

Support the DeWine Administration's Recommendation to Address Ohio's \$2B Transportation Funding Shortfall

Last Friday, Governor DeWine's Advisory Committee on Transportation Infrastructure recommended a **motor fuel user fee increase**. The exact amount of the increase and other funding details are currently being negotiated between the Administration and General Assembly. We expect the recommendation to be put forward this week to the Ohio House Finance Committee.

Based upon previous schedules for passing previous transportation biennial budgets, we anticipate there will be a March 6th Ohio House Floor Vote and that the Ohio Senate will vote on the House's approved budget on March 21st.

We anticipate the final budget will be adopted on March 28, 2019 to allow for the required review period prior to becoming law.

Why we need your support:

- Ohio's gas tax at 28 cents has not increased since 2006. Due to inflation, since 2006 purchasing power has decreased to about 58 cents per dollar spent.
- Due to increased fuel efficiency including electric vehicles, fuel tax revenues are pretty flat despite VMT increases.
- Deferring maintenance is costly. Not spending \$1 today could result in \$8-10 tomorrow.

Without new funding, here is how MVRPC is affected. Our pool of available funding will continue to decline.

MVRPC Budget Cuts

Source	SFY2020	SFY2025	SFY 2021-2025 Cumulative Loss	% Decrease (SFY2025- SFY2020)
STP	\$12.36	\$12.32	\$0.17	0.34%
CMAQ	\$6.71	\$5.01	\$6.80	25.35%
TA	\$1.24	\$1.14	\$0.36	7.70%
Total	\$20.30	\$18.46	\$7.33	9.05%

*Funding Source in millions

Other programs facing cuts

- District Bridge and Pavement Preservation
- CEAO
- ODOT TA and SRTS
- ODOT Municipal Bridge

Affected Projects in the MVRPC Region

County	Route/Street Name	Project Type	Total Project Cost (in Millions)
GRE	I-675/Grange Hall	Major Construction	\$18.65
GRE	I-675/Wilmington Pike	Major Construction	\$30.00
GRE	US 35/Valley Trebein	Safety	\$30.07
MOT	US 40/Airport Logistics	Major Construction	\$11.59
MOT	Patterson Blvd Bridge (CR 539A)	Maintenance/Preservation	\$18.00
MOT	US 35/Woodman	Safety	\$13.50
MOT	US 35 Widening	Major Construction	\$13.87
All	Various NHS	Maintenance/Preservation	\$34.50
			\$170.18

What can you do to help?

We are asking every jurisdiction in the Miami Valley to contact your Ohio State Representative and Ohio State Senator to request their support of the DeWine Administration's funding fix. Please inform your local administrators and elected officials that the funding shortfall is real and will adversely affect the amount of funding available to them for future projects. The shortage will place more reliance on your local funding sources that are already very tight.

While it is difficult to support something that we haven't seen yet, we anticipate the proposal, which is due this week to the House Finance Committee, will include an increase in the Ohio motor fuel user fee and possibly indexing the fee to inflation as well as an alternatively fueled vehicle transportation fee to ensure the non- petroleum fueled vehicles are paying their fair share toward road maintenance needs.

Attached is a listing of Ohio's State Senators and Representatives.

Attached is the MVRPC letter that we have emailed to this list of our Ohio elected officials.

February 20, 2019



MIAMI VALLEY

Regional Planning Commission

10 North Ludlow St., Suite 700
Dayton, Ohio 45402-1855

February 20, 2019

Dear Representative (Name),

As you know, the Ohio Department of Transportation is facing a fiscal cliff due to its funding shortfall. Due to excessive borrowing against future fuel tax and toll road revenues, the state has no money for new projects and will struggle to keep up with systemwide maintenance requirements. "ODOT started making across the board cuts in SFY 2019". Starting in SFY 2021, ODOT has initiated deep spending cuts affecting every transportation entity in Ohio including our agency, MVRPC.

Each year, Ohio will have to spend more than \$300 million towards debt service to repay for past borrowing. Instead of paying interest, those funds could be used for the grade separation projects along US 35 in Greene County at Factory, Orchard, and Valley combined. It could pay for the US 40 widening projects for trucks going to existing and emerging businesses around the Dayton International Airport. This sum could also pay for rebuilding the Wilmington Pike Interchange at I-675, expanding the I-675 Colonel Glenn Interchange, replacing the Patterson Road Bridge in Downtown Dayton, or paying for many other regional and local needs. Without additional new funding, these projects will be delayed and Ohioans will pay a penalty.

The borrowing campaign is over and Ohio needs additional revenue to fund major projects, minor widenings, bridge replacement projects, and other capital needs. Our local governments rely on Ohio to provide matching funds for various projects. As you know, when we work on transportation projects, it often involves a partnership between the state, local governments, and MVRPC.

As an elected official, I hope that you will give strong consideration to the upcoming DeWine administration's recommendations for funding transportation maintenance, replacement, and construction projects in the upcoming biennial budget presentation. Now more than ever, Ohio needs additional transportation funds to continue its economic recovery and to compete with our surrounding states and the world in the global economy.

Since I know you personally rely extensively on our transportation network to conduct your business as an elected state official, you know firsthand how important it is to have a well performing transportation system. The local jurisdictions, residents and businesses of the Miami Valley encourage you to be supportive of the DeWine administration's upcoming recommendations.

Please feel free to contact me if I can be of assistance to you in further explaining the points of this letter.

Respectfully,

Brian O. Martin, AICP
Executive Director

Mr. Phil Plummer

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40th District Representative

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