

BRENT SPENCE BRIDGE:

THE HIGH COST OF DELAY

The Ohio River's Brent Spence Bridge in the Cincinnati area is a vital economic corridor.

Not only does it carry thousands of vehicles daily across the Ohio–Kentucky border, the freight that crosses the bridge is equal to 3 percent of the nation's GDP. In the more than half century since the bridge opened in 1963, daily traffic has grown to more than 172,000 vehicles on a structure initially meant to accommodate only 80,000. The stress placed on the bridge is only expected to grow, and the Federal Highway Administration's National Bridge Inventory classifies the bridge as "functionally obsolete" because of safety and capacity concerns. Despite the severe need on one of the busiest trucking routes in the United States, investments to replace the Brent Spence Bridge are continually delayed, and local businesses bear the brunt of the consequences.

“ My employees and the products that we make waste valuable time crossing the Ohio River on the Brent Spence Bridge due to the uncertainty of this structure. We need immediate funding to move stalled projects like the Brent Spence Bridge off the sidelines.

Dan Glier
President
Glier's Meats, Inc.

A stalled \$2.7 billion proposal to replace the bridge and make associated highway upgrades would provide economic benefits exceeding \$18 billion in 20 years, according to the Texas A&M Transportation Institute. But for every day that inaction delays this critical work, the price tag increases by more than \$220,000.

