

Executive	As Passed By House		In Senate Finance
DOTCD69	Ohio Airport Improvement Program		
	R.C.	4561.03, 5736.02, 5736.04, 5736.13; Section 411.30	
No provision.		Creates the Ohio Airport Improvement Program to finance airport improvements for publicly owned, public-use airports in Ohio.	No provision.
No provision.		Dedicates the portion of Petroleum Activity Tax (PAT) receipts derived from the sale of aircraft fuel to the Ohio Airport Improvement Program Fund (Fund 5CN1) created in the bill to support the program.	No provision.
No provision.		Requires that Fund 5CN1 ALI 777628, Ohio Airport Improvement Program, be used to administer the Ohio Airport Improvement Program. Reappropriates the available balance of the ALI at the end of FY 2026 for the same purpose in FY 2027.	No provision.
		Fiscal effect: The bill appropriates \$4,650,000 each fiscal year for the program, the amounts that DOT estimates would come from the aviation fuel-related portion of PAT receipts.	
DOTCD83	Rail Development Commission members		
			R.C. 4981.02
No provision.		No provision.	Increases the number of members appointed to the Ohio Rail Development Commission by the Governor who represent the interest of freight rail companies from one to two members. Requires that one such member represent a Class I railroad and the other member must represent a Class II or Class III railroad.
No provision.		No provision.	Exempts the two freight rail members from the requirement that they be residents of Ohio and allows those members to be from another state, provided they have a substantial connection to freight rail operations in Ohio.
No provision.		No provision.	Removes the member appointed by the Governor who represents the interests of passenger rail service.

Executive	As Passed By House	In Senate Finance
<b>DOTCD77 Midwest Interstate Passenger Rail Compact</b>		
	<b>R.C. 4981.36, 4981.361, Section 411.15</b>	
No provision.	Adopts the Midwest Interstate Passenger Rail Compact (adopted in 2002 but repealed in 2013) and creates the Midwest Interstate Passenger Rail Commission. Enacts provisions governing the Commission's powers and duties. Prescribes the appointing authorities for Ohio's four members on the Commission, consistent with the Compact.	No provision.
No provision.	Earmarks \$25,000 in each fiscal year under GRF ALI 776465, Rail Development, to pay for the costs for Ohio joining the Compact.	No provision.
<b>DOTCD82 Analysis of residential and commercial development</b>		
		<b>R.C. 5501.57</b>
No provision.	No provision.	Requires ODOT to collect and analyze data on building permits that have been issued for residential and commercial developments (constructed after the bill's effective date) to assess if ODOT's current transportation facilities are adequate to handle the increased traffic that results from the development.  <b>Fiscal effect: Potential administrative cost increase for ODOT.</b>
<b>DOTCD74 Ohio Turnpike and Infrastructure Commission</b>		
	<b>R.C. 5537.02, 5537.01, 5537.03, 5537.24, 5537.27</b>	<b>R.C. 5537.02, 5537.01, 5537.03, 5537.24, 5537.27</b>
No provision.	Removes a requirement that the members of the Senate and House who serve on the Commission represent either a district that is part of the Ohio Turnpike system or a district located in the vicinity of a Turnpike project.	Same as the House.
No provision.	Abolishes the Turnpike Legislative Review Committee.	Same as the House.

Executive	As Passed By House	In Senate Finance
<b>DOTCD75    Transportation Improvement Districts</b>		
	<b>R.C.            5540.02</b>	<b>R.C.            5540.02</b>
No provision.	Removes the authority of the Speaker of the House to make a discretionary appointment to a Transportation Improvement District (TID) under either of the oversight structures in current law.	Same as the House.
	<b>Fiscal effect: None.</b>	<b>Fiscal effect: None.</b>
<b>DOTCD76    Regional Transportation Improvement Projects (RTIP)</b>		
	<b>R.C.            5595.01, 5595.02, 5595.04, 5709.48</b>	<b>R.C.            5595.01, 5595.02, 5595.04, 5709.48</b>
No provision.	Expands what constitutes a "qualified RTIP" to include those that are undertaken after the completion of a feasibility study in addition to those undertaken prior to October 3, 2023, as under current law.	No provision.
No provision.	Requires the feasibility study to include both an economic feasibility assessment, approved by DEV, and a technical feasibility assessment, approved by DOT.	No provision.
No provision.	Specifies that opportunity corridor improvements, which may be undertaken by an RTIP under current law, include facilities that are required for the gathering, transmission, and distribution of utilities.	No provision.
No provision.	Expands the membership of the RTIP governing board to include the Chief Executive Officer (CEO) of the JobsOhio network partner that covers the majority of the area encompassed by the RTIP or the CEO's designee.	Authorizes, instead of requires, the membership expansion.
No provision.	Expands the RTIPs that may form a transportation financing district (TFD) from RTIPs undertaken before March 23, 2018, to any qualified RTIP.	No provision.
	<b>Fiscal effect: Expands the potential plans that RTPOs may adopt and potentially increases the number of TFDs that could be formed.</b>	

Executive	As Passed By House	In Senate Finance
<b>DOTCD79 Rail Development one-time grants</b>		
No provision.	No provision.	<b>Section: 411.15</b> Requires that GRF ALI 776400, Rail Development One-Time Grants, be used to distribute funding to the lead Ohio partnering agency preparing the Step 2-Service Development Plan supporting Ohio's portion of the Midwest Connect rail line.
<b>DOTCD68 Ohio Maritime Assistance Program</b>		
No provision.	<b>Section: 411.20, 512.10</b> Requires Fund 5QT0 ALI 776670, Ohio Maritime Assistance Program, to be used to provide grants under the Ohio Maritime Assistance Program. Reappropriates the available balance of the ALI remaining at the end of FY 2026 for the same purpose in FY 2027.	<b>Section: 411.20, 512.10</b> Same as the House.
No provision.	Requires the OBM Director to transfer \$8,000,000 cash from the GRF to the Ohio Maritime Assistance Fund (Fund 5QT0) in FY 2026. <b>Fiscal effect: The bill appropriates \$4.0 million in each fiscal year for grants under the program.</b>	Same as the House. <b>Fiscal effect: Same as the House.</b>
<b>DOTCD73 Airport Improvement - State</b>		
No provision.	<b>Section: 411.20</b> Earmarks \$5,000,000 in each fiscal year from GRF ALI 777471, Airport Improvement - State, to be used by the Office of Aviation to provide matching funds for eligible airports that have been awarded Airport Infrastructure Grant funding through the Infrastructure Investment and Jobs Act.	No provision.
No provision.	Requires any matching funds provided to airports that are subsequently returned to ODOT due to lower than estimated project costs to be reallocated to other eligible airports for the same purpose, and reappropriates those amounts.	No provision.

Executive	As Passed By House	In Senate Finance
No provision.	Earmarks \$2,000,000 in FY 2026 for the Eastern Ohio Military Affairs Commission (EOMAC) to support construction and repair projects at the Youngstown Air Reserve Station, the Youngstown-Warren Regional Airport, and the Camp James A. Garfield Military Training Center.	No provision.
<b>DOTCD81 U.S. Route 23 and I-71 connector</b>		
No provision.	No provision.	<b>Section: 610.20, 610.21</b> Amends section 755.60 of H.B. 54 of the 136th G.A. to change a provision that required ODOT/OTIC to prepare a joint plan regarding the feasibility of connecting U.S. Route 23 and I-71 by splitting the plan into two components, an interim report and a final joint plan.
No provision.	No provision.	Requires the interim report to conceptually identify and evaluate the corridor alternatives and alignments and authorizes ODOT and OTIC to consider alignments that were not part of the original list. Makes the interim report due October 1, 2025, (rather than the full plan due by September 30, 2025).
No provision.	No provision.	Requires the final joint plan to identify a preferred route for the connecting corridor, include all preliminary engineering assessments (design, cost estimates, right-of-way, and environmental impacts, etc.), and recommend whether final implementation should be through ODOT or OTIC. Extends the deadline for the final joint plan to October 1, 2026.
<b>DOTCD53 Diesel Emission Reduction Grant Program</b>		
<b>Section: 755.10</b> Establishes the Diesel Emissions Grant Reduction Program, administered by Ohio EPA and funded by Highway Operating Fund (Fund 7002) appropriations under the ODOT budget.	<b>Section: 755.10</b> Same as the Executive.	No provision.

Executive	As Passed By House	In Senate Finance
Requires the EPA Director, in consultation with the ODOT Director, to develop guidance, including a method of prioritization for projects submitted by public and private entities that are eligible for the federal CMAQ Program. Requires the DOT Director to process FHA-approved projects recommended by the EPA Director.	Same as the Executive.	No provision.
Allows Diesel Emissions Reduction Grant Program funds to be used to buy hybrid and alternative fuel vehicles that are allowed under FHA guidance for the CMAQ program.	Same as the Executive.	No provision.
Limits total program expenditures to \$10,000,000 in each fiscal year. Provides that these grants do not reduce the amount of funding designated for Metropolitan Planning Organizations for similar projects.	Same as the Executive.	No provision.
<b>DOTCD71   Drones for First Responders Pilot Program</b>		
	<b>Section:   755.20, 411.20</b>	
No provision.	Requires the ODOT Director to establish the Drones for First Responders Pilot Program. Requires the program to focus on specific goals, including the acquisition of unmanned aerial vehicle systems for first responders, training, obtaining necessary FAA approvals, and integrating state infrastructure.	No provision.
No provision.	Requires the ODOT Director to award program funding to participating municipal corporations for buying unmanned aerial systems for first responders, training support, assisting in navigating federal processes and approvals, and supporting the integration of statewide operations.	No provision.
No provision.	Conditions purchase of any unmanned aerial vehicle system on the system's compliance with federal laws and regulations, including those involving national security and defense spending.	No provision.

Executive	As Passed By House	In Senate Finance
No provision.	Requires the ODOT Director to submit a report to the Governor, House and Senate leaders, and the chairs of any House and Senate committees dealing with transportation issues within two years. Requires the report to detail how funds were expended through the program, the success of the program in meeting its goals, the cost-benefit analysis created through the program, and any recommendations for additional integration of unmanned aerial vehicle system operations by first responders.	No provision.
No provision.	Earmarks \$2,500,000 in FY 2026 under GRF ALI 772456, Unmanned Aerial Systems Center, to be used to administer the pilot program. Reappropriates the unexpended, unencumbered balance of this earmark remaining at the end of FY 2026 for the same purpose in FY 2027.	No provision.

Executive	As Passed By House	In Senate Finance
<b>DASCD48</b> Affirmative action programs in state contracts		
	<b>R.C. 125.111, 153.59, and 9.47 (repealed)</b>	<b>R.C. 125.111, 153.59, and 9.47 (repealed)</b>
No provision.	Eliminates a requirement for all contractors from whom the state or a political subdivision makes purchases to have a written affirmative action program for the employment and utilization of economically disadvantaged persons.	Same as the House.
No provision.	Repeals a requirement that a person receive a certificate of compliance with affirmative action programs from DEV before bidding on a public improvement construction contract or a transportation construction contract awarded by DOT.	Same as the House.
	<b>Fiscal effect: None.</b>	<b>Fiscal effect: Same as the House.</b>



Executive	As Passed By House	In Senate Finance
<b>OBMCD34 State Land Royalty Fund</b>		
<b>R.C. 131.50</b>	<b>R.C. 131.50</b>	
Revises the requirements and procedures regarding money transferred from the existing State Land Royalty Fund (SLRF) to individual funds administered by state agencies from revenue generated by oil and gas leases on state land as follows:	Same as the Executive, but makes the following changes:	No provision.
(1) Creates the Natural Resources Land Royalty Fund (NRLRF) to consist of money from leased mineral rights on land owned or controlled by ODNR and the Transportation Land Royalty Fund to consist of money from leased mineral rights on land owned or controlled by ODOT.	(1) Same as the Executive, but also creates the Wildlife Land Royalty Fund, separate from the NRLRF to consist of money from leased mineral rights on land owned or controlled by the Division of Wildlife in ODNR.	No provision.
(2) Requires the OBM Director to transfer cash from the SLRF to these two funds or other designated funds at the request of a state agency entitled to receive such revenue, rather than requiring the Treasurer of State, in consultation with the OBM Director, to disburse the money within 30 days of its deposit into the SLRF.	(2) Same as the Executive, but also requires transfers to the Wildlife Land Royalty Fund and does not remove the 30 day deadline for making the transfers.	No provision.
(3) Removes the requirement that the cash transferred to ODNR be transferred to the appropriate fund designated by the applicable division within ODNR.	(3) Same as the Executive, except for the transfers to the Wildlife Land Royalty Fund as described above.	No provision.

Executive	As Passed By House	In Senate Finance
<b>LECCD1    Cash Transfers to the Lake Erie Protection Fund</b>		
<b>Section:    319.20</b>	<b>Section:    319.20</b>	<b>Section:    319.20</b>
Permits the OBM Director to transfer up to \$25,000 in each fiscal year from each of the following funds to the Lake Erie Protection Fund (Fund 4C00):	Same as the Executive.	Same as the Executive.
(a) Environmental Protection Fund (Fund 5BC0) used by Ohio EPA.	(a) Same as the Executive.	(a) Same as the Executive.
(b) Pesticide, Fertilizer and Lime Fund (Fund 6690) used by AGR.	(b) Same as the Executive.	(b) Same as the Executive.
(c) General Operations Fund (Fund 4700) used by DOH.	(c) Same as the Executive.	(c) Same as the Executive.
(d) Program Support Fund (Fund 1570) used by DNR.	(d) Same as the Executive.	(d) Same as the Executive.
(e) Highway Operating Fund (Fund 7002) used by ODOT.	(e) Same as the Executive.	(e) No provision.
(f) Supportive Services Fund (Fund 1350) used by DEV.	(f) Same as the Executive.	(f) Same as the Executive.
Permits Fund 4C00 to accept contributions and transfers made to the fund.	Same as the Executive.	Same as the Executive.

Executive	As Passed By House	In Senate Finance
AUDCD11 ODOT audits		
No provision.	No provision.	R.C. 117.12, 117.56, Section 125.23 Repeals a provision recently enacted via the Transportation Budget scheduled to take effect in October that would have allowed AOS to access the records of ODOT during an audit.

Executive	As Passed By House	In Senate Finance
<b>RDFCD10</b> Local government fund reductions for traffic cameras		
	<b>R.C.            5747.502</b>	<b>R.C.            5747.502</b>
No provision.	<div>Terminates local government fund reductions for townships and counties that previously employed traffic cameras to issue citations.</div> <div><b>Fiscal effect: Three townships would otherwise see their LGF amounts reduced in FY 2026 and years thereafter by roughly \$15 million, based on their traffic camera fines collected through FY 2025. Townships and counties were prohibited from employing traffic cameras under H.B. 54, the transportation budget of the 136th GA.</b></div>	<div>Same as the House.</div> <div><b>Fiscal effect: Same as the House.</b></div>