

Transportation Legislative Agenda of the Toledo Region

2017-2018

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Marine Transportation Policy Brief

FEDERAL Priorities

- Implement the 2016 Water Infrastructure Improvements for the Nation Act (WIIN). Maintain a regular, biannual process of authorizing projects and activities related to the key missions of the U.S. Army Corps of Engineers.
- Support Harbor Maintenance Tax (HMT) revenue solutions and use HMT funds for intended purposes. Provide an exemption from the HMT for domestic and U.S.–Canadian movements for non-bulk cargo within the Great Lakes and St. Lawrence Seaway System.
- Support seaport-specific funding to modernize U.S. seaports including investments in technology and upgrades to locks in the St. Lawrence Seaway System. Extend the shipping season on the Great Lakes.
- Establish a single federal ballast water rule by adopting standards put forth by the International Maritime Organization's Convention for the Control and Management of Ship's Ballast Water and Sediments.
- Prevent Asian Carp in the Great Lakes via science-based strategies and in collaboration with shipping industry.

- ✓ *Congress restricts spending of HMT revenue, resulting in a maintenance backlog.*
- ✓ *The Toledo harbor constitutes one quarter of total dredging in the entire Great Lakes, making it the largest annual dredging project in terms of cost and quantity dredged (800,000 to 1 million cubic yards). Without dredging, the port would inevitably shut down with dire results for the regional, state, and national economies.*

STATE Priorities

- Support environmentally acceptable and financially feasible policies that [enable short- and long-term management of dredged material](#) including beneficial reuse, new capacity in existing confined disposal facilities, and/or safe disposal via policies previously identified. Continue support for the Great Lakes Dredged Material Center for Innovation.
- Provide reliable, long-term funding of the state's maritime ports. Within the state biennial budget allow for tax abatements for operating terminals located within harbors recognized by the state, and offer non-local share state grants for port infrastructure. Continue to fund multimodal initiatives.

LOCAL Priorities

- Support efforts to develop a major north/south and east/west maritime corridor through the City of Toledo.
- Leverage the region's strategic location for trans-loading oil and gas products in a safe and efficient manner to support oil and gas production and refinement, and energy independence.

REGIONAL Viewpoint

- The Toledo Seaport is a critical economic driver, directly and indirectly supporting nearly 7,000 jobs according to a [2011 study](#). Direct revenue generated by firms dependent on cargo handled at the port was estimated to be over \$380 million. State and federal tax revenues approached \$155 million.



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Regional Growth Partnership



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