

## **The following are changes reflected in the substitute bill for House Bill 23:**

- Creates the Rural Highway Fund and transfers \$1,000,000,000 into the fund. Eighty percent of this fund will be used to finance projects on rural state highways and twenty percent will be used for local governments as local matching funds for TRAC eligibility.
- Establishes the Ohio Workforce Mobility Partnership Program to allow one or more regional transit authorities (RTA) to work together to provide service for the workforce between the territories and supporting the employment needs of economically significant employment centers. Earmarks \$15 M per year to provide grants for this purpose.
- Requires the Ohio Public Utilities Commission (PUCO) and the Department of Transportation (DOT) to work with each railroad company in Ohio to ensure that the wayside detector systems are operational, effective and current.
- Demands that a railroad submit an incident report to PUCO each time it blocks a rail crossing for more than 5 minutes
- Mandates that a train must have a two-person crew.
- Removes a provision that allows ODOT to reject a best-value bidder for a design-build contract if it is determined not to be in the state's best interest and reverts to current practice.
- Extends the deadline to expend grants from the school bus purchase program until 6/30/24.
- Permits a community that is not part of a Transportation Improvement District (TID) to contribute toward the financing of a TID project.
- Broadens the use of traffic camera reimbursement payments from school safety purposes to any public safety technology.
- Moves appropriations for public transit contain in H.B. 33 to H.B.23.
- Increases the earmark in 772442, Highway Construction – Federal, to be used by Regional Transportation Planning Organizations to \$10 M per year.
- Eliminates the ability of a county or township to run a traffic camera program.
- Permits Ohioans to use their Real ID to enter Canada in lieu of a passport.
- States that when an individual pays of a financed vehicle to choose between a physical or electronic copy of the title and requires a lender to send a physical copy without charge if the purchaser elects that option.
- Allows a TID to enter into an agreement with a group of contiguous counties, if the project is partially contained in each of the counties and has received federal funding.
- Reduces the penalty for minor misdemeanor window tinting from \$150 to \$25.
- Compels DOT to establish standards for the uniform application of the construction of bicycle lanes. Prohibits a bicycle lane in the middle of a street or highway in a municipality with a population over 300,000.
- Extends the maximum length of a disability windshield placard for an individual with a disability that limits or impairs the ability to walk from 5 to 10 years.
- Adds an analysis of transportation links between Columbus and Sandusky to the Strategic Transportation and Development Analysis.
- Specifies that the plan for high speed passenger transportation must provide for connection points determined by the Commission, rather than only for connection of Cleveland, Columbus and Cincinnati.

- Removes provisions of the bill that allow ODOT projects involving Transportation Facilities to be bid as design-build contracts.
- Requires ODOT to contract with a neutral third party to conduct a study of their pavement selection process.
- Obliges a county or township to allow aggregate surface mining in any zoning district when those activities are added to an existing mining operation authorized by an Ohio Department of Natural Resources permit.
- States that the Registrar is to authorize a permanent registration for a noncommercial trailer.
- Authorizes a TID to enter into an agreement with and RTA to finance a project.
- Compels DOT to receive Controlling Board approval before expending any federal funding for the construction of electric vehicle charging stations.
- Corrects pay scale changes contained in H.B. 462 of the 134<sup>th</sup> G.A.
- Requires ODOT to ensure that limited access exit and entrance ramps exist on interstate highways every 4.5 miles in adjacent municipal corps, if each has a population of 35,000, they are in different counties and one of the counties has a population exceeding 1 million.
- Provides that any loan to a municipal corporation eligible for ODOT's small cities program, from the State Infrastructure Bank must be a zero-interest loan.
- Changes references of "handicap parking" to "accessible parking", allows a ticket to be left on a vehicle violating accessible parking laws and increases fines.
- Studies whether transit vouchers are an effective alternative to public transit in areas of low utilization.
- Specifies that an electric vehicle may exceed the statutory gross vehicle weight and axle load limits by not more than 2,000 pounds.
- Requires ODOT and each county issue an annual permit for vehicles that haul farm machinery and vehicles that haul agricultural produce or production materials.
- Renames a capital project from HB 687 from the 134<sup>th</sup> GA from Fallen Timbers Recreational Club Pool Replacement to Fallen Timbers Capital Improvements.
- Technical amendment.