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## DEPARTMENT OF TRANSPORTATION

### Aluminum coil permit

- With regard to vehicle weight limits, requires the Director of Transportation to adopt rules establishing requirements for an aluminum coil permit that would allow the transportation of three or fewer aluminum coils while exceeding the 80,000 pound legal load limits with a maximum vehicle weight of up to 120,000 pounds.
- Requires the rules related to an aluminum coil permit to be substantially similar to the current requirements for a steel coil permit.
- Specifies that three or fewer aluminum coils, transported by a vehicle, are deemed a nondivisible load for purposes of obtaining a permit to operate a vehicle in excess of legal maximum size, weight, or load restrictions.

### Other provisions

- Authorizes a Transportation Improvement District (TID) to enter into an agreement and undertake a project located in a contiguous county other than the county that created the TID and authorizes a board of county commissioners that did not create the TID to enter into such an agreement with a contiguous TID if the board of county commissioners that created the TID also enters into the agreement.
- Specifies that it is not a violation of an approved route established in the terms of an overweight or oversize vehicle permit if a route change is ordered by an authorized agent of the permit issuing authority (Department of Transportation or a local authority).
- Requires the Director of Transportation, within 90 days of the bill's effective date, to establish a county bridge program to assist counties with monetary or other resources for bridge maintenance.

### Aluminum coil permit

(R.C. 4513.34)

The bill deems three or fewer aluminum coils, being transported by a vehicle, a nondivisible load for purposes of obtaining a permit to operate a vehicle in excess of legal maximum size, weight, or load restrictions. The bill then requires the Director of Transportation to establish requirements for an aluminum coil permit that are



substantially similar to the requirements for a steel coil permit under Chapter 5501:2-1 of the Administrative Code. Such a permit would generally allow for the transportation of three or fewer aluminum coils between two specific points and along a prescribed route while exceeding the 80,000 pound vehicle weight limit, so long as the maximum vehicle weight does not exceed 120,000 pounds. Permits could be issued for a single trip, as a continuing permit (allowing unlimited movement of one vehicle from an approved facility along an approved route to another specified point for a period of 90 days), or as an annual trip permit (allowing unlimited movement of one vehicle from an approved facility along an approved route to another specified point for a period of 365 days).

### **Transportation improvement district projects outside district**

(R.C. 5540.03 and 5540.18)

Generally, the bill establishes procedures for a mutual agreement allowing a transportation improvement district (TID) to exercise its powers outside the county that created it. A TID may be formed by the board of county commissioners of any county for the purpose of financing and managing specified transportation-related projects. A TID may issue bonds, levy special assessments, impose a motor vehicle license tax by a vote of the electors, and establish a toll road; in exercising its powers, a TID is exempt from all of the following: (1) Department of Administrative Services (DAS) authority over public works, (2) DAS requirements governing personnel, (3) DAS authority over office services, including competitive bidding requirements, affirmative action, and minority business enterprise requirements, (4) public improvement law, (5) prevailing wage requirements, (6) construction management service, and (7) county competitive bidding law.

The bill first authorizes a TID to enter into an agreement with a contiguous board of county commissioners (other than the board of county commissioners that created the TID), for the TID to exercise all or any portion of its powers with respect to a project that is located wholly or partially within the county that is party to the agreement. Next, the bill expressly authorizes a board of county commissioners to enter into an agreement with a contiguous TID that the board of county commissioners did not create for the TID to undertake a project that is located wholly or partially within that county provided that, the board of county commissioners of the county that created the TID also must enter into the agreement. Lastly, the bill prohibits a TID from undertaking a project in a county that did not create the TID except: (1) by a mutual agreement as described above, (2) a project being undertaken by two or more TIDs, or (3) as otherwise provided by law.



## **Overweight and oversize vehicle permit violations**

(R.C. 4513.34)

The bill specifies that it is not a violation of an approved route established in the terms of an overweight or oversize vehicle permit if a route change is ordered by an authorized agent of the permit issuing authority (Department of Transportation or a local authority). This specification is in addition to a provision of current law stating that it is not an approved route permit violation if law enforcement orders a route change.

## **Department of Transportation county bridge program**

(Section 755.10)

The bill requires the Director of Transportation, within 90 days of its effective date, to establish a county bridge program to assist counties with the maintenance of bridges. The program may provide monetary and other resources, and must address infrastructure needs related to county-maintained bridges, including bridge embankments, drainage bridge repair, and other related conditions. The Director may consult with affected political subdivisions in assessing needs and in developing the program. Upon establishing the program, the Director must notify affected political subdivisions in an appropriate manner of its availability.

