

Substitute House Bill 26
Transportation Budget Sub Bill Summary
Senate Transportation Committee – Monday March 20th



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- Streamlines the commercial motor vehicle registration process and structure to promote parity in fees for in-state and out-of-state registrations. Establishes an incentive, statewide, to trucking companies who choose to register commercial vehicles in Ohio by providing volume-based reductions in fees. Removes provisions creating the county specific two-year pilot program
- Increases the share of motor fuel receipts that are dedicated to local road and bridge projects through the Public Works Commission's Local Transportation Improvement Program (LTIP) by requiring 1.25 cents in FY 18 and 1.50 cents in FY 19 and beyond to support the program (current allocation is 1 cent per year.) This will divert \$48 million over the biennium to local road and bridge projects
- Extends the House provision allowing an exemption from size and weight limits for towing vehicles going to and from a crash scene to also include tow trucks taking vehicles to a storage or repair facility, and returning from that storage or repair facility. Sunsets all related provisions one year after the effective date of the bill
- Eliminates the \$8,000 pay supplement for Clerks of Court operating as full-authority deputy registrars
- Requires at least \$33 million each fiscal year to be spent on transit / public transportation programs
- Requires voter approval for a county that seeks to levy the newly proposed \$5 local motor vehicle registration fee
- Requires the ODOT Director to provide notice of a proposal to establish a limited access highway or freeway in the same way notice is provided for road closures, but at a minimum shall include notice in newspapers as well as notice to statewide organizations representing farmers
- Requires the Registrar of Motor Vehicles to arrange for a system that enables electronic motor vehicle dealers to submit title applications to the clerks of courts, and allows money from the Automated Title Processing Fund to be used for that purpose
- Removes the provision of the bill allowing a person driving a boat to use a rearview mirror to observe water skiers (restores current law)
- Allows the use of snowmobiles and all-purpose vehicles on State Routes on Lake Erie Islands from November 1 to April 30 under limited circumstances
- Clarifies that an insurance company may apply for a salvage vehicle certificate of title without a physical title in instances where the vehicle has no physical title
- Allows an insurance company to commence a civil action against a storage facility or place of storage in addition to a towing service
- Removes an obsolete tax credit against the corporate franchise tax for railroad companies as the CFT was eliminated in 2009
- Removes the requirement that ODOT complete a study of the Eastern Bypass of greater Cincinnati
- Restores current law dealing with violations for missing front license plates

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- Increases the allocation contained in the introduced version of bill for the construction and maintenance of roads in metropolitan parks by \$334,000 per year
- Modifies the definition of a “motor-driven cycle or motor scooter” to allow vehicles with more powerful engines to be regulated as motorcycles and allowed to operate on roads with a speed limit above 45 mph
- Limits the ability of Department of Transportation to transfer cash between line items when unforeseen conditions arise but preserves the authority in emergency situations and circumstances affecting federal funds
- Requires contributions from the “Share the Road” license plate to be deposited in the License Plate Contribution Fund solely for the Ohio Bicycle Federation. Funds collected from sale of “Share the Road” plates must be used by the Bicycle Federation
- Amends the definition of “bridge” for purposes of bridge inspections, from 10 feet in diameter or clear span to 20 feet. This change aligns Ohio’s definition with the national definition of “bridge” used by most other states
- Authorizes two townships or two municipal corporations, or a combination thereof, to form a joint road district to cooperate on sharing facilities, equipment, materials, employees, and the costs associated with maintaining each entity’s roadways
- Eliminates language requiring a limited access entrance and exit ramp every four miles on certain interstate highways
- Requires ODOT to collaborate with a regional planning organization to perform a study to determine the feasibility of constructing limited access entrance and exit interchanges every four miles on certain interstate highways
- Modifies the requirement that the Director of DPS authorize a motorcycle training program by allowing the Director to utilize any nationally recognized motorcycle operator training courses, or to develop a state curriculum within the Department
- To promote the transportation of natural gas in Ohio, the provision allows a natural gas company to apply for an infrastructure development rider that the PUCO may assess for economic development projects at up to \$1.50 per month and clarifies that only one infrastructure development rider may be approved per natural gas company
- Specifies that the Registrar must adopt rules in accordance with Chapter 119 JCARR rulemaking authority when establishing any new fees attributable to convenience kiosks
- Grants authority to the Registrar to set service fees for Deputy Registrars subject to Chapter 119 JCARR rulemaking authority. Removes corresponding provisions from the bill which would increase transactional service fees for Deputy Registrars
- Restores variable speed limit provisions put forth in “As Introduced Version” to enhance traffic flow on specific state highways
- Requires ODOT to report to the General Assembly within six months of the effective date of the bill on improvements made to the Advertising Device Control Program
- Removes language requiring ODOT to establish the Division of Freight

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- Provides for consumer protections by requiring non-governmental websites which charge additional fees for electronic submission of vehicle registrations to prominently disclaim that they are not a government agency, provide a link to the Registrar's website and other provisions
- Allows low-speed vehicles to use public roads when traveling from one farm to another for agricultural purposes when displaying a triangular slow-moving vehicle emblem
- Creates the Smart Transportation Action Team (STAT) to make recommendations regarding the use of public investments relating to advances in transportation technology such as autonomous vehicles
- Removes provisions regarding school license plates and related reporting requirements from the bill
- Removes five memorial highway designations from the bill
- Removes provisions of the bill dealing with signage marking the Defiance County Veterans Memorial Highway
- Redirects previously appropriated capital money (\$50K) for the Hicksville Splash Pad instead to the Hicksville Park project
- Redirects previously appropriated capital money (\$2M) for the Akron Global Business Accelerator's Bits and Atoms Center and clarifies that the University of Akron will serve as the statutory agent rather than Stark State College. This regional project will be located at the University of Akron's Polsky Building
- Reappropriates the unexpended FY17 balance of the Travel and Tourism GRF line item to be used for the same purpose in FY18. This item funds Ohio's Major Sporting Event Grant program
- Makes changes to the Health and Human Services fund cash transfer language in the bill by providing specific purposes for which a transfer can be made
- Requires the Registrar to adopt rules governing the bill's provisions allowing third party businesses to advertise in the deputy registrar's offices
- Restores inadvertently-deleted language governing how licensed fuel distributors and retailers may claim the current-law refund for motor fuel shrinkage and evaporation by fully returning to current law
- Clarifies inconsistent terminology dealing with the filing of aviation fuel reports with the Department of Taxation. The code uses the term "report" and also "return"
- Restores an inadvertently-deleted provision from the bill that corrects the Department of Taxation's published list of motor fuel distributors
- Corrects an improper code reference in the Public Safety-Highway Purposes Fund
- LSC Technical Amendment