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**Executive****DOTCD38            Removal of the requirement for ODOT to adopt a business plan****R.C.            5501.20**

Removes the requirement that ODOT adopt a business plan every two years outlining the Department's mission, business objectives, and strategies, as well as adopt procedures for certain professional employees' performance accountability.

**Fiscal effect: Minimal decrease in administrative costs.**

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**DOTCD41            Audits and financial reports of the Ohio Turnpike and Infrastructure Commission****R.C.            5537.17**

Eliminates the requirement that the Auditor of State make an unannounced annual audit of the Ohio Turnpike and Infrastructure Commission's accounts and transactions. Requires the Commission's books to be annually audited by certified public accountants approved by the Auditor of State instead of by any CPAs.

Eliminates the requirement that, by July 1st of each year, the Commission make an annual report of its activities over the preceding calendar year, including a complete operating and financial statement, and provide the report to the Governor and the General Assembly.

Requires the Commission to annually submit a comprehensive annual financial report containing its audited financial statements for the preceding calendar year, to the Governor, the General Assembly, and the Director of Budget and Management, by July 1st of each year. Specifies that such report must include a complete operating and financial statement covering the Commission's operations and funding of any Turnpike projects and infrastructure projects during the year.

**Fiscal effect: Minimal decrease in administrative costs to the Commission.**

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**Executive****DOTCD39 Diesel Emissions Reduction Grant Program****Section: 755.10**

(1) Establishes a Diesel Emissions Reduction Grant Program (DERG) in the Highway Operating Fund (Fund 7002) and requires the Ohio Environmental Protection Agency (EPA) to administer the program and solicit, evaluate, score, and select projects submitted by public and private entities that are eligible for the federal Congestion Mitigation and Air Quality (CMAQ) Program. Requires ODOT to process Federal Highway Administration (FHWA) projects as recommended by EPA.

(2) Specifies that in addition to the expenditures allowed under RC 122.861, listing the types of projects eligible for grants, program funds also may be used to assist projects involving the purchase or use of hybrid and alternative fuel vehicles that are allowed under CMAQ guidance developed by FHWA.

(3) Requires public entities eligible to receive program funds to be reimbursed from moneys in Fund 7002. Requires private entities eligible to receive funds to be reimbursed at the discretion of the local public sector agency and upon approval by ODOT, through direct payments to the vendor in the prorated share of federal/state participation. Specifies that the reimbursements shall be made from moneys in Fund 7002.

(4) Specifies that expenditures for the program from Fund 7002 shall not exceed \$10 million in both FY 2020 and FY 2021.

(5) Specifies that any allocations under this section of the bill represent CMAQ program moneys within ODOT for program use by EPA, and that such allocations shall not reduce the amount of moneys designated for metropolitan planning organizations (MPOs).

(6) Requires EPA, in consultation with ODOT, to develop guidance for the distribution of funds and for the administration of the program. Requires the guidance to include a method of prioritization for projects, acceptable technologies, and procedures for awarding grants.

**Fiscal effect: The Diesel Emissions Reduction Grant Program has been authorized under temporary law of main operating budget bills in the same or a similar manner since the FY 2012-FY 2013 biennium. Up to \$10 million over the FY 2020-FY 2021 biennium may be used for the program from Fund 7002, the same amount allowed for the current FY 2018-FY 2019 biennium.**

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