
DEPARTMENT OF PUBLIC SAFETY

Public safety funds related to seizures of money

- Creates the Public Safety Highway Patrol Custodial Fund, the Ohio Investigative Unit Contingency Fund, and the Ohio Investigative Unit Custodial Fund, consisting of money seized during investigations or other enforcement activities of the Patrol or Unit.

Security at Riffe Center and Rhodes Tower

- Requires the Department of Public Safety (DPS) to coordinate security measures and operations at the Vern Riffe Center and Rhodes Tower, and requires the Department of Administrative Services to implement security measures and operations DPS requires.
- Allows the Director of Public Safety to recover the costs of directing security for the Riffe Center and Rhodes Tower by issuing intrastate transfer voucher billings to DAS or by cash transfer made by the Director of Budget and Management on request of DAS.

Driver's education course content

- Requires driver's education courses to include instruction on the dangers of driving while under the influence of a controlled substance, prescription medicine, or alcohol.

State Board of Emergency Medical, Fire, and Transportation Services

- Requires the Governor to appoint an additional member to the State Board of Emergency Medical, Fire, and Transportation Services who is a member of a third-service emergency medical service agency or organization.

Grants from the Drug Law Enforcement Fund

- Requires any drug task force awarded a grant from the Drug Law Enforcement Fund to comply with all grant requirements, including reporting its activities through the El Paso Intelligence Center (EPIC) information technology systems.

Registration fees for vehicles subject to International Registration Plan

- Eliminates a \$30 registration fee that was charged for in-state registration of commercial cars that are subject to the International Registration Plan (IRP) and an



\$11 registration fee that was charged for in-state registration of commercial buses that are subject to the IRP.

- Exempts commercial cars and buses that are subject to the IRP from the local motor vehicle registration taxes (which are up to \$25 per taxing district).
- Increases the base rates charged for the registration of a commercial car or bus that is subject to the IRP and equalizes those rates so that the base rates charged to vehicles registered in Ohio and vehicles that are registered outside of Ohio, but that are subject to taxation in Ohio under the IRP, are the same.
- Eliminates a provision of the transportation budget act (H.B. 26) that established a pilot program in six counties that reduced the \$30 registration fee for certain commercial motor vehicles registered in Ohio.

Personal delivery devices

- Authorizes the use of an electrically powered personal delivery device (PDD) on sidewalks and crosswalks by certain eligible entities, provided that certain requirements are met.
- Requires PDD operators to comply with established safety provisions, including prohibiting operation of a PDD on a street or highway except when crossing within a crosswalk.
- Requires a PDD to yield the right-of-way to pedestrians on sidewalks and crosswalks, but grants a PDD all other rights and obligations that apply to pedestrians.
- Specifies that an eligible entity is responsible for both:
 - Any violation under the act that is committed by a PDD operator; and
 - Any other circumstance, including a technological malfunction, in which a PDD operates in a manner prohibited by the act's safety provisions.
- Excludes a PDD from the definition of "vehicle" under the Motor Vehicle Law, thus exempting a PDD from general requirements and prohibitions that apply to vehicles.



Public safety funds related to seizures of money

(R.C. 4501.07 and 5502.1321)

The act establishes three new funds, consisting of money seized by the Highway Patrol or the Department of Public Safety (DPS) Investigative Unit during investigations or other enforcement activities. The money must be held by the Treasurer of State but is not part of the state treasury. It must be transferred in accordance with the criminal forfeiture law after the resolution of legal proceedings. The new Funds created by the act are as follows:

New public safety funds	
Name	Source
Public Safety Highway Patrol Custodial Fund	All money seized during investigations or other enforcement activities of the Highway Patrol
Ohio Investigative Unit Contingency Fund	All money seized during investigations or other enforcement activities of the DPS Investigative Unit prior to January 1, 2017
Ohio Investigative Unit Custodial Fund	All money seized during investigations or other enforcement activities of the DPS Investigative Unit on and after January 1, 2017

Security at Riffe Center and Rhodes Tower

(R.C. 123.01, 5502.01, and 5503.02)

The act requires DPS to coordinate security measures and operations at the Vern Riffe Center and the Rhodes Tower, and allows DPS to direct DAS to implement security measures and operations as DPS requires. Under prior law, DAS was generally responsible for the provision of security to Vern Riffe Center and Rhodes Tower. The Director of Public Safety may recover the costs of directing security for the Riffe Center and Rhodes Tower by issuing intrastate transfer voucher billings to DAS or by cash transfer made by the Director of Budget and Management at the request of DAS. These payments or cash transfers must be deposited into the state treasury to the credit of the Security, Investigations, and Policing Fund.



Driver's education course content

(R.C. 4508.02)

The act requires driver's education courses to include instruction on the dangers of driving a motor vehicle while under the influence of a controlled substance, prescription medication, or alcohol.

State Board of Emergency Medical, Fire, and Transportation Services

(R.C. 4765.02)

The act requires the Governor to appoint an additional member to the State Board of Emergency Medical, Fire, and Transportation Services who is a member of a third-service emergency medical service agency or organization. The member must be from among three persons nominated by the Ohio EMS Chiefs Association. A third-service emergency medical service agency or organization provides only emergency medical services and is separate from police and fire departments.

Grants from the Drug Law Enforcement Fund

(R.C. 5502.68)

The act requires any drug task force awarded a grant from the Drug Law Enforcement Fund to comply with all grant requirements established by the DPS, Division of Criminal Justice Services. This specifically includes a requirement that the drug task force report its activities through the El Paso Intelligence Center (EPIC). Grants from the Drug Law Enforcement Fund are provided to defray the expenses that a drug task force incurs in performing its functions related to enforcement of Ohio's drug laws and laws related to illegal drug activity.

Registration fees for vehicles subject to the International Registration Plan

(R.C. 4503.65, 4503.042, 4503.10, and 4504.201, with conforming changes in other R.C. sections; Section 620.20 (repealing Section 745.20 of H.B. 26 of the 132nd G.A.))

Background

Under the International Registration Plan (IRP), a commercial car¹⁴⁰ or bus that travels within two or more states pays an apportioned registration tax to each jurisdiction that the vehicle travels within. The tax is based on the percent of the

¹⁴⁰ A commercial car generally is a motor vehicle that is used for carrying merchandise or freight (R.C. 4501.01, not in the act).



vehicle's mileage within each state. For example, if a vehicle travels 50% of its miles in Ohio, the operator would pay 50% of the Ohio registration taxes. Under prior law, the base rates charged for IRP vehicles registered outside of Ohio were higher than the base rates charged for IRP vehicles registered in Ohio (ranging from \$1 more to \$33.50 more, depending on the vehicle's weight). However, in-state IRP vehicles paid an additional \$30 registration fee (commercial cars) or an \$11 registration fee (commercial buses) and local registration taxes (up to a maximum total of \$25 depending on the district of registration). Those fees did not apply to out-of-state IRP vehicles. The additional registration fees and taxes that were charged to in-state IRP vehicles also were not apportioned, meaning a registrant paid the full fee amount. Accordingly, in-state vehicles paid a higher overall rate for registration under prior law, because the additional unapportionable fees applied only to in-state vehicles.

Changes to registration fees

The act eliminates the additional \$30 and \$11 registration fees for in-state IRP vehicles and excludes in-state IRP vehicles from all local registration taxes (up to \$25 depending on the district of registration). In lieu of those fees and taxes, the act increases the base rates charged for the registration of an IRP vehicle and equalizes the rates so that the base rates charged to IRP vehicles registered in Ohio and out-of-state IRP vehicles are equivalent. The following table reflects the rates of taxation for an IRP vehicle as modified by the act:

Rates of taxation for commercial vehicle registration*		
Type of registration	Base rate under prior law	Base rate under the act
In-state IRP commercial car	\$45 - \$1,340 (plus a \$30 public safety fee and up to \$25 in local registration taxes)	\$100 - \$1,395
Out-of-state IRP commercial car	\$47 - \$1,373.50	\$100 - \$1,395
In-state IRP commercial bus	\$10 - \$1,630 (plus an \$11 public safety fee and up to \$25 in local registration taxes)	\$46 - \$1,666
Out-of-state IRP commercial bus	\$11 - \$1,644.50	\$46 - \$1,666

* All rates of taxation are based on vehicle weight. This table does not include service fees, late registration fees, or taxes that may be levied within a transportation improvement district or regional transportation improvement project, all of which apply to vehicles registered in Ohio only.

Please note that although the increase to the base rate is equal to the total maximum eliminated fees and taxes for in-state IRP vehicles (\$55 for commercial cars and \$36 for commercial buses), the effective tax rate for such vehicles may be lower than



under prior law. This is because the prior fees were not apportioned, whereas the base rate is apportioned. The tax rate will be higher than under prior law for out-of-state IRP vehicles, which did not pay any unapportioned fees or taxes.

Elimination of commercial motor vehicle registration pilot

The act also repeals a provision of the transportation budget act (H.B. 26) that established a multi-county commercial motor vehicle registration pilot program. Under the pilot program, the \$30 additional registration fee (referenced above) that applied to a commercial car was reduced to \$15 if the commercial car was registered under the IRP within Clinton, Franklin, Lucas, Mahoning, Montgomery, or Stark counties. The pilot program would have begun January 1, 2018, and would have ended December 31, 2019.

Personal delivery devices

(R.C. 4511.01 and 4511.513)

The act authorizes the use of an electrically powered personal delivery device (PDD) on sidewalks and crosswalks for the primary purpose of transporting property. A PDD weighs less than 90 pounds, excluding the property being carried, and travels at less than ten miles per hour. A PDD may require a remote human operator to actively control and monitor the device, may operate without a remote human operator, or may operate both with and without a remote human operator. A PDD is not considered a vehicle and is exempt from the general requirements and prohibitions that apply to vehicles. Instead, a PDD is treated the same as a pedestrian, and thus, has the rights and obligations that apply to pedestrians (for example, the right-of-way at a crosswalk when properly signaled). A PDD, however, must yield the right-of-way to other pedestrians on sidewalks and crosswalks.

An eligible entity, specifically, a corporation, partnership, association, firm, sole proprietorship, or other entity engaged in business, is permitted to use a PDD, provided the following requirements are met:

- (1) The PDD is operated in accordance with local regulations, if any;
- (2) An operator is actively controlling or monitoring the navigation and operation of the PDD;
- (3) The eligible entity maintains a minimum \$100,000 insurance policy for the operation of the PDD; and
- (4) The PDD is equipped with (a) a marker that clearly identifies the name and contact information of the entity operating it and a unique identification number, (b) a



braking system that enables it to come to a controlled stop, and (c) if the PDD is being operated between sunset and sunrise, a light on both the front and rear that is visible in clear weather from a distance of at least 500 feet to the front and rear of the PDD when directly in front of a motor vehicle's low-beam headlights.

An operator of a PDD, meaning the person exercising direct physical control or monitoring of its operation and navigation, must ensure that the device complies with all traffic and pedestrian control devices and signals. The operator also must ensure that the device does not unreasonably interfere with pedestrians or traffic, transport hazardous material that would require a permit, or operate on a street or highway except through a crosswalk. The operator must be an agent of an eligible entity. However, the person who requests a delivery by a PDD or a person who arranges for or dispatches the PDD for a delivery or other service is not considered a PDD operator.

A person is prohibited from operating a PDD unless that person is authorized to do so by the act and that person meets the act's specific requirements. Additionally, an eligible entity that uses a PDD is responsible for both:

- (1) Any violation under the act committed by a PDD operator; and
- (2) Any other circumstance, including a technological malfunction, in which a PDD operates in a manner prohibited by the act's safety provisions.

The act does not establish a penalty for a violation of the requirements pertaining to PDDs.

