
DEPARTMENT OF TRANSPORTATION

ODOT business plan

- Removes the requirement that the Director of Transportation adopt a rule every two years that establishes both:
 - A business plan outlining the Department of Transportation's (ODOT's) mission, business objectives, and strategies; and
 - Procedures for performance accountability of career professional employees.

Maritime Assistance Program

- Creates the Ohio Maritime Assistance Program, to be administered by ODOT.
- Permits certain port authorities to apply for grants to improve marine cargo terminals and other maritime structures located on the shores of Lake Erie, a Lake Erie tributary, or the Ohio River.
- Requires a grant recipient to provide dollar-for-dollar matching funds for the state funding received.

Memorial bridge – change of location

- Changes the location of the “Lance Corporal Michael Stangelo, USMC, Memorial Bridge.”

International Symbol of Access

- Removes the recently enacted requirement that a person – who is erecting or replacing a sign containing the International Symbol of Access (for example, for an accessible parking spot) – use a logo that depicts a dynamic character leaning forward with a sense of movement.

ODOT business plan

(R.C. 5501.20)

The act removes the requirement that the Director of Transportation adopt a rule every two years that establishes both:

- A business plan outlining ODOT's mission, business objectives, and strategies; and
- A procedure for certain professional employee's performance accountability.

Prior law required the Director to adopt the business plan by July 1 of every odd-numbered year. That business plan was used in evaluating both a newly hired professional employee's performance during that employee's initial four-month review and all professional employees' performance during their yearly written performance reviews. Professional employees were expected to work to fulfill the mission, business objectives, and strategies

stated in the plan and could be suspended, demoted, or removed for performance that hinders or restricts fulfillment of the plan.

Although the act removes the requirement that the Director adopt a business plan and the employee performance expectations related to the plan, it retains provisions for the yearly performance review. Professional employees are considered employees in the classified civil service and so are held to those standards for good behavior and efficient service. Failure to keep up with those standards will still result in a possible six-month period to improve performance, or a suspension, demotion, or removal.

Maritime Assistance Program

(R.C. 5501.91; Section 411.20)

The act creates the Ohio Maritime Assistance Program, to be administered by ODOT. Under the program, specified port authorities may apply to ODOT for a grant to improve an existing marine cargo terminal. The terminal must either (1) be owned by the port authority and be located on the shores of Lake Erie or the Ohio River or on a Lake Erie tributary or (2) be within a federally qualified opportunity zone located on the shores of Lake Erie or the Ohio River and have a stevedoring operation.

Along with the grant application, a port authority must submit a written business justification for the investment, specifically indicating the operational and market need for the project. ODOT must evaluate all applications according to the following criteria:

- The degree to which the project will increase the efficiency or capacity of maritime cargo terminal operations;
- Whether the project will result in handling new types of cargo or an increase in cargo volume;
- Whether the project will meet an identified supply chain need or benefit the Ohio firms that export goods to foreign markets or that import goods to Ohio for manufacturing or value-added distribution; and
- Any other criteria the Director determines appropriate.

The second and third criteria are particularly important, since no grants may be given to an applicant that does not meet them.

A port authority that receives a grant must use it only for the following purposes:

- Land acquisition and site development for the marine cargo terminal and associated uses (including demolition and environmental remediation);
- Construction of structures and improvements directly related to maritime commerce and harbor infrastructure (e.g., wharves, quay walls, bulkheads, jetties, revetments, breakwaters, shipping channels, dredge disposal facilities, and projects for the beneficial use of dredge material);

- Construction, repair, and improvements of the terminal and associated uses (e.g., warehouses, transit sheds, railroad tracks, roadways, gates and gatehouses, fencing, bridges, offices, and shipyards);
- Acquisition of cargo handling equipment (including mobile shore cranes, stationary cranes, tow motors, fork lifts, yard tractors, craneways, conveyer and bulk material handling equipment, and all types of ship loading and unloading equipment);
- Planning and design services and other services associated with construction.

A port authority must pay a dollar-for-dollar matching amount for the grant money. The act appropriates \$11 million in FY 2020 and \$12 million in FY 2021 for the program, through the Ohio Maritime Assistance Fund, created by the act.

The Director must adopt rules governing the program, the grant application, the evaluation and award processes, and how the grant money may be spent by a port authority recipient.

Memorial bridge – change of location

(R.C. 5534.152)

The act changes the location of the “Lance Corporal Michael Stangelo, USMC, Memorial Bridge.” The designation was originally established on State Route 93 on the bridge spanning the Tuscarawas River, located in Canal Fulton, Ohio. However, that bridge was already named. The act designates, instead, the State Route 93 bridge that crosses over State Route 21, located in Lawrence Township. Lance Corporal Michael Stangelo was a veteran of the U.S. Marine Corps who died on June 15, 2016, after losing his battle with Post-Traumatic Stress Disorder.

International Symbol of Access

(R.C. 9.54)

H.B. 62 of the 133rd General Assembly (the transportation budget) included a provision that required a person – who was erecting or replacing a sign that contains the International Symbol of Access (for example, for an accessible parking spot) – to use a logo that depicts a dynamic character leaning forward with a sense of movement.



The act removes this provision, and reverts back to prior law, requiring the signs to use the standard International Symbol of Access and forms of the word “accessible.” This aligns Ohio law with federally required signage requirements.

