### 2020-2021 STATE TRANSPORTATION BUDGET

**HOUSE BILL 62**

The state transportation budget, House Bill 62, is a two-year funding plan that addresses Ohio’s infrastructure and public safety needs. It is expected to generate an additional $865 million more per year for road and bridge projects. Governor Mike DeWine signed the state transportation budget on April 3, 2019, and it will take effect in July.

Mid-Ohio Regional Planning Commission (MORPC) staff advocated for sustainable funding solutions to address the state’s transportation funding crisis.

### STATE TRANSPORTATION BUDGET ADVOCACY PRIORITIES:

**Raising the Motor Fuel User Fee** — MORPC staff advocated for Governor DeWine’s proposed 18-cent increase to the motor fuel user fee and indexing it to keep up with inflation. The final version of the bill included a 10.5-cent increase for motor fuel and a 19-cent increase for diesel fuel. The increases were not indexed to inflation, but local governments will still receive a significant increase in funds.

**Expansion of Permissive License Fees** — Central Ohio communities have long advocated for local funding tools to advance critical road and bridge projects. MORPC had an amendment offered to the transportation budget that expands the permissive vehicle license fee cap by $5 for municipalities and townships. This language was included in the final version and is a major victory for MORPC members.

**Increased Funding for Transit** — Ohio could no longer remain 41st in the nation for state assistance in funding transit, which is why MORPC supported the state increasing funding for transit. MORPC supported the allocation of $100 million per fiscal year to public transit in the House-passed version of the bill. The final version of the bill includes $70 million per fiscal year of general revenue funds.

**Funds for Regional Transportation Planning Organizations (RTPOs)** — MORPC supported an allocation of $6 million for use by the state’s six RTPOs. This investment would advance critical infrastructure programs throughout rural Ohio. No allocation was included in the final version.

**Reasonable Fees on Electric Vehicles (EVs) & Hybrids** — All users of roadways should participate in the cost of maintenance and repair, but not at the cost of disrupting efforts to adopt emerging technology. MORPC’s position is that the final version of the bill had too high of fees — $200 for EVs and $100 for hybrids — and recommended a more reasonable $150 fee for EVs and a $50 fee for hybrids.
Governor’s Advisory Committee on Transportation Infrastructure

MORPC Executive Director William Murdock provided verbal testimony on behalf of the Ohio Association of Regional Councils and submitted written testimony on behalf of MORPC.

FEBRUARY 6, 2019

House Finance Committee

MORPC Transportation & Infrastructure Development Director Thea Walsh provided verbal proponent testimony to the House Finance Committee.

FEBRUARY 28, 2019

Commission Passes Resolution

MORPC members unanimously passed a resolution in strong support of Governor DeWine’s proposed transportation budget, including an 18-cent increase to the motor fuel user fee and indexing the fee to keep up with inflation.

MARCH 14, 2019

Senate Transportation, Commerce & Workforce Committee

MORPC Executive Director William Murdock provided verbal interested party testimony to the Senate Transportation, Commerce & Workforce Committee.

MARCH 19, 2019

Letter to Conference Committee

MORPC Executive Director William Murdock submitted a letter of interest to the six members of the conference committee who negotiated the final version of the transportation budget.

MARCH 27, 2019

For more information on MORPC’s government affairs efforts, please visit morpc.org/GovAffairs.

OTHER ITEMS OF INTEREST:

Red Light Cameras – The transportation budget imposes new restrictions on cities’ use of traffic cameras, putting offenses recorded by cameras under the jurisdiction of municipal and county courts and requiring the state to reduce Local Government Fund allocations to offset proceeds from traffic-camera fines.

Website Posting – Local governments that receive motor fuel user fee funds and either expend the funds on a project that takes more than seven business days to complete, or expend $500,000 or more of the funds, shall include on their websites annual status updates on how the funds are being used.

Ohio Road to Our Future Study Committee – The final version of the bill creates the Ohio Road to Our Future Study Committee, which is tasked with finding innovative, long-term strategies to fund the state’s transportation system and write a report providing its findings by December 1, 2020.