

Substitute House Bill 74 (L_134_0002X4)
Transportation budget sub bill staff summary
Senate Transportation Committee – Wednesday March 17th

- Increases public transit GRF support by \$13.85M each fiscal year, bringing total GRF appropriations to \$37M per fiscal year. This is in addition to “flex funds” and federal public transportation dollars already included in the bill
- Specifies that the language in the bill allowing the Director of Transportation to request a reduction of \$13M in FHWA flex funding for transit applies only if the additional federal funds received by transit entities are able to be spent for non COVID expenses
- As of July 1, 2021 reverts driver’s license renewals back to a four-year renewal cycle rather than eight-years which is about to take effect
- Requires ODOT to reopen permanently closed weigh stations as overnight parking for commercial motor vehicles
- Clarifies the definition of “plug in electric hybrid” and “hybrid motor vehicle” so a vehicle with battery assist does not independently trigger one of these definitions and the respective fee
- Increases capital appropriation for Public Works Commission’s Local Public Infrastructure by \$2M from \$12M to \$14M and directs the money to emergency road-slip remediation projects throughout the state
- Clarifies language from last transportation budget that requires controlling board approval for appropriation transfers, increases, cash transfers, and reappropriation authority that may be requested by ODOT
- Restores current law regarding remedial driving courses being taught in person or online
- Removes language specifying driver requirements regarding pedestrian right of way
- Changes the length of validity of a farm bus registration from 310 days to one year with an annual renewal
- Removes language allowing ODOT to erect additional “Keep Right Except to Pass” road signs on highways
- Reverts Transportation Improvement District (TID) registration thresholds to current law
- Eliminates current law provision requiring the President of the Senate and the Speaker of the House to appoint non-voting members to TID Boards
- Modifies the existing language dealing with the Catastrophic Snowfall Program by decreasing the snowfall threshold from 18 to 16 inches in a 24-hour period
- Directs EPA to use \$8M from the Volkswagen Clean Air Act Settlement dollars for an electronic vehicle charging station grant program
- Permits a regional transportation improvement project (RTIP) to levy a special assessment on real property located within the district if property owners agree to the assessment
- Clarifies that trade secrets contained in property and casualty filings submitted to the Superintendent of Insurance are not for public disclosure (a significant number deal with private and commercial auto insurance)
- Increases the force account limits for municipal highway and township road projects and the limits for county engineer highway and bridge projects

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- Removes language requiring Controlling Board approval for transfers between the Highway Operating fund and the Highway Capital Improvement fund
- Appropriates \$412K (non GRF) in each fiscal year for Ohio State Highway Patrol training at the Mid-Ohio sports car course
- Reduces the amount of highway capital improvement bonds ODOT is authorized to issue from \$85M to \$57M during the biennium
- Restores language authorizing a regional transit authority that levies a property tax (TARTA) to allow subdivisions to join with voter approval and also put a sales tax alternative before the voters
- Restores provisions related to navigable airspace to conform to federal law and FAA regulations
- Modifies existing law regarding personal delivery devices, allowing them to transport cargo and increasing weight limits from 200 to 550 pounds
- Requires the Registrar of Motor Vehicles to develop a procedure to transfer a portion of online transactions to deputy registrars. This language will not result in any additional fees or charges being paid by Ohioans
- Clarifies language in the bill to specify that taxpayer information disclosed to the Ohio Rail Development Commission by Taxation is only permissible when necessary to verify eligibility for grants or loans
- Removes language dealing with Fireworks manufacturer and wholesaler licenses and license transfers
- Requires the Director of Transportation to adopt rules, to prevent any particular type of highway pavement from receiving priority in the highway construction bidding process
- Requires ODOT to allow for a reasonable price adjustment for the use of rebar in ODOT construction contracts in line with other materials
- Increases by \$1M to \$3.3M a set-aside for construction, reconstruction, or maintenance of roads within metro parks, and expands the program to include roads within state parks and wildlife areas greater than 10,000 contiguous acres
- Removes towing changes from the bill
- LSC technical amendment

Note: For additional analysis – please refer to LSC Comparison Document, Spreadsheet and official bill text published by the Legislative Service Commission