

Substitute House Bill 26

Transportation Budget OMNI Summary

Senate Transportation Committee – Wednesday March 22nd

- Increases the portion of a district public works integrating committee's allocation that can be used for grants from 85% to 90% in the State Capital Improvements Program
- Extends the sub bill's 1 year sunset pertaining to towing vehicles and their travels to and from crash scenes and repair facilities to 2 years after the effective date of the bill
- Specifies that the Registrar must establish the DR transaction fee by rule within nine months of the effective date. The amount must be at least \$3.50 but not more than \$5.25
- Requires \$15M per year of the forthcoming Volkswagen Emissions Mitigation Trust (EMT) Fund be used by ODOT and EPA as funding for Ohio's transit authorities for rolling stock projects which provide reduced emissions (this is in addition to the bills previous \$33M per year requirement)
- Further defines the types of vehicles and the roads on which those vehicles can travel from farm to farm for agricultural purposes
- Exempts certain railroad land from assessments for sewer and drainage improvements
- Restores current law motor fuel tax exclusion available for fuel that is prepackaged in containers of five gallons or less
- Changes the provisions of the bill dealing with biennial bridge inspections to make the off year inspection a partial inspection
- Further refines reporting requirements relative to the Variable Speed Limit Pilot Program and restores House language requiring uniform speeds regardless of vehicle type and weight
- Eliminates the Transportation Research Center as an entity reviewed by the Smart Transportation Action Team (STAT)
- Protects employees by requiring contractors and subs to only provide the last four digits of their Social Security number when providing that info to a prevailing wage coordinator
- Reduces the fee for a registered brine transporter certificate from \$500 to \$50
- Reduces appropriation levels in the Department of Transportation to account for the increased appropriation for the PWC's Local Transportation Improvement Program (LTIP)
- Eliminates language permitting an insurance company to commence a civil action against a place of storage, while allowing an action against a storage facility and towing service
- Extends in statute the Ohio Bridge Partnership Program through the end of FY19 and requires ODOT to report to the General Assembly recommending short and long term funding sources for the program
- Reverts to current law by defining a bridge as a structure spanning 10 feet or more
- Restores inadvertently deleted language to allow for a one year window for motor fuel related tax refunds to be claimed
- Further refines the language dealing with statewide volume based fee discounts for Commercial motor vehicle registrations to ensure that base fees cannot exceed current law fees
- Various minor changes to aviation fuel dealer language
- Ensures language reappropriating the FY17 balance of the Travel and Tourism GRF line item to FY18 only captures the unexpended, unencumbered balance
- Add a reference to ORC 131.44 (ending fund balance) to Human Service Fund transfer
- LSC technical amendment