

Transportation and Infrastructure

Knowing that a strong infrastructure is the foundation for job creation and economic development, Sen. Brown is a vocal advocate for investing in infrastructure to create jobs and promote our nation's long-term economic growth. Ohio's central location and system of highways, ports, rails, and airports has supported the state's economic growth and helped ensure a leading role in the logistics industry. A lack of investment in our infrastructure cedes a competitive advantage to emerging economies like China, imperils public health and safety, and harms our environment.

Investing in Roads and Bridges

Continued underinvestment in Ohio's roads and bridges leads to traffic jams, unsafe roads and bridges, and lost business productivity. These investments are especially critical to the construction industry, where unemployment rates outpace those of the overall working population.

According to the Federal Highway Administration, for every \$1 billion spent on highway and bridge construction, nearly 28,000 jobs are created. These include direct jobs involved in the construction of infrastructure projects, indirect jobs created by the purchase of supplies for projects, and induced jobs supported by new consumer spending when Americans go back to work.

That is why Sen. Brown fought to pass a multi-year highway bill. The bipartisan *Moving Ahead for Progress in the 21st Century Act*, passed into law in July, funds the federal highway program for the next two years. Instead of continuing a series of short term extensions that made it difficult for contractors, transit agencies, and the Ohio Department of Transportation to plan, this new bill will provide greater certainty in the years ahead. Not only is our state ensured of consistent funding through 2014—approximately \$1.3 billion per year—but numerous permitting reforms will also reduce project costs by speeding up construction time.

Sen. Brown also worked to include provisions in the bill that would tighten up existing “Buy America” laws to close loopholes that undermine these important laws. One of the most egregious examples is “segmentation,” whereby a project is split into various contracts and federal aid is not used on those where the contractor intends to use foreign iron, steel, and manufactured goods – bypassing American workers and evading the law. This loophole allowed Chinese-made steel to be used in the new Oakland, California Bay Bridge. Closing this loophole helps to ensure that Buy America is effectively enforced.

Investing in Railroads

Sen. Brown has continued to work with Ohio's short line and Class-A railroads to ensure that shippers receive fair rates and on-time railroad service. He fought for a *Recovery Act* grant for CSX's National Gateway project in North Baltimore which helped create more than 250 jobs in Wood County through the construction of a multimodal facility. Additionally, investments in the Heartland Corridor at Rickenbacker Airport outside of Columbus, funded by both the *Recovery Act* and Federal Highway Administration, led to the arrival of the first double-stack trains in

Central Ohio. Sen. Brown fought to ensure that the Rickenbacker Project was a recipient of the highly competitive Transportation Investment Generating Economic Recovery (TIGER) grant program through the U.S. Department of Transportation. This summer, Sen. Brown announced that this project received a \$16 million grant to complete this important priority for Central Ohio.

Ensuring Access to Transit

Sen. Brown is working to improve Ohio's transit systems. He supported successful transit grant bids submitted by Cincinnati, Cleveland, Canton, and the Ohio Department of Transportation. Because access to transit means access to jobs and economic opportunity, Sen. Brown introduced legislation supported by the Ohio Public Transit Association that would allow transit systems to use federal dollars targeted for capital expenditure for operating costs in times of economic downturn. This would prevent transit agencies from cutting routes, reducing service frequency, or laying off workers.

Federal spending to help transit agencies replace aging, fuel-inefficient buses, upgrade stations, and improve safety in Dayton, Columbus, Cleveland, Cincinnati, and across the state has also increased substantially from 2006 to 2011. To ensure that America's manufacturing sector is benefiting from this increase in transit funding, in the 111th and 112th Congresses, Sen. Brown introduced the *Strengthening Manufacturing and Rebuilding Transit (SMART) Act* to ensure that Buy American requirements are in place, the domestic supply has the capacity to meet demand, and Buy American requirements are being enforced as they relate to transit procurement with federal funds. Many provisions of this bill were included in the two year highway bill reauthorization that was signed into law this summer.

Reinvesting in Ohio's Maritime Heritage

Ohio's ports have played a critical role in our heavy industries and shipping our raw materials and grains to the world. Yet, years of sediment buildup in shipping channels has made it difficult for ships to maneuver. That's why Sen. Brown proposed an increase to the amount of funding from the Harbor Maintenance Trust Fund into our nation's ports.

Currently, a small fee is collected on cargo that comes into port; this fee is deposited into the port's Trust Fund and revenues are used to dredge shipping channels or improve port operations. However, despite overwhelming need, current and past Administrations have declined to spend these funds on port maintenance. That is why Sen. Brown has been a longtime supporter of the *Harbor Maintenance Act* which is supported by Ohio's ports and shippers.

Recognizing the importance of Harbor Maintenance, Sen. Brown joined with a number of his Senate colleagues in writing to the Office of Management and Budget in August asking that the President's Fiscal Year 2014 budget include funding for this important program.

Preventing Combined Sewage Overflows

Sen. Brown is committed to improving water quality and reducing the number of combined sewage overflow (CSO) events in Ohio communities. To address this problem, he first introduced the *Clean Water Affordability Act* with Sen. Voinovich in 2008 and 2009. In 2012,

Sen. Brown reintroduced the bill and included new provisions based on recommendations from a working group his office has convened with several Ohio communities.

The bill – endorsed by the National Association of Clean Water Agencies – would require the Environmental Protection Agency (EPA) to update the criteria it uses to determine a municipality’s ability to make investments, promote cost-saving green infrastructure, encourage the prioritization of wastewater investments, and create a standalone grant program for cities and towns making investments in combined sewage overflow sewer systems.

Sen. Brown has also encouraged the EPA to pursue a more collaborative relationship with communities dealing with CSOs and urged the adoption of an “Integrated Permitting Plan” that would allow communities to prioritize investments made in its wastewater treatment systems in order to ensure the most environmental bang for the ratepayers buck. The EPA acted on Sen. Brown’s request and published this document in July.

Improving Motorcoach Safety



Sen. Brown and Sen. Hutchison (R-TX) introduced the bipartisan *Motorcoach Enhanced Safety Act* in 2011. Sen. Brown first introduced the legislation following a 2007 crash of a tour bus carrying 33 Bluffton University baseball players that claimed seven lives. The bill—which was passed unanimously by a key Senate panel in May and was included in the Senate passed highway bill—is supported by passenger safety advocates as well as Greyhound

and will ensure better trained drivers, seatbelts, stronger windows, and more protective roofs on tour buses. This bill was signed into law in July.