


AMERICAN COUNCIL OF ENGINEERING COMPANIES
of Ohio

December 14, 2017

To whom it may concern:

The American Council of Engineering Companies of Ohio (ACEC Ohio) is the voice of Ohio's engineering industry, comprised of over 120 firms representing over 7000 employees that provide a wide array of engineering and other professional services for all types of construction and environmental improvement projects.

Investment in the infrastructure system in Ohio is critical to the health of the state's economy, and ensures that Ohio remains competitive. We understand that local governments are struggling to meet infrastructure needs, and are faced with addressing many deficient roads and bridges. Therefore, ACEC Ohio supports the recently adopted change to the Ohio Revised Code, which allows counties to enact a \$5.00 permissive license tag fee on motor vehicles registered in the county.

As you consider enacting the permissive license tag fee in your county, consider ACEC Ohio a proponent of increased infrastructure funding for your locality. Ensuring counties are given flexibility to enact options to generate revenue for much needed infrastructure projects is part of ACEC Ohio's position statement on transportation funding. (see attached)

If you should have any questions, feel free to contact me at 614-487-8844.

Sincerely,



Beth Easterday
President

FUNDING OHIO'S TRANSPORTATION SYSTEM



ABOUT ACEC OHIO

The American Council of Engineering Companies (ACEC) is the voice of America's engineering industry. Council members - numbering more than 5,000 firms representing more than 500,000 employees throughout the country - are engaged in a wide range of engineering works that propel the nation's economy, and enhance and safeguard America's quality of life.

ACEC of Ohio, an affiliate of ACEC, is a non-profit trade association comprised of more than 120 firms representing over 7,000 employees that provide a wide array of engineering and other professional services for all types of construction and environmental improvement projects around Ohio.

ABOUT OHIO'S TRANSPORTATION SYSTEM

The efficiency and condition of Ohio's transportation system, particularly its highways, is critical to the health of the state's economy. Investment is needed to ensure Ohio is economically competitive while ensuring safety, maintaining conditions and improving operating efficiencies, especially in order to properly respond to increased demands.

As it stands, Ohio has the 3rd largest number of urbanized areas in the country, only behind California and Texas. With these positive numbers comes increased demand on the transportation system.

BY THE NUMBERS



639M TONS

INCREASE IN FREIGHT
VOLUMES ANNUALLY BY 2040



\$16B

SUPPORTED BY OHIO'S 13
INTERMODAL FACILITIES



67%

INCREASE IN TRUCK
FREIGHT TONNAGE BY 2040



5TH

LARGEST VEHICLE MILES
TRAVELED IN THE NATION

HOW YOU CAN HELP

Ohio lawmakers can review the state's transportation needs and consider policy options. ACEC Ohio has identified the following needs across the state:

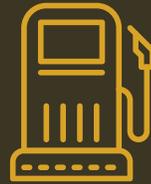
- There are more than 1,700 deficient bridges.
- The Ohio Department of Transportation predicts that urban pavement conditions will fall below goals in 2017, with rural two-lane roads and interstate highway pavements falling below acceptable goals by 2022.
- There are currently \$5.6 billion in unmet requests for major capacity expansion projects.
- Neighboring states are investing more aggressively than Ohio, increasing their economic competitiveness.
- Through 2040, Access Ohio projects a \$14 billion financial gap between transportation needs and the resources to pay for them.
- By 2018, our state will not have enough money available to maintain the current system, let alone expand it to meet future Ohio business needs.

SOLUTIONS

Highway infrastructure funding solutions are needed now to achieve positive and continuous results for the public and private sectors calling Ohio home.

Potential solutions include:

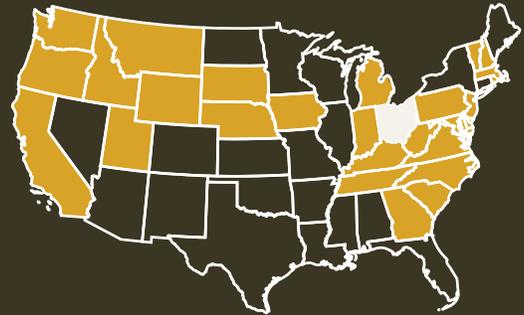
- Raising the gas user fee 10 cents to cover the revenue gap and tie automatic increases to inflation to ensure appropriate and predictable levels of funding.
- Supporting an increase in vehicle registration fees. An increase of \$5 per vehicle would equate to upwards of \$50 million in revenue.
- Ensuring that sub-state regions and jurisdictions are given the flexibility to enact local option taxes to generate revenue. This can be in support of current enacted authority, such as Transportation Improvement Districts (TIDs), or newly developed authority to encourage local participation and investment.
- Capturing revenue from more energy efficient and alternative fuel vehicles that also benefit from the transportation system.
- Exploring a long-term Vehicle Miles Traveled (VMT) revenue stream. With VMT increasing in the state, this may be a more viable and productive long term option.
- Revenue intended for highway improvements is competing with non-motorized facility investment. An equitable revenue stream to capture non-motorized investments should be explored to eliminate the redirecting of highway funding.



SINCE 2013

26 STATES

HAVE ADJUSTED OR
INCREASED THEIR
GAS USER FEE



INCLUDING ALL STATES
SURROUNDING OHIO

OHIO'S GASOLINE TAX (\$0.28) IS
SUBSTANTIALLY LOWER THAN SURROUNDING
STATES, AND THE LAST APPROVED INCREASE IN
2006 HAS BEEN CONSUMED BY INFLATION.



For more information,
download our white paper at
bit.ly/fundingpositionpaper.

ACEC

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of Ohio

**American Council of Engineering
Companies of Ohio**

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