

COMPARISON DOCUMENT

Transportation Budget
(FY 2014-FY 2015)

130th General Assembly

As Introduced – House Bill 35

As Passed by the House – House Bills 35 and 51

As Reported by Senate Transportation – House Bill 51

Legislative Service Commission

March 13, 2013

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DASCD45 State Agency Travel Expense Controls

No provision.

No provision.

R.C. 126.503

Specifies that state agencies control all travel expenses, not just nonessential travel expenses, according to travel expense control guidelines specified in current law.

No provision.

No provision.

Allows state agencies to use a state-contracted rental vehicle provider for employee vehicle travel exceeding 100 miles in addition to the five other travel expense control guidelines in current law (complying with OBM travel directives, using the online travel authorization and mileage reimbursement process, conducting meetings via teleconference or other technologies, using fleet vehicles, and following DAS mileage reimbursement restrictions).

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

OBMCD1 State and Local Rebate Authorization**Section: 503.10**

Appropriates, from the funds designated by or pursuant to the applicable proceedings authorizing the issuance of state obligations, amounts computed at the time to represent the portion of investment income to be rebated or amounts in lieu of or in addition to any rebate amount to be paid to the federal government in order to maintain the exclusion from gross income for federal income tax purposes of interest on those state obligations under section 148(f) of the Internal Revenue Code. Requires OBM to approve and voucher rebate payments.

Fiscal effect: None. Rebate payments, if any, will be paid out of the bond fund in which excess earnings were realized. Federal laws prohibit tax-exempt bond issuers, in this case the state of Ohio, from earning a higher rate of interest from investment of bond proceeds than the interest paid on the bonds.

Section: 503.10

Same as the Executive.

Fiscal effect: Same as the Executive.

Section: 503.10

Same as the Executive.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

CACCD1 Deferral of Payments to Municipal Corporations or Townships Where Racetracks are Located

Section: 601.10

Amends section 10 of H.B. 386 of the 129th G.A. to defer payments scheduled for December 31, 2012, and June 30, 2013, from the Casino Operator Settlement Fund to municipal corporations or townships where commercial racetracks are located, excluding those in Franklin County. Makes these payments contingent on availability of sufficient cash in the Casino Operator Settlement Fund. Requires that the first payments be made within three months after receipt of cash into this fund, and that the second payments be made within six months after the first payments. (The amount of each payment is unchanged at \$1 million.) Provides that if a municipal corporation or township loses a racetrack after receiving either of these payments, as a result of the racetrack permit holder's decision to relocate, the maximum payment that the municipal corporation or township may receive from the Racetrack Facility Community Economic Redevelopment Fund is capped at \$3 million minus the total amount of the payments already received from the Casino Operator Settlement Fund.

Fiscal effect: Delays any payments from the Casino Operator Settlement Fund to the designated municipal corporations or townships. The delayed payments could total \$12 million.

Section: 601.10

Same as the Executive.

Fiscal effect: Same as the Executive.

Section: 601.10

Same as the Executive except specifies that if a municipal corporation or township loses a racetrack as a result of the racetrack permit holder's decision to relocate, after either of the payments from the Casino Operator Settlement Fund, that community becomes eligible for a payment from the Racetrack Facility Community Economic Redevelopment Fund after all of the communities that have already lost a racetrack at the time of the first payments from the Casino Operator Settlement Fund are made have each been awarded up to \$3 million for the initial loss of such racetracks.

Fiscal effect: Same as the Executive but also clarifies the order in which payments are to be made out of available funds.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DEVCD1 Roadwork Development Fund

Section: 207.10

(1) Requires the Roadwork Development Fund (Fund 4W00) to be used for road improvements associated with economic development projects to retain or attract businesses in Ohio. Defines "road improvements" as improvements to public roadway facilities located on, serving, or that are capable of serving a project site.

(2) Requires the Department of Transportation to provide funds in accordance with the guidelines and requirements of Development Services Agency appropriation item 195623, Business Incentive Grants, including Controlling Board review and approval, as well as constitutional requirements for the use of motor fuel tax revenues. Permits the Department of Transportation to assist the Development Services Agency with project completion and to enter into contracts on behalf of the Development Services Agency. Permits funds to be used in conjunction with appropriation item 195623 or any other state funding for infrastructure improvements.

(3) Requires the Director of Budget and Management, pursuant to a plan submitted by the Director of Development Services or as otherwise determined, to set a cash transfer schedule to meet the needs of Fund 4W00, and requires such transfers to be made according to the schedule from the Highway Operating Fund (Fund 7002).

Section: 207.10

(1) Same as the Executive.

(2) Same as the Executive.

(3) Same as the Executive.

Section: 207.10

(1) Same as the Executive.

(2) Same as the Executive.

(3) Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

FCCCD23 Appointment of Executive Director of OFCC

No provision.

No provision.

R.C. 123.21

Requires OFCC to obtain the advice and consent of the Senate in appointing its Executive Director.

Fiscal effect: None.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DNRCD1 Department of Natural Resources Parks Special Purposes - Cleveland Lakefront Parks

Section: 503.20

Creates GRF appropriation item 725509, Parks Special Purposes, with an appropriation of \$14 million in FY 2013, in order to facilitate the mutual termination of a lease agreement between the City of Cleveland and the Department of Natural Resources for Cleveland Lakefront Parks.

Fiscal effect: Increases GRF appropriations by \$14.0 million in FY 2013, but potentially reduces costs to DNR in FY 2014 and thereafter due to the transfer of Cleveland Lakefront State Park to the City of Cleveland.

Section: 503.20

Same as the Executive, but adds a requirement that the funds be used to operate and conduct necessary upgrades solely and exclusively to Edgewater Park, East 55th/Gordon Park North of Interstate 90 and including the East 55th Street Department of Natural Resources Headquarters and the East 72nd Street Maintenance Facility, Euclid Beach Park, and Villa Angela/Wildwood Park; and specifies that any unspent portion of the appropriation remaining at the end of FY 2013 is reappropriated for the same purpose in FY 2014.

Fiscal effect: Same as the Executive.

Section: 503.20

Same as the House.

Fiscal effect: Same as the Executive.

DNRCD2 Appropriations for Dam Rehabilitation

Section: 601.20

Amends sections 203.80 and 203.83 of Sub. H.B. 482 of the 129th General Assembly to increase the appropriation to Fund 7031 appropriation item C725M0, Dam Rehabilitation - Department, in the Department of Natural Resources from \$10,000,000 to \$40,000,000 for the FY 2013-FY 2014 biennium, and increase the debt authorization accordingly from \$23,000,000 to \$53,000,000.

Section: 601.20

Same as the Executive.

Section: 601.20

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

Fiscal effect: Increases the amount available for dam rehabilitation projects by \$30,000,000 for the remainder of FY 2013 and FY 2014.

Fiscal effect: Same as the Executive.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DPSCD39 Scrap Metal Dealers and Bulk Merchandise Container Dealers

R.C. 2913.02, 2913.51, 2913.02, 4737.04, 4737.99

No provision.	No provision.	Adds stealing a special purpose article or a bulk merchandise container to the offense of theft, and makes it a fifth degree felony.
No provision.	No provision.	Enhances the penalty for receiving stolen property if the property is a special purchase article or a bulk merchandise container.
No provision.	No provision.	Adds "electronic scrap" to the list of category codes that identify the recyclable materials a scrap metal dealer receives.
No provision.	No provision.	Specifies that certain records required in law to be submitted to any law enforcement agency, railroad police officer, or the Director of Public Safety by scrap metal dealers and bulk merchandise container dealers are not public records for the purposes of the Ohio Public Records Law. However, requires the Director to make the names and addresses of scrap metal dealers and bulk merchandise container dealers available to the public upon request.
No provision.	No provision.	Prohibits a scrap metal dealer or bulk merchandise container dealer from purchasing or receiving articles from any person identified as a thief or receiver of stolen property on a list created by law enforcement or made available by the Director of Public Safety.
No provision.	No provision.	Creates a procedure for the removal of the name of an individual from the list of known thieves or receivers of stolen property.

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As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

No provision.

No provision.

Removes the current law requirement that 50% of the fees paid to recover an impounded motor vehicle (impounded because it was used in the theft or illegal transportation of metal) must be paid to the Department of Public Safety.

Fiscal effect: Minimal.

DPSCD23 Disposition of Vital Statistics Fee

R.C. 3705.242

Requires any penalty for failure to pay or forward fees charged for copies of birth records, certifications of births, and death records, and for the filing of divorce and dissolution decrees, to be paid to the Department of Public Safety and forwarded to the Treasurer of State for deposit to the Family Violence Prevention Fund (Fund 5BK0), rather than paid directly to the Treasurer for deposit to that fund.

Fiscal effect: None.

R.C. 3705.242

Same as the Executive.

Fiscal effect: Same as the Executive.

R.C. 3705.242

Same as the Executive.

Fiscal effect: Same as the Executive.

DPSCD34 Definition of Bicycle

No provision.

No provision.

R.C. 4501.01, 4511.01

Modifies the definition of "bicycle" by specifying that a bicycle may have more than two wheels and eliminating references to wheel arrangement.

Fiscal effect: None.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DPSCD14 Local Motor Vehicle License Tax Fund

R.C. 4501.031, 126.06, 127.14, 4501.03, 4501.04, 4501.041, 4501.042, 4501.043, 4504.19, 4504.21, and Section 205.10

R.C. 4501.031, 126.06, 127.14, 4501.03, 4501.04, 4501.041, 4501.042, 4501.043, 4504.19, 4504.21, Section 205.10

R.C. 4501.031, 126.06, 127.14, 4501.03, 4501.04, 4501.041, 4501.042, 4501.043, 4504.19, 4504.21, Section 205.10

Creates the Local Motor Vehicle License Tax Fund and requires all revenue from local permissive motor vehicle registration taxes to be deposited into the fund for subsequent distribution to local authorities, instead of requiring the taxes to be deposited into the Auto Registration Distribution Fund (Fund 7051) as under current law.

Same as the Executive.

Same as the Executive.

Notwithstanding this provision, however, requires any license tax assessed under Chapters 4503 or 4504 of the Revised Code, and derived from registrations processed prior to July 1, 2013, to be deposited to the credit of Fund 7051, even if the deposit occurs on or after July 1, 2013.

Same as the Executive.

Same as the Executive.

Fiscal effect: Gain in revenue to the newly created Local Motor Vehicle License Tax Fund equal to a corresponding loss in revenue to Fund 7051 dependent on the number of motor vehicle registrations issued in a given year.

Fiscal effect: Same as the Executive.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DPSCD22 Motorcycle Safety and Education Fund

R.C. 4501.06, 4501.04, 4508.08, repeals 4501.13, and Section 205.10

Requires the Director of Budget and Management to transfer the cash balance in the Motorcycle Safety and Education Fund (Fund 8460) to the State Highway Safety Fund (Fund 7036) by January 1, 2014. Abolishes Fund 8460 upon completion of the transfer.

No provision.

No provision.

Requires those portions of motorcycle registration fees that currently are deposited into Fund 8460, and are used to pay the costs of conducting motorcycle safety and education instruction, to be deposited into the State Highway Safety Fund (Fund 7036) to be used for the same purpose.

No provision.

No provision.

Fiscal effect: Gain in revenues of approximately \$2.63 million to Fund 7036 annually, with a corresponding decrease in revenues to Fund 8460. Also, increase in expenditures for Fund 7036 for costs of motorcycle instruction.

DPSCD33 Deputy Registrars

No provision.

No provision.

R.C. 4503.03

Eliminates the requirement that every deputy registrar's office in each county be open to the public until 6:30 p.m. on at least one weeknight each week.

No provision.

No provision.

Allows a deputy registrar make the equipment necessary to participate in electronic tolling (E-ZPass) on the Ohio Turnpike available to the general public, under an agreement with and for a fee established by the Ohio

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As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

Turnpike and Infrastructure Commission but without prior approval of the Registrar of Motor Vehicles.

Fiscal effect: None.

DPSCD26 Farm Bus Registration Period

R.C. 4503.04

No provision.

Changes the time period that a farm bus may be registered from two 90-day periods in any calendar year (at \$10 per 90-day registration) to one 210-day period in any calendar year (at \$10 per 210-day registration).

Fiscal effect: Potential loss in revenues, depending on the number of farm buses that are currently registered for two 90-day periods that will, under the provision, only have to be registered for one 210-day period.

R.C. 4503.04

Same as the House.

Fiscal effect: Same as the House.

DPSCD29 Late Fee for Motor Vehicle Registrations

R.C. 4503.04, 4503.042, and 4503.07

No provision.

Reduces the late fee for motor vehicle registrations, currently \$20, to \$10. Increases the grace period before the late fee is paid from 7 days to 30 days.

R.C. 4503.04, 4503.042, and 4503.07

Same as the House.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

Fiscal effect: Loss in revenue for the State Highway Safety Fund (Fund 7036) of approximately \$11 million, or more, depending on the number of people who would have been late in registering their vehicles but are not under the change in the grace period. To make up for this loss, the diversion of revenues from the International Registration Distribution Plan Fund (Fund 7050) to Fund 7036 is increased by \$10 million in each fiscal year (see DPSCD13).

Fiscal effect: Same as the House, but increases the diversion of revenues from Fund 7050 to Fund 7036 by \$11 million in each fiscal year (see DPSCD13).

DPSCD32 License Plate Number Retention

No provision.

No provision.

R.C. 4503.19, 4503.192

Creates an option for persons to retain the distinctive combination of numbers and letters on certain previously issued sets of license plates upon payment of a \$10 fee charged when the registration is renewed and new plates are issued and allows a deputy registrar who handles the application to retain \$1 of the \$10 fee.

Fiscal effect: Increase in expenditures to produce the license plates (typically around \$7 per pair of plates) offset by the \$10 fee charged when the plates are issued.

DPSCD31 License Plate Composition

No provision.

No provision.

R.C. 4503.22

Specifies that license plates may be made of steel, aluminum, plastic, or any other suitable material, rather than requiring that license plates be made of steel as under current law.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

Fiscal effect: Potential savings if other materials used to produce license plates are less expensive than steel.

DPSCD15 Local Permissive Taxes for Special Reserved and Collector's License Plates

R.C. 4503.42, 4503.45

Clarifies that when special reserved and collector's vehicle license plates are issued, all applicable local permissive motor vehicle registration taxes are to be collected, not just two specific local taxes.

Fiscal effect: None.

R.C. 4503.42, 4503.45

Same as the Executive.

Fiscal effect: Same as the Executive.

R.C. 4503.42, 4503.45

Same as the Executive.

Fiscal effect: Same as the Executive.

DPSCD35 Company Logo License Plates for Apportioned Vehicles

No provision.

No provision.

R.C. 4503.83

Permits a company that owns or leases a fleet of apportioned vehicles to apply to the Registrar of Motor Vehicles for the issuance of a special license plate bearing the logo of that company.

No provision.

No provision.

Requires the initial application to be for not less than 50 eligible vehicles.

No provision.

No provision.

Requires that company logo license plates be issued upon payment of all applicable taxes and fees, including an additional fee of \$6 to the Bureau of Motor Vehicles, except that if a company logo plate is issued to replace an existing license plate for the same vehicle, the replacement fee does not apply.

No provision.

No provision.

Delays issuance of company logo license plates until January 1, 2014.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

No provision.

No provision.

Specifies that no validation sticker is issued for a company logo license plate that is issued for a commercial motor vehicle.

Fiscal effect: Increase in costs for the Bureau of Motor Vehicles to produce company logo license plates, offset by the additional \$6 fee collected on the issuance of the plates.

DPSCD36 Multi-Year Vehicle Registrations for Trailers and Semi-Trailers

No provision.

No provision.

R.C. 4503.103, 4503.11, 4503.191

Requires the Registrar of Motor Vehicles to adopt rules not later than December 31, 2013, to allow a trailer or semi-trailer to be registered for any number of years, including a permanent registration, rather than for a period of not more than five years as under current law.

No provision.

No provision.

Specifies that a multi-year period of registration is not transferable to any other trailer or semi-trailer.

No provision.

No provision.

Specifies that the annual taxes of \$25 per year must be paid at registration, but that taxes due may not exceed \$200, and that the additional fee of \$11 per year deposited to the credit of the State Highway Safety Fund (Fund 7036) that is to pay the costs of administering and enforcing traffic laws must be paid, but that these fees may not exceed \$88.

No provision.

No provision.

Requires that any applicable local motor vehicle taxes be paid for each year of registration, up to a maximum of eight times the annual local taxes.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

Fiscal effect: Potential loss in revenue if a vehicle owner registers a trailer and/or semi-trailer permanently and then keeps it for longer than eight years (as the maximum taxes to be paid equal eight times a single year's worth of motor vehicle license taxes).

DPSCD38 Multi-Year Vehicle Registration

No provision.

No provision.

R.C. 4503.103, 4503.11

Extends from two years to a maximum of five years the optional multi-year registration generally available for motor vehicles; specifies that all annual taxes and fees must be paid for each registration year, but establishes the applicable registrar or deputy registrar service fee as follows: \$5.25 for two years (the same as in current law), \$8.00 for three years, and \$10.00 for four or five years.

Fiscal effect: None.

DPSCD19 Redirection of Commercial Driver's License Revenue

R.C. 4506.08, 4501.06, 4506.09, and 4507.23

Redirects a portion of the fees collected for driver's licenses, commercial driver's licenses (CDL), and CDL skills testing from the State Highway Safety Fund (Fund 7036) to the State Bureau of Motor Vehicles Fund (Fund 4W40).

R.C. 4506.08, 4501.06, 4506.09, 4507.23

Same as the Executive.

R.C. 4506.08, 4501.06, 4506.09, 4507.23

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

Fiscal effect: Gain in revenues in Fund 4W40 corresponding to a loss in revenues in Fund 7036, depending on the number of CDLs and driver's licenses issued and CDL skills tests administered in a given year. This additional revenue will allow the Bureau of Motor Vehicles to fund driver examiners.

Fiscal effect: Same as the Executive.

Fiscal effect: Same as the Executive.

DPSCD21 Deputy Registrar Rental Fees

R.C. 4507.011, Section 205.10

Requires that the rental fees paid by a deputy registrar for the use of space in a driver's license examining station be paid into the State Bureau of Motor Vehicles Fund (Fund 4W40) rather than the Registrar Rental Fund (Fund 8380).

Requires the Director of Budget and Management to transfer the cash balance in Fund 8380 to Fund 4W40 on July 1, 2013. Abolishes Fund 8380 upon completion of the transfer.

Fiscal effect: Gain in revenues to Fund 4W40 corresponding to a loss in revenues to Fund 8380.

R.C. 4507.011, Section 205.10

Same as the Executive.

Same as the Executive.

Fiscal effect: Same as the Executive.

R.C. 4507.011, Section 205.10

Same as the Executive.

Same as the Executive.

Fiscal effect: Same as the Executive.

DPSCD25 Vision-Only Testing for New Residents with Current, Valid Out-of-State Driver's Licenses

No provision.

R.C. 4507.05

Provides that a person who holds a current, valid driver's license from another state be required to pass only a vision screening, rather than a vision screening and the written test, to be issued a driver's license in Ohio.

Fiscal effect: None.

R.C. 4507.05

Same as the House.

Fiscal effect: Same as the House.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DPSCD20 Commercial Bus Safety Inspection Fee

R.C. 4513.53, 4501.06

Requires that the fee charged by the State Highway Patrol for the annual inspection of certain commercial buses (currently \$100 under rule) be credited to the State Highway Safety Fund (Fund 7036), rather than being paid into the GRF and transferred into Fund 7036 as reimbursement after annual certification of the inspection fee amount made by the Director of Public Safety to the Director of Budget and Management.

Fiscal effect: None.

R.C. 4513.53, 4501.06

Same as the Executive.

Fiscal effect: Same as the Executive.

R.C. 4513.53, 4501.06

Same as the Executive.

Fiscal effect: Same as the Executive.

DPSCD24 Clearing of Motor Vehicle Accident Scenes

R.C. 4513.66

Permits a duly authorized designee of a county sheriff, chief of police, State Highway Patrol trooper, or chief of a fire department to remove any unoccupied motor vehicle, cargo, or personal property from a motor vehicle accident scene located on a public street or highway or property ordinarily used for vehicular travel.

Fiscal effect: None.

R.C. 4513.66

Same as the Executive, but changes duly authorized designee to duly authorized subordinate acting on behalf of the official.

Fiscal effect: Same as the Executive.

R.C. 4513.66

Same as the House.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DPSCD16 State Board of Emergency Medical, Fire, and Transportation Services

R.C. 4513.263, 4765.02 - 4766.12, and other sections, various sections repealed, and Section 747.10

R.C. 4513.263, 4765.02 - 4766.12, and other sections, various sections repealed, and Section 747.10

R.C. 4513.263, 4765.02 - 4766.12, and other sections, various sections repealed, and Section 747.10

Changes the name of the State Board of Emergency Medical Services to the State Board of Emergency Medical, Fire, and Transportation Services.

Same as the Executive.

Same as the Executive.

Eliminates the Ohio Medical Transportation Board (OMTB) and transfers its duties to the renamed Board mentioned above.

Same as the Executive.

Same as the Executive.

Provides for the membership of the renamed Board and its committees with several changes as compared to the existing State Board of Emergency Medical Services, including the following two (please see the Bill Analysis for details on all the changes):

Same as the Executive, but makes the following changes:

Same as the House, but makes the following changes:

(1) Provides that one member be a registered nurse with EMS certification who performs mobile intensive care or air medical transport, instead of a registered nurse who is in the active practice of emergency nursing. Adds the Ohio Association of Critical Care Transport as a nominating entity for this member.

(1) Replaces the Executive provision with a provision that provides that one member be an adult or pediatric trauma program manager or trauma program director who is involved in the daily management of a verified trauma center, instead of a registered nurse who is in the active practice of emergency nursing, and adds the Ohio Society of Trauma Nurse Leaders as a nominating entity for this member.

(1) Same as the House.

(2) Provides that one member be an EMT, AEMT, or paramedic and one member be a paramedic nominated by the Ohio Association of Professional Fire Fighters, instead of one EMT basic, one EMT-I, and one paramedic. Removes the Northern Ohio Fire Fighters as a nominating entity for these members.

(2) Same as the Executive.

(2) Same as the Executive, but restores the Northern Ohio Fire Fighters as a nominating entity for these members.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

Requires the Director of Budget and Management to take action with respect to budget changes made necessary by the transfer, including transferring cash balances between funds and cancelling encumbrances and reestablishing them, as needed, in the appropriate fund and appropriation item.

Same as the Executive.

Same as the Executive.

No provision.

Creates the Medical Transportation Committee of the State Board of Emergency Medical, Fire, and Transportation Services.

Same as the House.

No provision.

Creates the Critical Care Subcommittee of the new Medical Transportation Committee.

Same as the House.

No provision.

Prohibits the Board from regulating any profession that is otherwise regulated by another board, commission, or similar regulatory entity.

Same as the House.

Requires the Department of Public Safety to administer any laws and rules relative to commercial medical transportation services as may be specified in R.C. Chapter 4766.

Same as the Executive, but specifically prohibits the Board from administering laws and rules exceeding the statutory authority provided to the Board under R.C. Chapters 4765 and 4766.

Same as the House, but removes the modifier "commercial" from the Executive provision.

Fiscal effect: Annual gain in revenues to the Trauma and Emergency Medical Services Fund (Fund 83M0) of approximately \$550,000 and corresponding annual losses in revenues to the Occupational Licensing and Regulatory Fund (Fund 4K90) of approximately \$550,000.

Fiscal effect: Same as the Executive.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DPSCD30 Auction of Classic Motor Vehicles

No provision.

R.C. 4517.021

Increases the number of classic motor vehicle auctions an individual may hold per year, from two to four, without being subject to certain licensing and place of business requirements under the Motor Vehicle Dealers Law.

Fiscal effect: None.

R.C. 4517.021

Same as the House.

Fiscal effect: Same as the House.

DPSCD27 Superintendent and Ranks of the State Highway Patrol

No provision.

R.C. 5503.01, 5503.03

Requires that the Superintendent of the State Highway Patrol hold the rank of colonel and requires the Superintendent to be appointed from within the eligible ranks of the State Highway Patrol.

Fiscal effect: None.

R.C. 5503.01, 5503.03

Same as the House.

Fiscal effect: Same as the House.

No provision.

Specifies that all ranks of the Patrol below the Superintendent are classified.

Same as the House.

DPSCD1 Motor Vehicle Registration

Section: 205.10

Permits the Registrar of Motor Vehicles to deposit certain motor vehicle registration fee revenues to meet the cash needs of the State Bureau of Motor Vehicles Fund (Fund 4W40).

Section: 205.10

Same as the Executive.

Section: 205.10

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

Requires the revenues that are deposited to be used to support, in part, appropriations for operating expenses and defray the cost of manufacturing and distributing license plates and license plate stickers and enforcing the law relative to the operation and registration of motor vehicles.

Same as the Executive.

Same as the Executive.

Requires these revenues be paid into Fund 4W40 before being paid into any other fund.

Same as the Executive.

Same as the Executive.

Requires that the deposit of these revenues be in approximately equal amounts on a monthly basis or as otherwise determined by the Director of Budget and Management pursuant to a plan submitted by the Registrar.

Same as the Executive.

Same as the Executive.

DPSCD37 Operating Expense - BMV

No provision.

No provision.

Section: 205.10

Earmarks up to \$50,000 in FY 2014 from appropriation item 762321, Operating Expense - BMV, for costs associated with improvements to the program to accept applications for registration transactions of apportionable vehicles electronically over the Internet.

DPSCD2 Lease Rental Payments

Section: 205.10

Requires that appropriation item 761401 be used to make lease payments to the Treasurer of State.

Section: 205.10

Same as the Executive.

Section: 205.10

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DPSCD3 Cash Transfers Between Funds

Section: 205.10

Permits the Director of Budget and Management, upon the request of the Director of Public Safety, to transfer cash between the following six funds: the Trauma and Emergency Medical Services Fund (Fund 83M0), the Homeland Security Fund (Fund 5DS0), the Investigations Fund (Fund 5FL0), the Emergency Management Agency Service and Reimbursement Fund (Fund 4V30), the Justice Program Services Fund (Fund 4P60), and the State Bureau of Motor Vehicles Fund (Fund 4W40).

Section: 205.10

Same as the Executive.

Section: 205.10

Same as the Executive.

DPSCD4 Cash Transfer from Teen Driver Education Fund to License Plate Contribution Fund

Section: 205.10

Permits the Director of Budget and Management to transfer the cash balance in the Teen Driver Education Fund (Fund 5JS0) to the License Plate Contribution Fund (Fund 5V10) on July 1, 2013. Abolishes Fund 5JS0 upon completion of the transfer.

Section: 205.10

Same as the Executive.

Section: 205.10

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DPSCD5 Cash Transfer from Hilltop Utility Reimbursement Fund to State Highway Safety Fund

Section: 205.10

Permits the Director of Budget and Management to transfer the cash balance in the Hilltop Utility Reimbursement Fund (Fund 4S30) to the State Highway Safety Fund (Fund 7036) by July 1, 2014. Abolishes Fund 4S30 upon completion of the transfer.

Section: 205.10

Same as the Executive, but also cancels any existing encumbrances against appropriation item 766661, Hilltop Utility Reimbursement, and reestablishes them against appropriation item 761321, Operating Expense - Information and Education. Appropriates the reestablished encumbrance amounts.

Section: 205.10

Same as the House.

DPSCD6 State Disaster Relief

Section: 205.10

Permits the State Disaster Relief Fund (Fund 5330):

Section: 205.10

Same as the Executive.

Section: 205.10

Same as the Executive.

To accept cash and appropriations transferred from Controlling Board appropriation items for Ohio Emergency Management Agency (Ohio EMA) disaster response costs and disaster program management costs.

Same as the Executive.

Same as the Executive.

To accept transfers of cash and appropriations from Controlling Board appropriation items for Ohio EMA public assistance and mitigation program match costs to reimburse eligible local governments and private nonprofit organizations for disaster-related costs.

Same as the Executive.

Same as the Executive.

To accept and transfer cash to reimburse the costs associated with Emergency Management Assistance Compact (EMAC) deployments.

Same as the Executive.

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

To accept disaster-related reimbursement from federal, state, and local governments. Permits the Director of Budget and Management to transfer cash from these reimbursements to other state funds from which transfers were originally approved by the Controlling Board.

Same as the Executive.

Same as the Executive.

To accept transfers of cash and appropriations from Controlling Board appropriation items to fund the State Disaster Relief Program and the State Individual Assistance Program. Requires the Ohio EMA to publish and make available application packets outlining procedures for these two programs.

Same as the Executive.

Same as the Executive.

DPSCD7 Justice Assistance Grant Fund

Section: 205.10

Requires that the federal payments made to the state for the Byrne Justice Assistance Grants Program under Title II of Division A of the American Recovery and Reinvestment Act of 2009 be deposited to the credit of the Justice Assistance Grant Fund (Fund 3DE0).

Section: 205.10

Same as the Executive.

Section: 205.10

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DPSCD8 Transfer from State Fire Marshal Fund to Emergency Management Agency Service and Reimbursement Fund

Section: 205.10

Requires the Director of Budget and Management to transfer \$200,000 cash in each fiscal year from the State Fire Marshal Fund (Fund 5460) used by the Department of Commerce to the Emergency Management Agency Service and Reimbursement Fund (Fund 4V30) used by the Department of Public Safety. Requires that the transferred cash be distributed to the Ohio Task Force One - Urban Search and Rescue Unit and other urban search and rescue programs around the state.

Section: 205.10

Same as the Executive.

Section: 205.10

Same as the Executive, but adds maintenance of the statewide fire emergency response plan to the uses of the transferred cash.

DPSCD9 Family Violence Prevention Fund

Section: 205.10

Requires the first \$750,000 received to the credit of the Family Violence Prevention Fund (Fund 5BK0) in each fiscal year be appropriated to appropriation item 768689, Family Violence Shelter Programs, the next \$400,000 received in each fiscal year be appropriated to appropriation item 768687, Criminal Justice Services - Operating, and any remaining revenues received be appropriated to appropriation item 768689, Family Violence Shelter Programs, with the approval of the Controlling Board, to be disbursed as grants to family violence shelters in Ohio.

Section: 205.10

Same as the Executive.

Section: 205.10

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DPSCD10 SARA Title III HAZMAT Planning

Section: 205.10

Authorizes the SARA Title III HAZMAT Planning Fund (Fund 6810) to receive grant funds from the Emergency Response Commission to implement the Emergency Management Agency's responsibilities under R.C. Chapter 3750.

Section: 205.10

Same as the Executive.

Section: 205.10

Same as the Executive.

DPSCD11 Collective Bargaining Increases

Section: 205.10

Permits the Controlling Board, upon the request of either the Director of Budget and Management or the Department of Public Safety with the approval of the Director of Budget and Management, to authorize expenditures in excess of appropriations and transfer appropriations, as necessary, for any fund used by the Department of Public Safety, to assist in paying the costs of increases in employee compensation that have occurred pursuant to collective bargaining agreements under R.C. Chapter 4117. and, for exempt employees, under R.C. 124.152. Appropriates any money approved for expenditure under this provision.

Section: 205.10

Same as the Executive.

Section: 205.10

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DPSCD12 Cash Balance Fund Review

Section: 205.10

Requires the Director of Budget and Management to review in each fiscal year the cash balances for each fund in the State Highway Safety Fund Group, except the State Highway Safety Fund (Fund 7036) and the State Bureau of Motor Vehicles Fund (Fund 4W40), and recommend to the Controlling Board an amount to be transferred from each of those funds to the credit of Fund 7036 or Fund 4W40, as appropriate.

Section: 205.10

Same as the Executive.

Section: 205.10

Same as the Executive.

DPSCD13 Diversion of Revenues from the International Registration Plan Distribution Fund to the State Highway Safety Fund

Section: 506.10

Requires the Director of Public Safety to divert revenues from the International Registration Plan Distribution Fund (Fund 7050) to the State Highway Safety Fund (Fund 7036) until the cumulative total in each of FY 2014 and FY 2015 reaches \$24 million.

Section: 506.10

Same as the Executive, but increases the diversion to \$34 million in each fiscal year.

Section: 506.10

Same as the Executive, but increases the diversion to \$35 million in each fiscal year.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

PWCCD8 Appointment of Deputy to Act as Director

No provision.	<p>R.C. 164.05</p> <p>Requires the Director of the Public Works Commission to appoint a deputy from among the Commission's employees to act as Director when the Director is absent or temporarily unable to carry out the duties of the office.</p>	<p>R.C. 164.05</p> <p>Same as the House.</p>
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PWCCD1 Public Works Operating Expenses

<p>Section: 209.10</p> <p>Requires Fund 7038 appropriation item 150321, State Capital Improvements Program-Operating Expenses, to be used by the Ohio Public Works Commission to administer the State Capital Improvement Program under sections 164.01 to 164.16 of the Revised Code.</p>	<p>Section: 209.10</p> <p>Same as the Executive.</p>	<p>Section: 209.10</p> <p>Same as the Executive.</p>
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Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

PWCCD2 District Administration Costs**Section: 209.10**

Authorizes the Director of the Public Works Commission to use investment earnings from the State Capital Improvements Fund (Fund 7038) and the Local Transportation Improvement Program Fund (Fund 7052) for a District Administration Costs Program, which covers administrative costs incurred by individual District Public Works Integrating Committees. Permits no more than \$1,235,000 per fiscal year to be made available for reimbursement and prohibits any of the 19 Districts from receiving more than \$65,000 per fiscal year for these costs.

Requires the Director of the Public Works Commission to define allowable and nonallowable costs for the District Administration Costs Program. Specifies that nonallowable costs include indirect costs, elected official salaries and benefits, and project-specific costs. Requires district public works committees to approve such costs in order to participate in the program.

Section: 209.10

Same as the Executive.

Same as the Executive.

Section: 209.10

Same as the Executive.

Same as the Executive.

PWCCD3 Reappropriations**Section: 209.10**

Reappropriates unencumbered appropriations from the Local Transportation Improvement Program Fund (Fund 7052) from Am. Sub. H.B. 114 of the 129th General Assembly for the same purposes during FY 2014 and FY 2015, subject to the availability of revenue as determined by the Director of the Public Works Commission.

Section: 209.10

Same as the Executive.

Section: 209.10

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

Fiscal effect: Allows PWC to continue to use unencumbered funds from prior fiscal years for various local road and bridge projects.

Fiscal effect: Same as the Executive.

Fiscal effect: Same as the Executive.

PWCCD4 Temporary Transfers

Section: 209.10

Allows the Director of the Public Works Commission to request the Director of Budget and Management to transfer moneys from the Local Transportation Improvement Fund (Fund 7052) to the State Capital Improvement Fund (Fund 7038) and the Clean Ohio Conservation Fund (Fund 7056). Permits the Director of Budget and Management to approve temporary transfers if they are needed for capital outlays for which notes or bonds will be issued. Requires all such transfers to be reported to the Controlling Board by June 30 of the fiscal year in which the transfer occurred.

Fiscal effect: Provides PWC with the flexibility to make temporary transfers to funds 7038 and 7056 in order to ensure timely payments to contractors and local governments when the funds' cash flows are insufficient due to the timing of bond issuances.

Section: 209.10

Same as the Executive.

Fiscal effect: Same as the Executive.

Section: 209.10

Same as the Executive.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

RACCD2 Temporary Horse Racing Permit

No provision.

Section: 737.10

Allows the State Racing Commission, through December 31, 2013, to issue a temporary permit to conduct live horse racing meetings at a location where other permits to conduct live horse-racing meetings have been issued. Specifies that the time period of such permits is not to aggregate more than one year from the first date; also allows the Commission to adopt rules, procedures, and conditions to apply for such a permit.

Fiscal effect: May allow horse racing to take place that would not otherwise be permitted.

Section: 737.10

Same as the House, except allows a temporary permit holder to apply for a video lottery license and televise simulcasts of horse races at the location where the holder was previously issued a permit to conduct live horse racing meetings.

Fiscal effect: Same as the House.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

TAXCD52 Personal Income Tax Credit for Increased E-Z Pass Tolls

No provision.

No provision.

R.C. 5747.053, 5747.08 and 5747.98

Provides that if Ohio turnpike toll rates increase for tolls remitted electronically (E-ZPass) in excess of the cumulative change in the consumer price index (CPI) from the month in which the bill becomes law through September of a tax year, an individual who is an E-ZPass user is to receive a nonrefundable personal income tax credit for that year. Specifies that the amount of the credit is to equal tolls incurred in excess of those that would have been incurred at the toll rate in effect when the bill becomes law adjusted for CPI changes. Applies to taxable years beginning prior to July 1, 2022.

Fiscal effect: Reductions in personal income tax revenue may range from nil to millions of dollars per year, depending on the magnitude of toll increases relative to the CPI, and on the share that would be paid by individuals. In 2011, Ohio turnpike tolls totaled \$231 million, of which about \$117 million was from E-ZPass. Corporations incurring increased costs as a result of higher tolls would not benefit from the personal income tax credit. The share that would be paid by individuals is not known. Increases in tolls would only result in tax credits if they exceeded CPI increases. Over the past ten years, CPI increases averaged 2.5% per year. Turnpike tolls were increased in 2009 in conjunction with introduction of E-Zpass, and again in 2012.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

TAXCD1 Commercial Activity Tax Revenue from Sales of Motor Fuel

R.C. 5751.02, 5751.051, and 5751.20; and Section 757.20

Creates a new fund, the Commercial Activity Tax Motor Fuel Receipts Fund, in the state treasury, to deposit commercial activity tax (CAT) receipts that are attributable to motor fuel used for propelling vehicles on public highways. Authorizes the Tax Commissioner to credit such receipts collected between December 7, 2012 and June 30, 2013 to the Fund. Requires taxpayers who file a CAT return to indicate on the return the portion of the taxpayer's receipts derived from motor fuel used for propelling vehicles on public highways and pay the full amount of such tax due on those receipts.

Requires the Tax Commissioner to notify taxpayers of the requirement to separately identify CAT taxable gross receipts that are attributable to motor fuel used for propelling vehicles on public highways from other CAT taxable gross receipts collected between December 7, 2012 and June 30, 2013. Provides that all taxpayers filing a CAT return must indicate on the return the portion of the taxpayer's receipts that are derived from motor fuel used for propelling vehicles on public highways.

Requires the Tax Commissioner to certify to the Director of Budget and Management, on or before June 30, 2013, an estimated amount of CAT revenue derived from taxable gross receipts that are attributable to motor fuel used for propelling vehicles on public highways received for the period between December 7, 2012 and June 30, 2013. Requires the Director of Budget and Management, upon such certification, to transfer the certified amount from the

R.C. 5751.02, 5751.051, and 5751.20; and Section 757.20

Same as the Executive.

Same as the Executive, but specifies that CAT taxpayers reporting taxable gross receipts attributable to motor fuel used for propelling vehicles on public highways may not utilize the statutory-based estimation procedure.

Same as the Executive, but requires the certification of such CAT revenue be made by June 25, 2013, instead of by June 30, 2013, and the transfer of the certified amount from the GRF be made on or before June 30, 2013. Requires the Tax Commissioner to make the first regular quarterly transfer of CAT motor fuel receipts to the Commercial Activity Tax Motor Fuel Receipts Fund on or before November 20, 2013, instead, of August 20, 2013.

R.C. 5751.02, 5751.051, and 5751.20; and Section 757.20

Same as the Executive.

Same as the House.

Same as the House.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

GRF to the Commercial Activity Tax Motor Fuel Receipts Fund. Requires the Director to reconcile any difference from the estimate, once the actual receipts from such sales have been reported, and augment the transfer accordingly, on or before November 20, 2013.

Fiscal effect: Reduces GRF total tax revenue collection by the amount of CAT receipts attributable to gross receipts from the sale of motor fuel used for propelling vehicles on public highways, and credits that amount to the Commercial Activity Tax Motor Fuel Receipts Fund. (A duplicate provision creating this new Fund is also included in Section 5751.20 under the Main Operating Budget bill, H.B. 59 of the 130th G. A.). Beginning in FY 2014, reduces CAT revenues credited to the CAT Receipts Fund. This reduces amounts allocated to the GRF, the School District Tangible Property Tax Replacement Fund (Fund 7047), and the Local Government Tangible Property Tax Replacement Fund (Fund 7081) in proportion to CAT receipts attributable to motor fuel used for propelling vehicles on public highways.

Fiscal effect: Same as the Executive.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD4 Hiring a Construction Manager During the Design Phase of a Transportation Facility Project

R.C. 5517.011, 9.33, 153.01, 153.65

R.C. 9.33, 153.01, 153.65

R.C. 9.33, 153.01, 153.65

(1) Permits ODOT to engage a construction manager during the design phase of a transportation facility project to provide constructability input, including scheduling, pricing, and phasing, and to use the same construction manager during the construction phase.

(1) No provision.

(1) No provision.

(2) Permits the Director of Transportation to execute separate constructability input and construction contracts with the construction manager, and to include a guaranteed maximum price in the construction contract.

(2) No provision.

(2) No provision.

(3) Permits the Director of Transportation, when letting projects that use a construction manager for both constructability input and construction contracts, to develop and use a value-based selection process combining technical qualifications and competitive bidding elements, including consideration for disadvantaged or minority businesses, including joint ventures.

(3) No provision.

(3) No provision.

(4) Limits the selection of a construction manager for both constructability input and construction contracts to a single pilot project as determined by the Director of Transportation.

(4) No provision.

(4) No provision.

(5) Exempts the Department of Transportation from the definition of "public authority" for the purposes of the Construction Management Services Law and Professional Design Services Law.

(5) Same as the Executive.

(5) Same as the Executive, but rather than exempting the Department of Transportation, instead exempts the Director of Transportation when exercising the authority to prepare plans for, acquire right-of-way for, construct, or maintain roads, highways, bridges, or any other Department of Transportation facilities.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

(6) Specifies that nothing in Chapter 153. of the Revised Code shall interfere with the Director of Transportation's authority to prepare plans or acquire right-of-way for, or construct or maintain transportation facilities, or to let contracts for those purposes.

(6) Same as the Executive.

(6) Same as the Executive, but adds roads, highways, and bridges, or any other Department of Transportation facilities to the Director's authority referenced in the Executive provision.

Fiscal effect: If the use of a single construction manager for constructability input and construction results in a need for fewer changes in plans and change orders throughout the design and construction process, ODOT could realize some savings to this particular project. The exemption of ODOT from certain state laws relative to contracting and public improvements could also have an indeterminate impact on the Department's procurement costs.

Fiscal effect: The exemption of ODOT from certain state laws relative to contracting and public improvements could have an indeterminate impact on the Department's procurement costs.

Fiscal effect: Same as the House.

DOTCD7 Left Turns on Red Traffic Signals

R.C. 4511.13

Specifies that a red traffic signal, whether circular or an arrow, prohibits a left turn unless turning from a one-way street onto another one-way street.

R.C. 4511.13

Same as the Executive.

R.C. 4511.13

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD45 Speed Limit Changes

(1) No provision.

(1) No provision.

R.C. 4511.21, Section 755.40

(1) Increases the speed limit for all vehicles at all times on all interstate freeways outside urban areas from 65 miles per hour to 70 miles per hour, establishes speed limits of 65 miles per hour for all vehicles at all times on interstate freeway outerbelts in urban areas as determined by the Director of Transportation and 55 miles per hour for all vehicles at all times on all interstate freeways in congested areas as determined by the Director and that are located within a municipal corporation or within an interstate freeway outerbelt, and makes conforming changes.

(2) No provision.

(2) No provision.

(2) Defines "outerbelt" as a portion of a freeway that is part of the interstate system and is located in the outer vicinity of a major municipal corporation or group of municipal corporations, as designated by the Director.

(3) No provision.

(3) No provision.

(3) Increases the speed limit for all two-lane highways that are part of the state highway system and are located outside municipal corporations from 55 miles per hour to 60 miles per hour.

(4) No provision.

(4) No provision.

(4) Declares that it is the intent of the General Assembly that the new speed limits are not to result in any decrease of any speed limit on any freeway that is in effect on the effective date of the new speed limits.

Fiscal effect: ODOT would incur some additional costs to the Highway Operating Fund (Fund 7002) to replace existing speed limit signs where applicable.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD46 Stop Signs at Railroad Crossings

No provision.

No provision.

R.C. 4511.61

Requires ODOT and local authorities to erect stop signs at a railroad highway grade crossing only if railroad crossbucks or other warning devices that are not active grade crossing warning devices are the only warning devices at the grade crossing.

Fiscal effect: Increase in costs to ODOT and local authorities to install stop signs at railroad crossings where required.

DOTCD37 Vehicle Weight Limits

(1) No provision.

R.C. 5577.04, 4513.34

(1) Increases the maximum overall gross vehicle weight on roads that are part of the state highway system and that are not interstate freeways from 80,000 pounds to 90,000 pounds, but retains the maximum overall gross vehicle weight of 80,000 pounds for interstates and other roads that are not part of the state highway system, including county and township roads.

R.C. 4513.34

(1) No provision.

(2) No provision.

(2) Requires the Director of Transportation and local authorities, for highways within their respective jurisdictions, to establish and issue special regional heavy hauling permits for vehicles (1) that exceed legal maximum weight or load limits or are otherwise not in conformity with certain motor vehicle and traffic laws; (2) on any highway except those highways with a condition insufficient to bear the weight of the vehicle or combination of vehicles; (3) making regional

(2) No provision.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

trips at distances of 150 miles or less from a facility stated on the application as the applicant's point of origin.

(3) No provision.

(3) Specifies that the issuance of a special regional heavy hauling permit is subject to the payment of a fee charged by the Director of Transportation or applicable local authority.

(3) No provision.

(4) No provision.

(4) Allows the operation of an overweight or oversize vehicle for a distance of two miles from the Ohio Turnpike without a special permit issued by the Director or a local authority if the vehicle was able to operate on the Turnpike without a special permit. Authorizes the Director or a local authority to prohibit operation of a vehicle or combination of vehicles on any highway within two miles or less of the Turnpike if the highway condition is insufficient to bear the vehicles' weight.

(4) Same as the House.

(5) No provision.

(5) Revises the penalty related to an overweight or oversize special permit to specifically prohibit the operation in violation of the terms of a permit relative to (1) gross load limits; (2) axle load by more than 2,000 pounds per axle or group of axles; (3) an approved route except upon order of a law enforcement officer.

(5) No provision.

(6) No provision.

(6) Specifies that a separate violation of the motor vehicle and traffic laws by a person operating a vehicle or combination of vehicles under an overweight or oversize special permit does not invalidate the operation in accordance with the terms and conditions of the permit.

(6) Same as the House.

Fiscal effect: Fee revenues collected by the Highway Operating Fund (Fund 7002) or local governments for oversize/overweight vehicle permits may be reduced as a result of the increase in the maximum allowable weight. However, this may be offset to some extent by fees charged for special regional heavy hauling permits established under the bill.

Fiscal effect: None.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD44 ODOT Authority Regarding Aviation

R.C. 4561.01, 4561.06, 4561.07, 4561.08, 4561.09, 4561.12, 5501.03, 5501.17, 5501.31, and 5526.01

(1) No provision.

(1) No provision.

(1) Defines "government agency" for the purposes of the Aeronautics Law as a state agency, state institution of higher education, regional port authority, or any other political subdivision of the state, or the federal government or other states.

(2) No provision.

(2) No provision.

(2) Requires ODOT to promote aviation research, in addition to aviation education as under current law.

(3) No provision.

(3) No provision.

(3) Permits ODOT to cooperate with any government agency and others, including private persons, engaged in aviation, aviation education or research, or the promotion of aviation.

(4) No provision.

(4) No provision.

(4) Permits ODOT to cooperate with any government agency, rather than certain specified agencies as in current law, in any of a number of specified matters relating to airports, landing fields, and other air navigation facilities.

(5) No provision.

(5) No provision.

(5) Permits the Director of Transportation to appoint or hire such persons as are necessary for ODOT to carry out its statutory duties.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD1 Use of Airport Assistance Fund

R.C. 4561.21

Permits money in the Airport Assistance Fund (Fund 5W90) to be used for the operating costs of the Office of Aviation, in addition to maintenance and capital improvements to publicly owned airports.

Fiscal effect: Allows additional funds in Fund 5W90 to be used for administrative costs, reducing the reliance on the GRF for these purposes. However, if administrative costs paid from Fund 5W90 increase, this could reduce the amount available for grants to airports for pavement maintenance and obstruction removal.

R.C. 4561.21

Same as the Executive, but requires that no more than 10% of all funds deposited annually into the Airport Assistance Fund may be spent annually to pay operating costs associated with the Office of Aviation.

Fiscal effect: Same as the Executive, but limits operating costs to a maximum of 10% of annual revenues to Fund 5W90, leaving at least 90% for airport grants.

R.C. 4561.21

Same as the House.

Fiscal effect: Same as the House.

DOTCD3 Midwest Interstate Passenger Rail Compact

R.C. 4981.36, 4981.361 (both repealed)

Repeals sections of law providing for Ohio's participation in the Midwest Interstate Passenger Rail Compact.

Fiscal effect: No longer requires ODOT to pay dues for membership in the Compact.

R.C. 4981.36, 4981.361 (both repealed)

Same as the Executive.

Fiscal effect: Same as the Executive.

R.C. 4981.36, 4981.361 (both repealed)

Same as the Executive.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD43 **Traveler Information Program**

R.C. 5501.03

(1) No provision.

(1) Authorizes the Director of Transportation to enter into cooperative or contractual agreements with any individual, organization, or business related to the creation or promotion of a traveler information program.

(1) No provision.

(2) No provision.

(2) Requires the traveler information program to provide real-time traffic conditions and travel time information to travelers by telephone, text message, internet, or other similar means at no cost to the traveler.

(2) No provision.

(3) No provision.

(3) Authorizes the Director to contract with a program manager for the program, and requires the program manager to be responsible for all costs associated with the development and operation of the program.

(3) No provision.

(4) No provision.

(4) Specifies that the compensation due to a program manager or vendor under any of these agreements may include deferred compensation in an amount determined by the Director, and requires excess revenue to be remitted to the Department for deposit into the Highway Operating Fund (Fund 7002).

(4) No provision.

(5) No provision.

(5) Specifies that any materials or data submitted to, made available to, or received by the Director of Transportation, to the extent that the materials or data consist of trade secrets, as defined in statute, or commercial or financial information, are confidential and are not public records.

(5) No provision.

Fiscal effect: The Highway Operating Fund (Fund 7002) could incur minimal additional administrative expenses, which could be offset by revenues remitted by vendors or program managers.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD39 ODOT Reimbursement to Counties for Water and Sewer Facility Relocation

R.C. 5501.51

No provision.

Adds county-owned or county-operated water and sewer facilities to the list of utilities that ODOT is required to reimburse for the cost of relocation due to a highway construction project.

No provision.

Fiscal effect: Possible additional reimbursement costs to the Highway Operating Fund (Fund 7002) and other infrastructure funds if ODOT needs to reimburse a county for the relocation of a water and sewer facility.

DOTCD34 Dispute Resolution for Public-Private Partnership Contracts

R.C. 5501.73

(1) Allows the Director of Transportation to include a provision authorizing a binding dispute resolution method in public-private agreements for any controversy that arises out of the contract. Specifies that the binding dispute resolution method may proceed only when all parties to the controversy agree to it. Requires that if all parties do not agree to proceed to a binding dispute resolution, a party having a claim against the Department must exhaust its administrative remedies specified in the public-private agreement prior to filing any action against the Department in the Court of Claims.

R.C. 5501.73

(1) Same as the Executive.

R.C. 5501.73

(1) Same as the Executive.

(2) Specifies that no appeal from the determination of a technical expert lies to any court, but allows the Franklin County Court of Common Pleas to issue an order vacating such a determination upon the application of any party to the

(2) Same as the Executive.

(2) Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

binding dispute resolution if (A) the determination was procured by corruption, fraud, or undue means; (B) there was evidence of partiality or corruption on the part of the technical expert; or (C) the technical expert was guilty of misconduct in refusing to postpone the hearing, upon sufficient cause shown, or in refusing to hear evidence pertinent and material to the controversy, or of any other misbehavior which prejudiced the rights of any party.

(3) Defines a binding dispute resolution as a binding determination after review by a technical expert of all relevant items, which may include documents, and by interviewing appropriate personnel and visiting the project site involved in the controversy. Specifies that a binding dispute resolution does not involve representation by legal counsel or advocacy by any person on behalf of any party to the controversy.

(3) Same as the Executive.

(3) Same as the Executive.

DOTCD35 ODOT Rulemaking for Traffic Control and Regulation on Public-Private Transportation Facilities

R.C. 5501.77

(1) Allows the Director of Transportation to adopt rules under Chapter 119. of the Revised Code for the control and regulation of traffic on any transportation facility subject to a public-private agreement, for the protection and preservation of the transportation facility, for the maintenance and preservation of good order within the transportation facility, and for the purpose of establishing vehicle owner or operator liability for avoidance of user fees.

R.C. 5501.77

(1) Same as the Executive.

R.C. 5501.77

(1) Same as the Executive.

(2) Requires that the rules provide for public police officers to have ready access to the transportation facility without paying user fees while in the performance of their official duties.

(2) Same as the Executive.

(2) Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

(3) Requires all fines collected for the violation of applicable state laws and ODOT rules, or money arising from bonds forfeited for such violations, to be disposed of in accordance with section 5503.04 of the Revised Code.

(3) Same as the Executive.

(3) Same as the Executive.

(4) Allows ODOT to charge fees by rule for civil violations of the above ODOT rules, and requires all fees or charges assessed by ODOT or a public-private operator against an owner or operator of a vehicle as a civil violation for failure to comply with toll collection rules shall be revenues of either ODOT or public-private operator as set forth in the public-private agreement.

(4) Same as the Executive.

(4) Same as the Executive.

(5) Specifies that, except when civil penalties are assessed by ODOT, whoever violates the applicable ODOT rules is guilty of a minor misdemeanor on a first offense and a fourth degree misdemeanor on each subsequent offense.

(5) Same as the Executive.

(5) Same as the Executive.

Fiscal effect: Fines (of up to \$150 for a minor misdemeanor and up to \$250 for a fourth degree misdemeanor) or forfeited bonds collected under this provision would be distributed as follows: 45% to the GRF, 5% to the Trauma and Emergency Medical Services Fund (Fund 83M0) used by the Department of Public Safety, and the remainder distributed to local governments depending on the court in which the violation is prosecuted. Civil penalties assessed by ODOT or public-private operators would be considered revenue of either ODOT or the operator, as applicable.

Fiscal effect: Same as the Executive.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD6 Fees for Highway Access Permits

R.C. 5515.01

Permits the Director of Transportation to charge a one-time processing fee for a permit to access or occupy a state road or highway. Specifies that the fees are not to exceed \$30 for agricultural access, \$70 for residential access, and \$300 for commercial or industrial access.

Fiscal effect: Potential increase in revenue to the Highway Operating Fund (Fund 7002), depending on the number of each type of permit that is issued.

R.C. 5515.01

Same as the Executive.

Fiscal effect: Same as the Executive.

No provision.

DOTCD8 ODOT Force Account Limits

R.C. 5517.02, 5517.021

(1) Removes the general applicability of force account projects to some state highway, bridge, and culvert improvement projects and instead permits the Director of Transportation to employ labor, purchase materials, and furnish equipment without competitive bidding to (1) replace or widen any single-span bridge if the deck area of the new or widened bridge does not exceed 700 square feet; (2) replace the bearings, beams, and deck of any bridge on the bridge's existing foundation if the deck area of the rehabilitated structure does not exceed 800 square feet; (3) construct or replace any single-cell or multi-cell culvert whose waterway opening does not exceed 52 square feet; and (4) pave or patch an asphalt surface if the operation uses less than 120 tons of asphalt per lane mile, unless the cost exceeds \$30,000 per centerline mile

R.C. 5517.02, 5517.021

(1) Same as the Executive.

R.C. 5517.02, 5517.021

(1) Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

(2) Specifies that the scope of work for such projects may include approach roadways extending not more than 150 feet as measured from the back side of the bridge abutment wall or outside edge of the culvert, as applicable, and requires the length of an approach guardrail to be in accordance with ODOT design requirements and excluded from the approach work size limitation.

(2) Same as the Executive.

(2) Same as the Executive.

(3) Specifies that the requirements of section 117.16 of the Revised Code (force account project audits) do not apply to the above scope of work and exempts such work from audit for force account purposes except to determine compliance with the applicable size or tonnage restrictions.

(3) Same as the Executive.

(3) Same as the Executive.

(4) Requires ODOT's estimated costs for force account work to include any estimated costs for subcontracted work and any competitively bid components.

(4) Same as the Executive.

(4) Same as the Executive.

(5) Specifies that nonexempt work may proceed without competitive bidding if the total cost of labor, materials, and equipment does not exceed (a) \$30,000 per centerline mile of highway, exclusive of structures and traffic control signals, rather than \$25,000 per mile as in current law, or (b) \$60,000 for any traffic control signal or any other single project, rather than the threshold of \$50,000 for any bridge, culvert, or traffic signal project as in current law.

(5) Same as the Executive.

(5) Same as the Executive.

(6) Requires the Director of Transportation, on July 1 of every odd-numbered year, to increase the threshold amounts above by up to the lesser of 3% or the percentage increase in ODOT's construction cost index as annualized and totaled for the preceding two calendar years, and requires the amounts to be posted on ODOT's web site.

(6) Same as the Executive.

(6) Same as the Executive.

(7) Requires all project work proceeding by force account to comply with all requirements and specifications that would

(7) Same as the Executive.

(7) Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

apply if the project was competitively bid, including maintenance of records of materials testing and placement compliance, personnel and equipment hours.

(8) Requires the Director to proceed with competitive bidding to let work to the lowest competent and responsible bidder after advertisement (a) when the scope of work exceeds the above size and tonnage limits; or (b) when the estimated cost for a project, other than within the above scope of work, exceeds the applicable threshold amounts, as adjusted.

(8) Same as the Executive.

(8) Same as the Executive.

Fiscal effect: By narrowing the scope of work for force account projects and setting thresholds tailored to specific types of eligible projects, ODOT could reduce its own direct labor, materials, and equipment costs for these smaller-scale projects. Conversely, this provision could have the effect of increasing the amount ODOT spends on contracting for certain smaller projects that exceed the cost thresholds and scope of work established in the bill. The overall fiscal effect will depend on the number of such projects that are engaged in by ODOT.

Fiscal effect: Same as the Executive.

Fiscal effect: Same as the Executive.

DOTCD5 Public Advertisement of Construction Bids

R.C. 5525.01

Modifies the requirement that, before entering into a construction contract, ODOT advertise for bids for two consecutive weeks in a newspaper of general circulation in the county in which all or part of the construction is to occur by permitting ODOT, after the first advertisement has been published, to publish an abbreviated advertisement pursuant to section 7.16 of the Revised Code.

R.C. 5525.01

Same as the Executive.

R.C. 5525.01

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

Fiscal effect: Potentially reduces the costs of advertising for construction bids by allowing for the placement of abbreviated second advertisements after the publication of the first required advertisement.

Fiscal effect: Same as the Executive.

Fiscal effect: Same as the Executive.

DOTCD2 ODOT Contractor Performance Bond Contracts

R.C. 5525.16

Requires the performance bond to be posted by Department of Transportation contractors to be for 100% of the amount of the contract, rather than 100% of the estimated cost of the work.

R.C. 5525.16

Same as the Executive.

R.C. 5525.16

Same as the Executive.

Fiscal effect: No fiscal effect on the state, but potentially reduces the amount of the performance bond some contractors would be required to post if the contract amount is less than the estimated cost of the work.

Fiscal effect: Same as the Executive.

Fiscal effect: Same as the Executive.

DOTCD49 U.S. Army Staff Sergeant Lester O. "Buddy" Kinney, II Memorial Highway

No provision.

No provision.

R.C. 5533.121

Changes the name of the road designated as the U.S. Army Staff Sergeant Lester O. Kinney, II Memorial Highway to the U.S. Army Staff Sergeant Lester O. "Buddy" Kinney, II Memorial Highway.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD36 Ohio Turnpike and Infrastructure Commission

R.C. 5537.01, 9.33, 153.65, 2937.221, 3354.13, 3355.10, 3357.12, 5503.31, 5503.32, 5513.01, 5533.31, 5537.02 to 5537.09, 5537.11 to 5537.22, 5537.24 to 5537.28, 5537.30, 5728.01, 5735.05, and 5735.23. Repealed: R.C. 126.60 through 126.605

R.C. 5537.01, 9.33, 153.65, 718.01, 2937.221, 3354.13, 3355.10, 3357.12, 5503.31, 5503.32, 5513.01, 5533.31, 5537.01, 5537.02 to 5537.09, 5537.11 to 5537.22, 5537.24 to 5537.28, 5537.30, 5728.01, 5735.05, 5735.23, 5739.02, 5747.01, and 5751.01. Repealed: R.C. 126.60 through 126.605

R.C. 5537.01, 9.33, 153.65, 718.01, 2937.221, 3354.13, 3355.10, 3357.12, 4503.03, 5503.31, 5503.32, 5513.01, 5533.31, 5537.02 to 5537.09, 5537.11 to 5537.22, 5537.24 to 5537.28, 5537.30, 5728.01, 5735.05, 5735.23, 5739.02, 5747.01, and 5751.01; Section 755.50. Repealed: R.C. 126.60 through 126.605

(1) Changes the name of the Ohio Turnpike Commission to the Ohio Turnpike and Infrastructure Commission effective July 1, 2013.

(1) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(1) Same as the Executive.

(2) Changes the membership of the Commission to ten members instead of nine. Requires six members (rather than four) to be appointed by the Governor with the advice and consent of the Senate, requires no more than three of those (rather than two) to be members of the same political party, and removes the Director of Development as an ex officio member. Allows the Governor to appoint members who reside in different areas of the state, taking into consideration various turnpike and infrastructure projects throughout the state. Requires that members appointed by the Governor after July 1, 2013 serve three-year terms (rather than eight-year terms) commencing July 1 and ending June 30. Requires four (rather than three) members of the Commission to constitute a quorum, and requires the affirmative vote of four (rather than three) voting members to take any action.

(2) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(2) Same as the Executive, but changes the term of office for Commission members appointed by the Governor after July 1, 2013 to five years, rather than three years (as in the Executive and House-passed versions).

(3) Changes the current definition of "project" for the purposes of the Commission's jurisdiction to the definition of

(3) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(3) Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

a "turnpike project," and defines an "infrastructure project" as any public express or limited access highway, super highway, or motorway, including all bridges, tunnels, overpasses, underpasses, interchanges, entrance plazas, approaches, and those portions of connecting public roads that serve interchanges, that is constructed or improved, in whole or in part, by the Department of Transportation using infrastructure funding approved by the Commission.

(4) Requires the Commission to adopt rules establishing the procedures and criteria under which it may approve an application for infrastructure project funding received from ODOT, and requires the rules to require an infrastructure project to have an anticipated economic or transportation-related impact on the Ohio Turnpike and Infrastructure System. Defines the Ohio Turnpike and Infrastructure System as turnpike projects and infrastructure projects funded by the Commission on and after July 1, 2013.

(4) No provision in H.B. 35. H.B. 51 contains same provision as the Executive, but adds that the rules must require an infrastructure project funded by Turnpike bonds to have a nexus to the Turnpike.

(4) Same as the House, but (A) adds that the Turnpike and Infrastructure System must include projects that facilitate access to, use of, and egress from the Ohio Turnpike system, and also facilitate access to and from areas of population, commerce, and industry that are connected to the Ohio Turnpike system; (B) requires the rules adopted to have an anticipated benefit to the system of public highways in the state and a transportation-related nexus with and relationship to the Ohio Turnpike and Infrastructure system; and (C) requires the criteria used for determining if a project has the required nexus and for approving an infrastructure project submitted by ODOT to include (1) a physical proximity of the project to and a direct or indirect physical connection between the project and the Ohio Turnpike system; (2) the impact of the project on traffic density, flow through, or capacity on the Ohio Turnpike system; (3) the impact of the project on the Ohio Turnpike system toll revenue or other revenues; (4) the impact of the project on the movement of goods and services on or in the area of the Ohio Turnpike system; and (5) the enhancement or improvement by and through the project of access to, use of, and egress from the Ohio turnpike system and access to and from connected areas of population, commerce, and industry.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

(5) Permits the Commission to enter into agreements with ODOT to pay all or part of the cost of infrastructure projects. Allows the Director of ODOT to apply to the Commission for infrastructure project funding, and requires such applications to include only infrastructure projects that previously have been reviewed and recommended by the Transportation Review Advisory Council pursuant to the Council's statutory selection process. Requires the Commission to evaluate each application in accordance with the procedures and criteria established in rules, and specifies that determinations or approvals made by the Commission are conclusive and incontestable.

(5) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(5) Same as the Executive, but (A) requires the Director of ODOT, in selecting infrastructure projects for which applications will be made to the Commission for infrastructure project funding, to consider the physical proximity of the project to the Ohio Turnpike system, (B) requires not less than 90% of the total moneys deposited in the infrastructure fund or funds to be expended on infrastructure projects any portion of which are located within 75 miles of the Ohio Turnpike system, (C) allows the Director to establish guidelines by rule under which an application for infrastructure project funding may combine separate projects if the combination of projects is necessary to satisfy any funding threshold required for approval by the Transportation Review Advisory Council and the individual projects have a nexus to the Ohio Turnpike system and also address a critical public safety concern or have a significant economic impact; and (D) specifies that nothing pertaining to the selection of infrastructure projects shall interfere with the authority of the Director of Transportation under Chapter 5512. of the Revised Code.

(6) Authorizes the Commission to issue revenue bonds for infrastructure projects, as approved by the Commission, in addition to turnpike projects. Specifies that refunding bonds issued by the Commission may also be used for paying the costs of infrastructure projects if considered advisable by the Commission.

(6) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(6) Same as the Executive.

(7) Requires the proceeds of bonds issued for infrastructure projects, net of the payment of all financing expenses and deposits into debt service reserves or other special funds, to be deposited to one or more infrastructure funds overseen by the Commission for the exclusive purpose of paying the cost of Commission-approved infrastructure projects. Specifies that that income earned by the Infrastructure Fund

(7) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(7) Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

may be used by the Commission towards the payment of bond service charges.

(8) Requires bond proceedings for turnpike projects to provide, subject to the provisions of any other applicable bond proceedings, for the pledge of all or part of the pledged revenues and the applicable special fund or funds to the payment of bond service charges that are senior, subordinate to or on a parity with bonds theretofore or thereafter issued, if and to the extent provided in the bond proceedings.

(8) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(8) Same as the Executive.

(9) Permits the Commission to collect tolls by any method it approves, including, but not limited to, manual methods or through electronic technology accepted within the tolling industry.

(9) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(9) Same as the Executive.

(10) Provides for tolls related to turnpike projects with no outstanding bonds to be set at amounts at least sufficient, rather than simply sufficient, to pay for turnpike construction and maintenance costs.

(10) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(10) Same as the Executive.

(11) Repeals the prohibition on the Commission using toll revenues generated by an existing turnpike project for the construction, operation, maintenance, or repair of another turnpike project. Allows the Commission to fund a turnpike project using excess revenues available from any other turnpike project.

(11) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(11) Same as the Executive.

(12) Repeals the prohibition on the Commission using toll revenues to pay the principal and interest on bonds or bond anticipation notes issued by the Commission to pay any portion of the cost of new turnpike projects.

(12) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(12) Same as the Executive.

(13) Requires that funding for turnpike and infrastructure projects be included with the financial statements that are part of the Commission's annual report.

(13) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(13) Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

(14) Requires the Commission to report at least annually to the Turnpike Legislative Review Committee on infrastructure projects approved and paid for by the Commission.

(14) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(14) Same as the Executive.

(15) Allows the Commission to adopt rules for the issuance of citations by either a policing authority or administrative means to individuals or corporations that evade toll payments. Specifies that fees or charges assessed by the Commission for toll evasion are revenues of the Commission.

(15) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(15) Same as the Executive.

(16) Specifies that the Turnpike and Infrastructure Commission is a political subdivision for the purposes of Chapter 2744. of the Revised Code, relating to political subdivision tort liability.

(16) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(16) Same as the Executive.

(17) Extends the Commission's ability to sue and be sued and plea and be impleaded to infrastructure projects in addition to turnpike projects. Requires that actions brought against the Commission for infrastructure projects be brought to the Franklin County Court of Common Pleas.

(17) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(17) Same as the Executive.

(18) Modifies the authority of the Commission in regard to the business logo sign program by removing explicit language allowing the Commission to contract with a private person to operate the program.

(18) No provision in H.B. 35. H.B. 51 contains same provision as the Executive.

(18) Same as the Executive.

(19) Repeals sections of the Revised Code that authorize ODOT and OBM to enter into contracts for private operation of the Ohio Turnpike.

(19) Same as the Executive.

(19) Same as the Executive.

(20) No provision.

(20) No provision.

(20) Requires the Director of Transportation, not later than July 1, 2013, to establish a Turnpike mitigation program to assist political subdivisions through which a portion of the Ohio Turnpike passes and address concerns resulting from the proximity of the Ohio Turnpike. Allows the program to provide monetary and other resources, and requires the program to address conditions including noise mitigation,

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

(21) No provision.

(21) No provision.

bridge embankments, drainage, bridge repair, grade separations, and other related conditions. Allows the Director to consult with affected political subdivisions in assessing needs and in developing the program. Requires the Director, upon establishing the program, to notify affected subdivisions in an appropriate manner of the availability of the program.

(21) Prohibits the Commission from increasing toll rates collected under a multi-jurisdiction electronic toll agreement (E-ZPass) through calendar year 2023 for a distance traveled of 30 miles or less.

(22) No provision.

(22) No provision.

(22) Allows the Commission to enter into agreements with retail locations, including deputy registrars, to make electronic tolling transponders available to the general public for a reasonable fee established by the Commission.

Fiscal effect: Expands the Commission's bonding authority to encompass infrastructure projects, as defined in the bill, for which ODOT may apply for funding from the bond proceeds. This also expands ODOT's ability to finance eligible infrastructure projects for which motor fuel tax revenues or ODOT bonding capacity may not be available. Additionally provides flexibility to the Commission to collect additional tolls, direct excess toll revenues for certain projects to other projects, and to direct revenues pledged for debt service to any bond service charges that are senior, subordinate, or on parity with any other outstanding bonds.

Fiscal effect: Same as the Executive.

Fiscal effect: Same as the Executive, but (1) potentially adds new costs to ODOT for a Turnpike mitigation program to assist affected local governments, (2) limits the Commission's ability to increase tolls to all non-E-ZPass tolls and E-ZPass tolls for trips greater than 30 miles through calendar year 2023, and (3) requires not less than 90% of moneys spent on infrastructure projects to be spent on eligible projects that are located within 75 miles of the Turnpike system.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD48 Repeal of Limit on Number of Transportation Improvement Districts

No provision.

No provision.

R.C. 5540.151, (Repealed)

Repeals the prohibition on ODOT from providing funds to more than five transportation improvement districts (TIDs).

Fiscal effect: Allows additional TIDs to receive funding from ODOT, but may result in a reduction of funding to individual TIDs so that more TIDs may be funded overall.

DOTCD47 Weight Allowance for Vehicles Fueled by Compressed Natural Gas

(1) No provision.

(1) No provision.

R.C. 5577.044

(1) Permits vehicles fueled solely by compressed natural gas to exceed gross vehicle weight limits and axle load limits by 2,000 pounds without penalty.

(2) No provision.

(2) No provision.

(2) Applies penalties in current law to compressed natural gas-powered vehicles that exceed the 2,000 pound allowance over legal weight limits.

(3) No provision.

(3) No provision.

(3) Specifies that the 2,000 pound allowance does not apply to the operation of such vehicles on interstates or other roads subject to reduced weight limits.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD41 Vehicle Length Limits

No provision.

R.C. 5577.05

Increases the maximum length for the operation of vehicles (other than trailers, semitrailers, and certain specified vehicles, including passenger buses and certain transporter combinations) before the operation requires a special hauling permit from 40 feet to 50 feet.

Fiscal effect: Potential decrease in revenues from special hauling permit fees from vehicles between 40 and 50 feet that would no longer be required to obtain a permit.

R.C. 5577.05

Same as the House.

Fiscal effect: Same as the House.

DOTCD9 Public Access Roads for DNR Facilities

Section: 203.20

Requires \$5,000,000 in each fiscal year from Fund 7002 appropriation item 772421, Highway Construction - State, to be used for the construction, reconstruction, or maintenance of public access roads and support features to and within facilities owned or operated by the Department of Natural Resources.

Section: 203.20

Same as the Executive.

Section: 203.20

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD10 Public Access Roads for Parks, Exposition Commission, and Ohio Historical Society Facilities

Section: 203.30

Requires \$2,228,000 in each fiscal year from Fund 7002 appropriation item 772421, Highway Construction - State, to be used for the construction, reconstruction, or maintenance of park drives or park roads within metropolitan parks.

Permits ODOT to use Fund 7002 appropriation item 772421, Highway Construction - State, for roadwork on behalf of the Ohio Expositions Commission at the state fairgrounds, including reconstruction or maintenance of public access roads and support features to and within fairgrounds facilities, as requested by the Commission and approved by the Director of Transportation.

Permits ODOT to use Fund 7002 appropriation item 772421, Highway Construction - State, for roadwork on behalf of the Ohio Historical Society, including reconstruction or maintenance of public access roads and support features to and within Society facilities, as requested by the Society and approved by the Director of Transportation.

Section: 203.30

Same as the Executive.

Same as the Executive.

Same as the Executive.

Section: 203.30

Same as the Executive.

Same as the Executive.

Same as the Executive.

DOTCD11 Transportation Improvement Districts

Section: 203.40

(1) Earmarks \$3.5 million in each fiscal year from Fund 7002 appropriation item 772421, Highway Construction - State, to be made available for distribution to transportation improvement districts (TIDs) that have facilitated funding for the cost of a project or project in conjunction with other governmental agencies.

Section: 203.40

(1) Same as the Executive.

Section: 203.40

(1) Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

(2) Requires a TID to submit requests for project funding to ODOT no later than September 1 of each fiscal year and requires ODOT to notify the TID whether it has approved or disapproved the project funding request within 90 days after the day the request was submitted by the TID.

(2) Same as the Executive.

(2) Same as the Executive.

(3) Prohibits any ODOT funding provided to a TID from being used for administrative costs. Requires the funding to be used for a specific project or projects. Prohibits the total amount of a project's cost from being fully funded by the DOT funds, and limits the total amount of ODOT funding for each project to 10% of total project costs or \$250,000 per fiscal year, whichever is greater. Specifies that TIDs co-sponsoring a specific project may individually apply for up to \$250,000 for that project, but prohibits ODOT funds from providing more than 10% of a project's total costs.

(3) Same as the Executive.

(3) Same as the Executive.

(4) Permits ODOT funds for TIDs to be used for preliminary engineering, detailed design, right-of-way acquisition, and construction of a specific project and other project costs under certain circumstances. Requires ODOT to reimburse a TID for such expenditures upon receipt of a copy of an invoice for work performed on a specific project.

(4) Same as the Executive.

(4) Same as the Executive.

(5) Requires any TID requesting ODOT funds to register with ODOT. Permits ODOT to register a TID only if the TID has a specific, eligible project and allows ODOT to cancel the registration of a TID that is not eligible to receive ODOT funds. Prohibits ODOT from providing funds to a TID if the TID is not registered.

(5) Same as the Executive.

(5) Same as the Executive.

(6) No provision.

(6) Prohibits the Director of Transportation from registering, or requires the Director to cancel the registration of, any TID unless the TID has (1) designated by resolution or resolutions a project or program of projects and facilitated funding for the project or program of projects, including in

(6) Same as the House.

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As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

conjunction with other governmental agencies, of at least \$10 million during the eight-year period beginning July 1, 2005, (2) designated by resolution or resolutions a project or program of projects and facilitated funding for the project or program of projects, including in conjunction with other governmental agencies, of at least \$15 million since the project or program was commenced, or (3) designated by a resolution or resolutions a project or program of projects that has estimated aggregate costs in excess of \$10 million and the County Engineer of the county in which the TID is located has attested by a sworn affidavit that the costs of the project or program of projects exceeds \$10 million and that the TID is facilitating a portion of funding for that project or program of projects.

DOTCD38 Grade Crossings - Maintenance

No provision.

Section: 203.40.10

Establishes Fund 7002 line item 776669, Grade Crossings - Maintenance, to be used for the maintenance of at-grade railroad highway crossings and requires funds to be used to reimburse operating railroads for grade crossing maintenance expenses in proportion to their share of at-grade railroad highway crossings in Ohio based on the Railroad Information System maintained by the Public Utilities Commission.

Fiscal effect: Decreases Fund 7002 appropriation item 773431, Highway Maintenance – State, by \$5 million in each fiscal year and appropriates these amounts instead to new line item, 776669, Grade Crossings – Maintenance.

Section: 203.40.10

Same as the House, but requires the Director of Transportation, in conjunction with the Ohio Rail Development Commission, to adopt rules under Chapter 119. of the Revised Code governing the use of moneys in appropriation item 776669, Grade Crossings – Maintenance, prior to any expenditures made from that line item.

Fiscal effect: Same as the House, but changes the amount of the appropriation adjustments from \$5 million in each fiscal year to \$7.5 million in each fiscal year.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD12 Issuance of Bonds

Section: 203.50

Authorizes the issuance of \$220 million in state highway bonds for highway purposes and credits bond proceeds to the Highway Capital Improvement Fund (Fund 7042).

Section: 203.50

Same as the Executive.

Section: 203.50

Same as the Executive.

DOTCD13 Transfer of Highway Operating Fund Appropriations

Section: 203.60

Allows the Director of OBM to approve requests for transfer of Highway Operating Fund appropriations for highway planning and research, highway construction and GARVEE debt service, highway maintenance, federal public transportation programs, rail grade crossings, aviation, and administration. Requires such transfers to be reported to the Controlling Board.

Section: 203.60

Same as the Executive.

Section: 203.60

Same as the Executive.

Fiscal effect: Provides ODOT with cash management flexibility to transfer these funds where needed.

Fiscal effect: Same as the Executive.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD14 Transfer of Appropriations: Federal Highway, Transit, Aviation, and Rail and Local Transit

Section: 203.60

Allows the Director of OBM to approve requests for the transfer of appropriations between appropriation items 772422, Highway Construction - Federal, 775452, Public Transportation - Federal, 775454, Public Transportation - Other, 775459, Elderly and Disabled Special Equipment, 776475, Federal Rail Administration, and 777472, Airport Improvements - Federal. Requires that the transfers be reported to the Controlling Board.

Fiscal effect: Provides DOT with cash management flexibility to transfer these funds where needed.

Section: 203.60

Same as the Executive.

Fiscal effect: Same as the Executive.

Section: 203.60

Same as the Executive.

Fiscal effect: Same as the Executive.

DOTCD15 Transfer of Appropriations - ARRA

Section: 203.60

Allows the Director of OBM to approve requests for the transfer of appropriations between appropriation items 771412, Planning and Research - Federal, 772422, Highway Construction - Federal, 772424, Highway Construction - Other, 775452, Public Transportation - Federal, 776462, Grade Crossings - Federal, and 777472, Airport Improvements - Federal, based on the requirements of the American Recovery and Reinvestment Act that apply to the money appropriated. Requires that the transfers be reported to the Controlling Board.

Section: 203.60

Same as the Executive.

Section: 203.60

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD16 Transfer of Appropriations and Cash: State Infrastructure Bank

Section: 203.60

Allows the Director of OBM to transfer appropriations and cash in the State Infrastructure Bank (SIB) funds used by ODOT, including transfers between fiscal years 2014 and 2015. Allows the Director of OBM to transfer appropriations between the Highway Operating Fund (Fund 7002) to SIB funds. Specifies that transfers from the SIB funds to Fund 7002 can only be up to the amounts originally transferred to the SIB funds. Prohibits transfers between modes and different funding sources. Requires such transfers to be reported to the Controlling Board.

Fiscal effect: Provides ODOT with cash management flexibility to transfer these funds where needed.

Section: 203.60

Same as the Executive.

Fiscal effect: Same as the Executive.

Section: 203.60

Same as the Executive.

Fiscal effect: Same as the Executive.

DOTCD17 Transfer of Appropriations and Cash: Tolling Funds

Section: 203.60

Allows the Director of OBM to transfer appropriations and cash of the Ohio Toll Fund, including transfers between FY 2014 and FY 2015. Requires that the transfers be reported to the Controlling Board.

Fiscal effect: Provides ODOT with cash management flexibility to transfer these funds where needed.

Section: 203.60

Same as the Executive.

Fiscal effect: Same as the Executive.

Section: 203.60

Same as the Executive.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD18 Increasing Appropriations: State Funds

Section: 203.60

Allows the Controlling Board to increase appropriations from the Highway Operating Fund (Fund 7002) in the event that receipts or unexpended balances credited to Fund 7002 exceed the estimates upon which the appropriations have been made.

Fiscal effect: Allows ODOT to use additional moneys that are credited to Fund 7002 over the biennium, such as additional motor fuel tax revenues.

Section: 203.60

Same as the Executive.

Fiscal effect: Same as the Executive.

Section: 203.60

Same as the Executive.

Fiscal effect: Same as the Executive.

DOTCD19 Increasing Appropriations: Federal and Local Funds

Section: 203.60

Allows the Controlling Board to increase appropriations of federal or local moneys from the Highway Operating Fund (Fund 7002).

Fiscal effect: Allows ODOT to use receipts or unexpected balances, apportionments, or allocations made available from the federal government and local governments that exceed appropriations. Such a case may be when allocations from the federal Highway Trust Fund are greater than expected or local participation amounts are more than budgeted.

Section: 203.60

Same as the Executive.

Fiscal effect: Same as the Executive.

Section: 203.60

Same as the Executive.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD20 Reappropriations

Section: 203.60

Allows the Director of Transportation, in each fiscal year of the FY 2014-FY 2015 biennium, to request the Director of Budget and Management to transfer any remaining unencumbered appropriations to the Highway Operating Fund (Fund 7002), Highway Capital Improvement Fund (Fund 7042), and the Infrastructure Bank funds for the same purpose in the following fiscal year. Requires the Director of ODOT to identify the appropriate funds and line items and the amount of the transfer, allows the Director of OBM to request additional information, and requires the Director of ODOT to provide any information requested. Requires the Director of OBM to determine the amounts to be transferred by fund and line item based on the information provided by ODOT, appropriates any approved reappropriations, and requires the reappropriations to be reported to the Controlling Board. Specifies that any unencumbered balances for which reappropriations are requested and approved are subject to the availability of revenue as determined by the Director of Transportation.

Fiscal effect: Allows ODOT to continue to use unencumbered funds from prior fiscal years for various transportation projects, subject to the discretion of the Director of Budget and Management.

Section: 203.60

Same as the Executive.

Fiscal effect: Same as the Executive.

Section: 203.60

Same as the Executive.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD21 Liquidation of Unforeseen Liabilities

Section: 203.60

Allows for any Highway Operating Fund (Fund 7002) appropriation, unless restricted by law, to be used to liquidate unforeseen liabilities arising from contractual agreements of prior years when the prior year encumbrance is insufficient.

Section: 203.60

Same as the Executive.

Section: 203.60

Same as the Executive.

DOTCD22 Maintenance of Interstate Highways

Section: 203.70

Authorizes ODOT to provide maintenance on interstate highways located within the boundaries of municipal corporations and to reimburse municipalities for their costs in providing such maintenance if there are agreements to do so.

Section: 203.70

Same as the Executive.

Section: 203.70

Same as the Executive.

DOTCD23 Public Transportation Highway Purpose Grants

Section: 203.80

Allows the Director of ODOT to use state motor fuel tax revenues to match federal grants to support local or state funded public transportation highway projects, including the construction and repair of high-occupancy vehicle lanes; the acquisition and construction of park and ride facilities and transit loops; and repair of bridges used by public transportation vehicles. Prohibits motor fuel tax revenues from being used for operating assistance or for the purchase of vehicles, equipment, or maintenance of facilities

Section: 203.80

Same as the Executive.

Section: 203.80

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD24 ARRA Highway Infrastructure or Transit Funds

Section: 203.90

Requires the federal payments for highway infrastructure and transit agencies under ARRA to be credited to the Highway Operating Fund (Fund 7002).

Fiscal effect: Permits DOT to continue directing federal reimbursement received for highway and transit projects funded by ARRA to Fund 7002.

Section: 203.90

Same as the Executive.

Fiscal effect: Same as the Executive.

Section: 203.90

Same as the Executive.

Fiscal effect: Same as the Executive.

DOTCD25 Authorization for Treasurer of State and OBM to Effectuate Certain Lease Rental Payments

Section: 509.10

Requires the Director of OBM to initiate and process payments from lease rental payment appropriation items during the FY 2014-FY 2015 biennium, pursuant to lease agreements for bonds or notes issued under Section 2i of Article VIII, Ohio Constitution and Chapters 152. and 154. of the Revised Code. Requires payments to be made upon certification by the Treasurer of State of the dates and amounts due on those dates.

Section: 509.10

Same as the Executive.

Section: 509.10

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD26 Lease and Debt Service Payments

Section: 509.20

Provides for increased appropriations for certain lease rental and other payments under leases and agreements related to bonds or notes issued under the Ohio Constitution and acts of the General Assembly, should additional appropriations be necessary.

Section: 509.20

Same as the Executive.

Section: 509.20

Same as the Executive.

DOTCD27 Transfers of Cash Between the Highway Operating Fund and the Highway Capital Improvement Fund

Section: 512.10

Allows the Director of OBM to transfer cash from the Highway Operating Fund (Fund 7002) to the Highway Capital Improvement Fund (Fund 7042). Allows the Director of OBM to transfer cash from Fund 7042 to Fund 7002 up to the amounts previously transferred to Fund 7042.

Section: 512.10

Same as the Executive.

Section: 512.10

Same as the Executive.

DOTCD28 Monthly Transfers to Gasoline Excise Tax Fund

Section: 512.20

Requires the Director of OBM to transfer cash in equal monthly increments totaling \$171,724,944 in FY 2014 and in equal monthly increments totaling \$173,884,776 in FY 2015 from the Highway Operating Fund (Fund 7002) to the Gasoline Excise Tax Fund (Fund 7060) and specifies how these amounts are to be distributed to municipalities, counties, and townships.

Section: 512.20

Same as the Executive.

Section: 512.20

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

Fiscal effect: Provides transfers of motor fuel tax revenues to local governments for road and bridge projects in the following percentages pursuant to a statutory formula: 42.86% to municipalities, 37.14% to counties, and 20.0% to townships.

Fiscal effect: Same as the Executive.

Fiscal effect: Same as the Executive.

DOTCD29 Deputy Inspector General for ODOT Funding

Section: 512.30

Requires the Director of OBM to make semiannual transfers of cash of \$200,000, occurring on July 1 and January 1 in each fiscal year, from the Highway Operating Fund (Fund 7002) to the Deputy Inspector General for ODOT Fund (Fund 5FA0) in order to fund the Deputy Inspector General's duties.

Permits the Inspector General, with the consent of the Director of OBM, to seek Controlling Board approval for additional transfers of cash and an increase in the amount appropriated from Fund 5FA0 appropriation item 965603, Deputy Inspector General for ODOT, in the amount of the additional transfers if additional amounts of cash and appropriation are necessary.

Section: 512.30

Same as the Executive.

Same as the Executive.

Section: 512.30

Same as the Executive.

Same as the Executive.

DOTCD30 Performance Audit of the Department of Transportation

Section: 701.10

Requires the Auditor of State to conduct a performance audit of ODOT.

No provision.

No provision.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

Fiscal effect: Costs to ODOT depend on the scope and duration of the audit and the amount charged by the Auditor of State to carrying out the performance audit. ODOT paid \$323,000 to the Auditor of State for its performance audit in the FY 2012-FY 2013 biennium.

DOTCD33 Buy Ohio and Buy American Preferences for Federal Stimulus Funds

Section: 701.20

Requires that, to the extent permitted by federal law, federal stimulus moneys be used in accordance with preferences for goods and services under the Buy Ohio and Buy American programs in Ohio law.

Section: 701.20

Same as the Executive.

Section: 701.20

Same as the Executive.

DOTCD31 ODOT Environmental Reviews

Section: 755.10

Authorizes the Director of Transportation, with Controlling Board approval, to make advance payments to the federal government for its costs in dedicating staff to the expeditious and timely review of environmentally related documents submitted by ODOT that are necessary for the approval of federal permits.

Section: 755.10

Same as the Executive.

Section: 755.10

Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD40 Joint Legislative Task Force on ODOT Funding

Section: 755.20

No provision.

Creates the Joint Legislative Task Force on Department of Transportation Funding, consisting of three members of the House Finance and Appropriations Committee (two appointed by the Speaker of the House and one appointed by the House Minority Leader) and three members of the Senate Transportation Committee (two appointed by the President of the Senate and one appointed by the Senate Minority Leader).

Section: 755.20

Same as the House.

No provision.

Requires the Task Force to examine the funding needs of the Ohio Department of Transportation and issue a report containing its findings and recommendations to the Speaker of the House, the President of the Senate, and the House and Senate Minority Leaders not later than December 15, 2014, at which time the Task Force shall cease to exist.

Same as the House, but also requires the Task Force to study the issue of the elimination of Ohio's motor fuel tax.

DOTCD42 Motor Fuel Tax Distributions

Section: 755.30

No provision.

Requires the Treasurer of State, beginning July 1, 2013, and on the first day of the month for each month thereafter, to deposit the first 2% of the amount of motor fuel tax received for the preceding calendar month to the credit of the Highway Operating Fund (Fund 7002) before making any other distributions required by law.

Section: 755.30

Same as the House.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD50 Energy Industry Infrastructure Task Force

Section: 755.60

(1) No provision.

(1) No provision.

(1) Establishes the Energy Industry Infrastructure Task Force to study and make recommendations to the Director of Transportation on future infrastructure projects in districts established by ODOT that are affected by the energy industry, and to make recommendations to the Director on infrastructure projects in those districts that support the economic development activities in the districts.

(2) No provision.

(2) No provision.

(2) Requires the Governor to appoint to the Task Force three representatives of the energy industry, one representative of the County Commissioners Association of Ohio, one representative of the Ohio Township Association, one representative of the County Engineers Association of Ohio, one representative of the Department of Transportation, one representative of the public nominated by the Director of Transportation, and at least one representative of a district established by ODOT.

(3) No provision.

(3) No provision.

(3) Requires the Task Force to submit its recommendations by January 31, 2015, and states that the Task Force ceases to exist after submitting its recommendations

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As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

DOTCD32 Motor Fuel Evaporation Tax Credit

Section: 757.10

Continues the temporary motor fuel tax evaporation allowance in effect for the FY 2012-FY 2013 biennium at 1.0% (less 0.5% of the gallonage sold to retail dealers) for distributors and 0.5% for retail dealers for the FY 2014-FY 2015 biennium.

Fiscal effect: Increases revenue from the motor fuel tax over what would be collected under permanent law, which provides for an allowance of 3.0%.

Section: 757.10

Same as the Executive.

Fiscal effect: Same as the Executive.

Section: 757.10

Same as the Executive.

Fiscal effect: Same as the Executive.

Executive - H.B. 35

As Passed by the House - H.B. 35 & H.B. 51

As Reported by Senate Transportation - H.B. 51

LOCCD2 Service Station Surety Bond Requirements

**R.C. 3791.12, 3791.13, 3791.99, Section 803.10.
Repealed: R.C. 3791.11**

**R.C. 3791.12, 3791.13, 3791.99, Section 803.10.
Repealed: R.C. 3791.11**

(1) No provision.

(1) Repeals the requirement that the owner of a property on which a service station is located, if the owner is also the owner of the service station, or the lessee of the property (other than any person who leases and operates the service station under a contract with a supplier of gasoline and petroleum products) file an annual \$3,000 surety bond with the executive authority of the municipal corporation in which the service station is, or is to be, located, or with the clerk of the board of county commissioners if the service station is not, or is not to be, located within a municipal corporation. Repeals the provisions that require the bond to be forfeited and the proceeds applied to the costs of repair or removal and restoration if the service station is determined to be an abandoned service station.

(1) Same as the House.

(2) No provision.

(2) Specifies that the repeal does not cancel or otherwise terminate a bond that is in effect on the repeal's effective date and that the bond continues in effect and expires according to its terms.

(2) Same as the House.

(3) No provision.

(3) Provides that upon expiration of the bond, the depositor is not required to renew the bond and requires any amount posted to be returned to the depositor.

(3) Same as the House.

(4) No provision.

(4) Adjusts the persons that receive notice of the finding that a service station is abandoned to all persons listed in the records of the county recorder as an owner of the affected property, rather than all persons listed in the bond.

(4) Same as the House.

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As Passed by the House - H.B. 35 & H.B. 51

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(5) No provision.

(5) Removes the ability of the municipal corporation or county to bring an action on the bond to recover costs of repair or removal and restoration of an abandoned service station.

(5) Same as the House.

(6) No provision.

(6) Removes the minor misdemeanor penalty for noncompliance with the bond requirements.

(6) Same as the House.

Fiscal effect: Municipal corporations and counties would no longer hold surety bonds from owners or lessees of service stations after any bonds currently in effect expire. The amounts of any expired bonds would be returned by the municipality or county to the depositor who filed the bond. Municipalities and counties would no longer be able to draw upon surety bonds posted by the owner or lessee of an abandoned service station to recover the costs of repair, removal, or restoration of the site, and would no longer collect any minor misdemeanor penalties resulting from noncompliance.

Fiscal effect: Same as the House.

LOCCD3

Powers of Port Authorities Created Before July 9, 1982

(1) No provision.

(1) No provision.

R.C. 4582.06, 4582.171

(1) Permits a port authority created on or before July 9, 1982 to loan moneys to governmental entities for the acquisition, construction, furnishing, and equipping of certain property, thereby granting such a port authority the same power as a port authority created after July 9, 1982.

(2) No provision.

(2) No provision.

(2) Alters the law regarding a port authority that was created on or before July 9, 1982, by (A) authorizing the port authority to charge, alter, and collect rentals or other charges for the use or services of a port authority facility,

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As Passed by the House - H.B. 35 & H.B. 51

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and (B) authorizing any governmental agency to cooperate with a port authority in the acquisition or construction of port authority facilities through required agreements between the governmental agency and the port authority, thereby making the law related to such port authorities consistent with the law applicable to port authorities created after July 9, 1982.

LOCCD1 Fee to Cover County Costs of Vacating a Road

No provision.

R.C. 5553.051

Permits a board of county commissioners to establish a reasonable fee to cover the costs the county incurs in proceedings to vacate a public road, including the costs the county incurs in providing published notice and mailed notice as required by law. Permits the board to require an initial deposit to be paid at the time a petition for vacation of a road is filed or promptly thereafter. Requires the clerk of the board to maintain an accurate and detailed accounting of all funds received and expended in the processing of a petition for vacation of a road.

Fiscal effect: Potential additional revenue to counties from fees charged for proceedings to vacating a public road, which may offset the administrative costs incurred in the proceedings.

R.C. 5553.051

Same as the House, but limits the fee that a board of county commissioners may establish to the actual costs the county incurs in providing the published and mailed notice required by current law, rather than the costs the county incurs in proceedings to vacate the public road, including the published and mailed notice.

Fiscal effect: Same as the House, but limits the fees that may be collected by counties to the actual costs of published and mailed notice.