

ASHE PIN March 2023

The various grant programs generated from the Bipartisan Infrastructure Bill are now being awarded, such as The Safe Streets and Roads For All and the Reconnecting Communities Pilot Program grants. Still looming in the federal realm is the debt ceiling issue. Discussions in Congress about where to cut to reduce the debt include social security, medicare, and defense. Many in Congress deem these areas as 'untouchable' for reductions. Be aware that Congress may look for other programs to cut, including the appropriations for the Bipartisan Infrastructure Bill. Stay tuned.

On the Ohio state level, House Bill 23 has been introduced to the House Finance Committee on February 20. Reports show that the bill includes the creation of a \$1B Rural Highway Fund. Eighty percent of this fund will be used to finance projects on rural state highways and twenty percent will be used for local governments as local matching funds for TRAC eligibility.

The bill also permits a community that is not part of a Transportation Improvement District (TID) to contribute toward the financing of a TID project. The bill would allow a TID to enter into an agreement with a group of contiguous counties, if the project is partially contained in each of the counties and has received federal funding.

The bill would appoint a commission to determine additional connection points for the proposed Cincinnati-Columbus-Cleveland high-speed passenger transportation.

The bill would also require ODOT to ensure that limited access exit and entrance ramps exist on interstate highways every 4.5 miles in adjacent municipal corps, if each has a population of 35,000, they are in different counties and one of the counties has a population exceeding 1 million.

While the bill is being discussed in committee, nothing has been passed as of February 28, 2023.

This is an off-year for the Kentucky Legislative caucus so no budget or capital improvement budget is available.