March 8, 2019

The Honorable NAME

1 Capitol Square

Columbus, OH 43215

Dear Senator LAST NAME:

Ohio’s highways, whether the local two-lane road or the interstate freeway, serve all who live, work and play in the Buckeye State. They get people to work each day and provide convenient access to everywhere from farm fields and doctor appointments to shopping and recreation. They move goods and help Ohio’s economy thrive. Population growth and economic development have increased demands on our roads and bridges and our infrastructure is suffering from ruts and potholes. Bridges are showing structural deficiency.

Our state is facing a major shortfall of reliable funding to take care of Ohio’s existing roads and bridges, let alone meet new demands. Without a funding increase, the system will continue to fall in disrepair and become further congested - damaging the overall vitality of our state and the safety of all Ohioans. The primary source of road and bridge funding in the state is through the Motor Fuel User Fee. At 28 cents-per-gallon, Ohio currently ranks 29th in the country and it is much lower than in other states. This fee has not been adjusted in 14 years, and the purchasing power of the 28-cent motor fuel user fee passed in 2005 now equates to 18 cents in 2018 dollars. Additional funding is about to dramatically decrease with the expiration of the Ohio’s Turnpike Bond program and continuing inflation.

We are members of the American Council of Engineering Companies of Ohio (ACEC Ohio), which represents the business of engineering in the state employing over 7500 people. We continue to see projects at all levels go unfunded putting safety and economic development opportunities at risk.

Absent new revenue, the Ohio Department of Transportation will make significant reductions and eliminate funding for new projects aimed to add capacity and relieve congestion, as well as delay needed maintenance and upgrades to existing bridges and roadways. We support Governor DeWine’s proposed FY-2020 and 2021 Transportation Budget to increase the state motor fuel user fee by 18-cents beginning on July 1, 2019. We also support indexing the Consumer Price Index annually going forward to maintain purchasing power.

We ask that you also support the DeWine Administration’s proposal to address this urgent shortfall in transportation funding at the state and local levels. This is the exact kind of leadership we need to see. Investing in Ohio’s transportation future is about ensuring safe, effective and efficient transportation for all Ohioans.

Sincerely,