

Substitute House Bill 23 Sub-bill
Transportation budget staff summary of L0002-4
Senate Transportation Committee – Wednesday, March 15th

- Requires wayside detectors to generally be installed between 10-15 miles apart and requires ODOT and PUCO to oversee proper installation
- Requires PUCO to examine best practices for hot boxes, hot bearing detectors, acoustic bearing detectors, and cameras installed on or near railroad tracks. Requires PUCO to submit findings to the General Assembly
- Removes provision regarding the sale of Cincinnati Southern Railway
- Removes the Rural Highway Construction program and its \$1 billion GRF from the bill
- Creates three new line items to illuminate how much motor fuel tax revenue go to counties, municipalities, and townships. The amendment does not change the motor fuel tax distribution formula
- Appropriates \$10 million in capital funds to Public Works for local road slip repairs, an expansion of a program that received \$2 million in the last transportation budget
- Requires ODOT to deliver expense reports for its grant and loan programs to the General Assembly
- Requires the Registrar of Motor Vehicles to accept a county-issued veterans identification cards for a military license plate application
- Specifies \$500,000/FY from the Highway Operating Fund be used to assist conservancy districts in the construction and maintenance of roads
- Removes provision regarding ODOT pavement selection process analysis
- Removes changes to criminal law violations regarding window tinting
- Raises the maximum speed limit from 55 mph to 60 mph for two-lane state routes outside of a municipal corporation
- Appropriates \$50,000 for ODOT to conduct a wrong-way driving study
- Allows the governing board of a Regional Transportation Improvement Project (RTIP) to enter into a memorandum of understanding with ODOT concerning infrastructure improvements and economic development activities on a regional highway within the RTIP
- Aligns notice and approval requirements for transportation financing districts with that of tax increment financing arrangements
- Allows ODOT to issue multiple surety bonds for a single project above \$500 million. This applies only to the Brent Spence Bridge Corridor project
- Restores provisions from the executive version to permit ODOT to bid out transportation facilities as design-build contracts
- Specifies that the Strategic Transportation and Development Analysis Study funded under the bill is to be completed by December 31, 2024
- Removes provisions regarding mandatory limited access entrance and exit ramps
- Extends provision from last transportation budget requiring ODOT to keep open parking lots at closed rest stops

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- Removes provisions regarding county or township operation of traffic cameras and instead restricts the use only to handheld cameras
- Removes requirement that ODOT conduct a study to evaluate the use of private transit vouchers
- Restores earmark for Rural Transportation Planning Organizations to executive levels
- Removes provision requiring State Infrastructure Bank loans to be made to small cities at 0% interest
- Removes provision regarding plug-in hybrid registration fees
- Modifies list of equipment requiring review as part of a school bus pre-trip inspection
- Removes provision regarding enhanced driver's licenses and ID cards
- Eliminates the requirement that the President of the Senate appoint a nonvoting member to the board of trustees of a transportation improvement district
- Removes provision regarding use of LGF reimbursements for public safety technology
- LSC technical amendment

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