

# Transportation Legislative Agenda of the Toledo Region

2017-2018

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## State and Local Transportation Funding Policy Brief

Prudent investments are needed now to prevent further deterioration of our streets, highways, bridges, rail and transit systems, pedestrian and bikeway systems, airports, ports, and waterways. The public sector has a responsibility to act to improve safety, support quality of life, increase employment opportunities, and enhance economic competitiveness. The strategies and recommendations included in the Toledo Region Transportation Legislative Agenda are the consensus view of the members of the Transportation Coalition. Consultative meetings held with coalition members between October 2016 and February 2017 produced a set of legislative policy recommendations and [modal policy briefs](#) for federal, state, and local leaders. The Toledo Metropolitan Area Council of Governments presents this agenda on behalf of the northwest Ohio region.

### STATE Priorities

- In the absence of improved federal funding, Ohio must take state level action to deliver locally identified projects by increasing existing revenue sources and developing new sources. Equitably fund all modes of transportation including increasing the share allocated to public transportation, railways, ports, airports, and active transportation.
- To prevent further erosion in purchasing power of the revenue from Ohio's flat rate per gallon motor fuel excise tax, consider indexing some or all of the tax. Among the options for indexing are the Consumer Price Index, the average wholesale price of fuel, the Producer Price Index, and others.
- Due to increasing vehicle fuel efficiency and the growing use of alternative fuels, Ohio should consider implementing a vehicle miles traveled user fee to counteract declining revenue from traditional sources.
- Regarding the Ohio Turnpike, keep toll rate increases to a minimum. Use toll-generated revenue primarily to preserve and expand the turnpike itself. Distributions of bonds backed by toll revenue should stay within jurisdictions closest in geographic proximity to the turnpike, should produce a net gain in transportation dollars for those jurisdictions, and should be limited to infrastructure projects with a lifespan commensurate with the term of funding instrument.
- Support the recommendations contained in the 2015 ODOT [Statewide Transit Needs Study](#), including: increased capital funding, better regionalization of transit systems, and the establishment of a bi-partisan state legislative commission to develop ways to create a reliable, dedicated, and sufficient funding stream to increase public transit services in Ohio.
- Implement the recommendations of ODOT's [Ohio Airports Focus Study](#).
- Continue programs such as the Ohio Bridge Partnership Program, the Clean Ohio Fund, the State Capital Improvements Program, and Local Transportation Improvements Program.
- Assist municipalities with full funding for resurfacing and reconstruction on U.S. and state routes within their jurisdiction such as by expanding ODOT's Urban Paving Program.
- Allow localities to impose local option taxes, such as by supporting an increase in Ohio's base vehicle license plate fee and allowing counties and municipalities to enact permissive use plate fees.

### LOCAL Priorities

- Explore expanding use and funding of specially designated Transportation Improvement Districts (TIDs) such as those in the city of Rossford and Lucas County.
- Support efforts to fund and operate a truly regional, seamless public transit system to serve all of the greater Toledo metropolitan area including all of Lucas County. Provide cost effective access to surrounding counties and connections to and between major cities in the region.



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