



# Ohio Legislative Service Commission

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## Fiscal Note & Local Impact Statement

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**Bill:** Sub. H.B. 330 of the 128th G.A.

**Date:** May 27, 2010

**Status:** As Reported by Senate Highways & Transportation

**Sponsor:** Rep. Patten

**Local Impact Statement Procedure Required:** No — No local cost

**Contents:** Authorizes the Director of Transportation to include school districts in purchase contracts for various items and makes other changes

### State Fiscal Highlights

- The bill's authorization to include school districts in Ohio Department of Transportation (ODOT) purchase contracts may increase the scope of ODOT purchase contracts for machinery, materials, supplies, and other items.
- The bill's reduction of speed limits on two portions of State Route 163 in the city of Marblehead could increase the number of speeding tickets issued on these portions of the highway and affect the amount of locally collected state court costs that flow to various state funds and local indigent driver alcohol treatment funds.
- There may be a negligible loss in special hauling permit fee revenue to the Highway Operating Fund (Fund 7002), used by ODOT, because of the bill's increase in the maximum gross vehicle weight allowed without a permit for vehicles operating near an intermodal facility in Wood County.

### Local Fiscal Highlights

- The bill's authorization to include school districts in ODOT purchase contracts may permit school districts to purchase certain items at lower cost.
- The bill's reduction of speed limits on two portions of State Route 163 in Marblehead could increase the number of speeding violations along this route. This could affect fine and court cost revenue that Ottawa County and the city of Marblehead receive.
- The bill's prohibition on charging a fee when a vehicle is to be disposed of at a public auction and the sheriff or chief of police has to file an affidavit with the clerk of courts of the county in which the vehicle is stored could result in a loss of revenue for any local law enforcement that currently charges a fee for such a service. Given the small number of counties that currently charge such a fee, this loss would likely not exceed minimal.

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## **Detailed Fiscal Analysis**

### **School district purchase contracts**

Under continuing law, the Director of Transportation may permit the Ohio Turnpike Commission, any political subdivision, and any state university or college to participate in contracts for the purchase of machinery, material, supplies, or other items. The bill adds school districts to the list of entities currently defined as "political subdivisions." As a result of this change, school districts may be able to purchase certain items, such as road salt, at lower cost through these Ohio Department of Transportation (ODOT) contracts.

### **Marblehead speed limits**

The bill reduces two speed limits for certain portions of State Route 163 within the municipal corporation of Marblehead: from 40 mph to 35 mph on a certain northern portion and from 45 mph to 40 mph on a certain southern portion. These new speed limits could increase the number of speeding tickets issued on these portions of the highway. Depending on which jurisdiction issues the ticket, this could increase the amount of locally collected state court costs that flow to the Indigent Defense Support Fund (Fund 5DY0), the Victims of Crime/Reparations Fund (Fund 4020), the Drug Law Enforcement Fund (Fund 5ET0), the Justice Program Services Fund (Fund 4P60), and local indigent drivers alcohol treatment funds. The city of Marblehead and Ottawa County could also gain some additional revenue from any applicable court costs and fines associated with the additional traffic offenses. Altogether, the fiscal effect on any of these state funds or local entities is probably quite small. The city of Marblehead would also incur costs of several hundred dollars per sign to post new signs designating the new speed limits.

### **Operation of heavy vehicles near Wood County intermodal facility**

Under current law, the maximum overall gross weight of a vehicle is not to exceed 80,000 pounds without a special hauling permit issued by ODOT. Under certain conditions, the bill allows vehicles weighing up to 120,000 pounds to operate without such a permit. Due to the limiting conditions imposed by the bill, this provision applies only to vehicles servicing an intermodal facility in Wood County. As a result of the increase in the maximum overall gross weight in these circumstances, there would be a negligible loss in special hauling permit fee revenue to the Highway Operating Fund (Fund 7002).

### **Disposal of vehicles in possession of law enforcement**

When a vehicle is to be disposed of at a public auction, the bill would not allow the sheriff or chief of police to charge the owner or lien holder a fee when the sheriff or chief of police has to file an affidavit with the clerk of courts of the county in which the

vehicle is stored. This provision could result in a loss of revenue for any local law enforcement that currently charges a fee for such a service. As of this writing, LSC fiscal staff is only aware of two counties that currently charge for this service; it is unlikely that this loss would exceed minimal.

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