\$12.2 million</b>

The "nexus" requirements included 5 basic criteria:

- (1) the physical proximity of the infrastructure project to, and a direct or indirect physical connection between, the infrastructure project and the Ohio turnpike system;
- (2) the impact of the infrastructure project on traffic density, flow through, or capacity on the Ohio turnpike system;
- (3) the impact of the infrastructure project on the Ohio turnpike system, toll revenue or other revenues;
- (4) the impact of the infrastructure project on the movement of goods and services on, or in the area of, the Ohio turnpike system; and
- (5) the enhancement or improvement by and through the infrastructure project of access to, use of, and egress from the Ohio turnpike system, and access to and from connected areas of population, commerce, and industry.