



Ohio Legislative Service Commission

Bill Analysis

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Sub. H.B. 494

130th General Assembly
(As Reported by S. Ways and Means)

Reps. Schuring, C. Hagan, Slesnick, Slaby, Amstutz, Landis, Barborak, Blair, Boose, Brown, Burkley, Damschroder, Grossman, Hackett, Hill, Maag, Young, R. Adams, Hottinger, Williams, Rogers, J. Adams, Anielski, Antonio, Beck, Blessing, Green, Huffman, Johnson, McClain, Milkovich, Patterson, Romanchuk, Ruhl, Scherer, Sheehy, Terhar, Thompson

BILL SUMMARY

Regional Transportation Improvement Projects

- Authorizes the boards of county commissioners of two or more counties, upon approval of the Director of Transportation, to enter into a cooperative agreement that creates a regional transportation improvement project (RTIP) for the purpose of funding and completing transportation improvements.
- Requires that the cooperative agreement include a description or analysis of the deficiencies of the transportation system in the cooperating counties, a list of the transportation improvements to be undertaken in the project, the number of years the RTIP is effective, and directives on the operations and reporting requirements of the governing board.
- Requires the boards of county commissioners to hold public hearings on the cooperative agreement before adopting it.
- Requires that the RTIP and the cooperative agreement be administered by a governing board consisting of one county commissioner and the county engineer of each participating county.
- Specifies that the board and its members are subject to state sunshine laws.

- Authorizes the RTIP governing board to issue securities and to solicit and receive pledges of revenue from the state, participating counties, and political subdivisions and taxing districts located within the participating counties.
- Authorizes the RTIP governing board to request that the participating counties levy a motor vehicle license tax, subject to voter approval, to fund the transportation improvements specified in the cooperative agreement and other supplemental transportation improvements.
- Stipulates that a license tax levied on request of an RTIP governing board shall not apply to commercial trailers and semitrailers.
- Requires the RTIP governing board to appoint and obtain the approval of a transportation advisory council before requesting a license tax that applies to commercial trucks.
- Requires that the license tax be levied at a uniform rate of up to \$25 per vehicle across all counties participating in the RTIP.
- Authorizes the Department of Transportation (ODOT) to make its resources available to the governing board of an RTIP upon the board's request so long as the board reimburses ODOT for the board's agreed-upon share of the expenses.
- Stipulates that the RTIP and its governing board dissolve by operation of law upon completion of the transportation improvements listed in the cooperative agreement, fulfillment of all contractual duties, and repayment of all bonds.

Tax provisions

- Increases, by 30 days, the maximum amount of time a person may spend in Ohio before being presumed to be a resident for Ohio income tax purposes.
- Allows businesses entitled to a commercial activity tax credit for repaying state research and development loans to apply the credit instead against the income tax, including retroactively to closed tax periods.

Liquor law designation of JEDD-related entertainment districts

- Authorizes municipal corporations and townships to create a community entertainment district – a special designation under the liquor control law – as part of a joint economic development district (JEDD) contract.



- Exempts such a JEDD-related community entertainment district from the population and investment requirements that generally apply to issuance of entertainment district designations.

Appropriation

- Makes a fiscal year 2015 appropriation for the operations of the Federal-Military Jobs Commission.

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CONTENT AND OPERATION

RTIP authorization

The bill authorizes the boards of county commissioners of two or more counties to enter into a cooperative agreement creating a regional transportation improvement project (RTIP). The purpose of an RTIP is to complete transportation improvements within the territory of the participating counties.¹ The improvements may include construction, repair, maintenance, or expansion of streets, highways, parking facilities, rail tracks and necessary related rail facilities, bridges, tunnels, overpasses, underpasses, interchanges, approaches, culverts, and other means of transportation.

¹ R.C. 5595.02(A).



The improvements may also include the erection and maintenance of traffic signs, markers, lights, and signals.²

Contents of the cooperative agreement

Counties seeking to create an RTIP must first draft a cooperative agreement to describe the scope of the project. The bill requires that the cooperative agreement include a description or analysis of the deficiencies of the transportation system in the participating counties and of the projected needs or deficiencies of the system in ensuing years. The description or analysis must be conducted under reasonable assumptions about development, population trends, and other factors affecting transportation infrastructure in the counties.

The agreement must include a comprehensive list of the transportation improvements to be completed as part of the project. A general description of each improvement, schedules of the projected beginning and end dates of each improvement, and the estimated cost of each improvement must be included with the list.

The agreement must specify the number of years the RTIP is effective and include directives regarding the operations and reporting requirements of the governing board (see below). The boards of county commissioners of the participating counties may choose to include additional items in the agreement that they deem necessary or conducive to communicate the intentions of the agreement and ensure that the governing board effectively implements these intentions.³

Adopting and amending the cooperating agreement

The bill requires that each board of county commissioners seeking to participate in the proposed RTIP hold at least one public hearing on the cooperative agreement before adopting a resolution approving the agreement. At least 30 days before the hearing, the board must provide public notice of the time and place of the hearing in a newspaper of general circulation in the county. During the 30 days leading up to the hearing, the proposed cooperative agreement must be made available for public inspection at the county's offices.

Upon completion of the public hearing, the board of county commissioners may approve the RTIP by enacting a resolution incorporating the cooperative agreement. If the cooperative agreement is approved by each county that is a proposed participant in

² R.C. 5595.01(B).

³ R.C. 5595.03(A).



the RTIP, one such county is required to send a copy of the agreement to the Director of Transportation for review. The bill requires the Director to evaluate the agreement and determine if the transportation improvements specified therein are in the best interest of the state's "transportation facilities."⁴

If the Director approves the agreement, the agreement is effective immediately unless the agreement specifies a different effective date. If the Director does not approve the agreement, the agreement may not take effect. The Director is required to send a notice of denial to each county that would have been a participant in the proposed RTIP. The notice must include the reason or reasons for the Director's decision and recommendations for ways in which the agreement may be changed to meet the Director's approval. If the Director does not make a determination within 90 days after receiving the cooperative agreement, the agreement is deemed approved and the cooperative agreement is effective immediately (unless the agreement specifies a different effective date).⁵

Once approved by the Director, the cooperative agreement may be amended at any time by majority vote of the governing board of the RTIP and of the boards of county commissioners of each participating county provided that the Director approves the amendment.⁶

Governing board

The RTIP cooperative agreement is administered by a governing board. The bill requires that the governing board consist of one county commissioner and the county engineer from each participating county. A board of county commissioners or the county engineer of a participating county may appoint or designate another person to serve on the governing board in their place. The county auditor of the participating county with the greatest population is required to serve as fiscal officer for the governing board. The county prosecutor of that county is required to serve as the board's legal advisor for the governing board and is charged with the duty of prosecuting and defending all suits and actions that the governing board directs or to which it is a party.

⁴ Under continuing law, the term "transportation facilities" includes all publicly owned modes and means of transporting people and goods, such as highways, rights-of-way, roads and bridges, parking facilities, aviation facilities, port facilities, rail facilities, public transportation facilities, rest areas, and roadside parks. (R.C. 5501.01(A).)

⁵ R.C. 5595.03(C).

⁶ R.C. 5595.03(D).



The bill specifies that an RTIP governing board is subject to the state public records and open meetings laws. The participating boards of county commissioners may make appropriations from county funds to pay costs incurred by the RTIP governing board in exercising its functions.⁷

Contracting authority

The bill authorizes RTIP governing boards to enter contracts and agreements necessary or incidental to the performance of their functions. If a board contracts to acquire goods or services with a cost in excess of \$50,000, the contract must be awarded in accordance with the same competitive bidding procedures that apply to boards of county commissioners. The bill also authorizes a governing board to employ persons and acquire property as is necessary for the board to carry out its functions. A governing board is a legal entity that may sue or be sued in its own name.⁸

Generating revenue for transportation improvements

Revenue pledges

The bill does not confer direct taxing authority on RTIP boards, but it does permit them to solicit and receive pledges of revenue for the purposes of funding the transportation improvements specified in the cooperative agreement and paying their operating expenses. The state, participating counties, and political subdivisions or taxing units located within the participating counties may pledge revenue to the governing board. The revenue may come from the state General Revenue Fund, payments in lieu of taxes derived from tax increment financing (TIF), income tax revenue derived from a joint economic development zone (JEDZ) or joint economic development district (JEDD), revenue derived from special assessments levied in a special improvement district (SID), and revenue derived from an income source of a new community district.⁹

Issuing securities

The bill authorizes the governing board to issue securities for the purpose of paying the costs of the transportation improvements. The securities would be backed solely by the pledges of revenue from the state, political subdivisions, and taxing districts specified above or RTIP license tax revenue (see below). The securities do not constitute a debt or a pledge of the faith and credit of the state or any political

⁷ R.C. 133.01, 5595.02, and 5595.10.

⁸ R.C. 5595.04.

⁹ R.C. 5595.06.



subdivision. Issuance of the securities is subject to the local government public securities law (R.C. Chapter 133.).¹⁰

License tax

In addition to soliciting and receiving pledges of revenue and issuing securities, an RTIP governing board may request that the boards of county commissioners of the participating counties levy a motor vehicle license tax to help pay the cost of transportation improvements, pay debt service charges on securities issued for that purpose, and to fund "supplemental" transportation improvements not described in the cooperative agreement. The rate of the license tax must be between \$5 and \$25, in \$5 increments, for each motor vehicle registered in the county. An RTIP license tax may not be imposed on commercial trailers or semitrailers. The tax may be imposed on "trucks" only with the approval of a transportation advisory council (see below). Under continuing law, a "truck" is a motor vehicle designed and used for carrying merchandise or freight.

An RTIP license tax may not be levied in any county without voter approval in all participating counties. The rate of the tax and the tax base must be identical across all the participating counties.

If an RTIP governing board intends to use any of the license tax revenue for supplemental transportation improvements, the board is required to adopt a resolution allocating the revenue among the transportation improvements described in the cooperative agreement and the supplemental improvements. The revenue used for supplemental improvements may not exceed \$5 for each motor vehicle on which the license tax is collected. If the license tax is approved by voters, the governing board must allocate the revenue in accordance with the resolution. The allocation may be changed only if the change is approved by the voters of each participating county.

The bill requires the registrar of motor vehicles to deposit the license tax revenue in the Local Motor Vehicle License Tax Fund. The revenue is then distributed to the board of county commissioners levying the tax. The board of county commissioners is responsible for transferring the money to the governing board of the RTIP. An RTIP license tax remains in effect until the tax's expiration, repeal, or until the RTIP is dissolved.¹¹

¹⁰ R.C. 5595.05.

¹¹ R.C. 4504.08, 4504.09, 4504.22, and 5595.06(B).



Transportation advisory council

The bill requires the RTIP governing board to appoint a transportation advisory council before requesting that a license tax be imposed on trucks. The purpose of the council is to review the proposed license tax in conjunction with the cooperative agreement for the RTIP and determine if the tax and the agreement are in the best interests of businesses operating in the participating counties. An RTIP license tax that would apply to trucks may not be proposed without prior approval of a transportation advisory council. Approval of the council is not required for an RTIP license tax that does not apply to trucks.

A transportation advisory council consists of one member for each county participating in the RTIP. Generally, a county's representative on the transportation advisory council is the owner of the business that owns the most trucks that would be subject to the proposed license tax in that county (or that owner's designee). However, no business may have more than one representative on a transportation advisory council for the same RTIP. If the RTIP governing board determines that the appointment procedure results in the same business having more than one representative on the council, the board is required to appoint the owner of the business that owns the next most number of trucks that would be subject to the proposed license tax in that county (or that owner's designee). Similarly, if a business owner is unable or unwilling to serve on the council and does not designate an individual to serve in their place, the board is required to appoint an owner of the business that owns the next most number of trucks that would be subject to the proposed license tax in that county (or that owner's designee).

The transportation advisory council is required to hold at least one public meeting before voting to approve or reject the proposed license tax. The meeting must be held in the most populous county participating in the RTIP. The bill requires the council to allow time at this meeting for the RTIP governing board to present testimony on the license tax and the cooperative agreement. The council must also allow time for public comment.

If the council determines by a majority vote of its membership to approve the proposed license tax, the RTIP governing board may submit requests to the appropriate boards of county commissioners that the tax be placed on the ballot (see above). If the council rejects the proposed license tax, the council is required to provide recommendations to the RTIP governing board for ways in which the proposed tax and the cooperative agreement may be modified to meet the approval of the council. The bill requires that such recommendations be sent in writing to the governing board within 14 days after the council's vote.



Transportation advisory councils are subject to the state's open meetings and public records laws. Membership on such a council is not considered to be holding an interest in a contract or expenditure of money by the RTIP or any participating county. A transportation advisory council dissolves upon approval of the proposed license tax. The bill requires the RTIP governing board to make appropriations necessary to pay the costs incurred by the council.¹²

Handling of assets

The bill requires that all money, funds, properties, and assets acquired by an RTIP governing board be held in trust in eligible public depositories selected by the governing board in accordance with the "Uniform Depository Act" (R.C. Chapter 135.). The money, funds, properties, and assets may not be mingled with other public funds.¹³

The governing board may invest money in excess of the board's current needs in the manner specified in the Uniform Depository Act. The investments may be sold at any time the governing board determines, and income from investments may be deposited to any fund selected by the board.¹⁴

The bill requires the governing board to obtain the approval of the Director of Transportation before using any amount pledged or allocated to the board for its administrative expenses. The Director may approve such expenses individually by line item or as an aggregate amount to be allocated over a period of time, up to 12 months. The Director may adopt rules prescribing procedures for approving the administrative expenses of RTIP governing boards.¹⁵

Assistance from ODOT

The bill authorizes an RTIP governing board to submit a written request to the Director of Transportation for the assistance of the Department of Transportation (ODOT) in completing the transportation improvements prescribed by the cooperative agreement. After receiving such a request, the Director is authorized to make ODOT resources available to the governing board as necessary to fulfill the request. After receiving a request for assistance, the Director may require the governing board to submit documentation to substantiate that the board has sufficient resources to fund the board's share of the project. If the Director provides ODOT assistance, the bill requires

¹² R.C. 4504.22(D).

¹³ R.C. 5595.08.

¹⁴ R.C. 5595.09.

¹⁵ R.C. 5595.13.



the governing board to pay its share of the expenses in accordance with the agreement with ODOT.¹⁶

Dissolution

The bill requires that the RTIP and its governing board dissolve upon completion of the transportation improvements listed in the cooperative agreement, fulfillment of all contractual duties assumed by the governing board, and repayment of all bonds issued by the governing board. After the RTIP dissolves, the boards of county commissioners that created the RTIP assume title to all real and personal property acquired by the RTIP's governing board in fulfillment of its duties. Such property must be distributed among the counties in accordance with the cooperative agreement. Unless otherwise provided by contract, pledges of revenue to the governing board of the RTIP from the state, a political subdivision, or a taxing unit terminate upon the dissolution of the RTIP.¹⁷

Income tax residency test

The bill modifies the test for determining an individual's state income tax residency by allowing an individual to spend more time in Ohio before being presumed to be a resident. Generally, the bill permits a person to spend up to 30 additional days in Ohio – 212 in all – without being presumed to be a resident.

Ohio's income tax applies to residents, and applies to nonresidents who have income that is attributable to Ohio under income apportionment and allocation rules set forth by law (e.g., wages from working in Ohio or income from conducting business in Ohio). Both residents and nonresidents must report all their federal adjusted gross income regardless of whether the source of the income is in Ohio or elsewhere, and the tax rates are applied to this income after various adjustments. Residents receive an Ohio credit for taxes paid to another state, up to the amount of Ohio tax that would be due on that non-Ohio income. Nonresidents receive a credit equal to the Ohio tax paid on income not attributable to Ohio.

The residency test depends primarily on the number of overnight stays, or "contact periods," a person has in Ohio during the person's taxable year. Technically, a contact period is any period of time that includes midnight. Continuing law establishes presumptions about residency that depend on the number of contact periods and whether a person has an "abode" outside Ohio. The presumptions are as follows:

¹⁶ R.C. 5595.07.

¹⁷ R.C. 5595.13.



- If a person has at least 183 contact periods, the person is presumed to be a full-year Ohio resident for income tax purposes. The presumption can be rebutted only with clear and convincing evidence and only for as much of the year as such evidence is provided.¹⁸
- If a person has less than 183 contact periods, the person is presumed to be a full-year Ohio resident unless (1) the person moved during the year, or (2) the person has a full-year abode outside Ohio and files a statement with the Tax Commissioner verifying that the person was not domiciled in Ohio during the entire year and had a full-year abode outside Ohio.¹⁹

If a person files such a statement and makes the required verifications, the person's nonresident status is not rebuttable by the state unless the person is not able to prove the number of contact periods. If a person does not file the statement, the person is presumed to be an Ohio resident but can rebut that presumption by providing a preponderance of evidence to the contrary.²⁰ The presumption can be rebutted for all or part of the year. Administrative rules specify 18 circumstances that may not be considered in rebutting or confirming the presumption, including such things as where a person's banks, medical providers, attorneys, accountants, lenders, relatives, and political contributees are located.²¹ The rule also states that the number of contact periods and a person's activities during other years may be considered, as well as any other relevant factor other than those that specifically may not be considered.

The bill increases the number of contact periods used in the presumptions from 183 to 213.

R&D loan repayment tax credit

The bill authorizes entities that are receiving a tax credit for repaying state loans for research and development to begin claiming the credit against the personal income tax.²² Currently, all such credits must be claimed against the commercial activity tax (CAT). Between 2003 and 2007, the R&D loan repayment credit could be claimed against the personal income tax or the corporation franchise tax, depending on which tax applied to the taxpayer. Beginning in 2008, the credit could be claimed only against

¹⁸ R.C. 5747.24(D).

¹⁹ R.C. 5747.24(B).

²⁰ R.C. 5747.24(C).

²¹ Ohio Administrative Code sec. 5703-07.

²² R.C. 5747.331 and 5751.52.



the CAT. (The corporation franchise tax was repealed for nonfinancial corporations in 2009.) Taxpayers that were claiming the credit before 2008 and that could continue to claim credit carryovers in 2008 and later had to start applying any remaining credit balance against the CAT.

The CAT is levied on entities, not their individual owners, so the credit currently may be claimed only by the business entity that is repaying the loan. By allowing the credit to be claimed against the income tax, the bill allows a credit held by a pass-through entity to be allocated among and claimed by each of the entity's individual owners.

The bill states that its changes to the credit are "remedial" and apply retroactively to all tax periods beginning in or after 2008 (when the credit became available only against the CAT). It authorizes taxpayers to claim refunds that would be payable on the basis of the credit for those tax periods notwithstanding a limit in current law disallowing tax refund claims more than four years after tax is overpaid.²³ However, the four-year limit would apply if a taxpayer does not file for the refund within one year after the bill's effective date. The bill also permits the Tax Commissioner to examine the records of a taxpayer and issue an assessment against a taxpayer that retroactively applies the credit beyond the current four-year statute of limitation on examinations and assessments.

The R&D loan repayment credit is available to taxpayers that have borrowed money under the state's R&D loan program (R.C. 166.17 to 166.21), which provides loans to finance up to 75% of the cost of facilities used for research and development. The borrowers must repay the loans and are entitled to the tax credit, which equals the annual loan repayment, effectively offsetting the entire cost of the loan principal and interest for the borrower if the loan is repaid in full. The maximum annual credit is \$150,000. The credit is not refundable, but if the credit is greater than the tax due for any year the difference can be carried forward and applied to taxes due in following years until the entire credit amount has been recovered. The right to claim the credit is assignable to entities related to the borrower through ownership holdings and to the person that owns or leases the project (or related entities).

²³ Article II, Section 28 of the Ohio Constitution prohibits the legislature from passing "retroactive" laws. On this basis, courts have invalidated laws having a retroactive effect if the law impairs vested rights, affects "substantive" rights already accrued, or imposes new or additional burdens, duties, obligations, or liabilities with respect to past transactions. Courts have upheld laws having a retroactive effect if they are purely remedial, affecting only remedies concerning pre-existing rights or duties, or that are of a procedural nature only. The mere declaration of a law as remedial is not conclusive.

Community entertainment districts

The bill authorizes an alternative procedure by which municipal corporations and townships may designate a community entertainment district. In addition to the process currently allowed (see below), the bill permits a community entertainment district to may be designated within a joint economic development district (JEDD) contract. Community entertainment districts designated by JEDD contract are exempt from the population thresholds and investment requirements that generally apply to D-5j liquor permits issued within community entertainment districts.

General description

Under continuing law, a "community entertainment district" is "a bounded area that includes or will include a combination of entertainment, retail, educational, sporting, social, cultural, or arts establishments within close proximity to some or all of the following types of establishments within the district": hotels, restaurants, retail sales establishments, enclosed shopping centers, museums, performing arts theaters, motion picture theaters, night clubs, convention facilities, sports facilities, entertainment facilities or complexes, or any combination of such facilities that provide similar services to the community. The owners of establishments within a community entertainment district may be issued a D-5j liquor permit.

A JEDD is a territorial district created by agreement of the legislative authorities of one or more municipal corporations and one or more townships with the goal of promoting economic development within the district. To effectuate this goal, a JEDD board of directors may levy an income tax, and the participating subdivisions may share tax revenue and contribute other resources in order to provide for specified activities and services within the JEDD.

Application and approval

Generally, community entertainment districts are designated by the legislative authority of a municipal corporation or a board of township trustees upon application of a property owner.

Under the bill, a municipal corporation or township may instead designate a community entertainment district within a new JEDD contract or an amendment to an existing JEDD contract. The designated property must be located within the JEDD, and the JEDD contracting parties must obtain written consent from the owner of the property. As is the case with community entertainment districts created under the current procedure, districts created by JEDD contract must "substantially contribute to entertainment, retail, educational, sporting, social, cultural, or arts opportunities for the community."



The bill requires JEDD contracts designating community entertainment districts to include all of the information required under continuing law to be included in the application submitted by the property owner. A municipal corporation or township creating a community entertainment district under the new procedure is required to specify that the JEDD contract designates a community entertainment district when issuing public notice of the contract as required under continuing law.

Liquor permits

State liquor law governing community entertainment district liquor permits (Division (J) of section 4303.181 of the Revised Code) generally allows only one type of liquor permit to be issued to an establishment within a community entertainment district. A D-5j permit may be issued by the Department of Commerce's Division of Liquor Control to the owner or operator of a retail food establishment or a food service operation to sell spirituous liquor for on-premises consumption and beer and wine for on-premises and off-premises consumption in original sealed containers until 2:30 a.m.

However, for the permit to be issued, the community entertainment district must meet certain requirements. These requirements are presented in the following table:

Population and Other Requirements for CED Liquor Permits			
Municipal Corporations		Townships	
Population Requirement	Investment/Other Requirement	Population Requirement	Investment/Other Requirement
100,000 or more	None	40,000 or more	None
20,000 – 100,000	Must contain amusement park rides. OR Have at least \$50 million invested in development and construction.	20,000 – 40,000	At least \$70 million invested in development and construction.
10,000 – 20,000	Must be in a municipal corporation that was incorporated as a village before 1860, has a historic downtown business district, and located in the same county as another municipal corporation with a CED. OR Have at least \$70 million invested in development and construction.		



Population and Other Requirements for CED Liquor Permits			
Municipal Corporations		Townships	
Population Requirement	Investment/Other Requirement	Population Requirement	Investment/Other Requirement
5,000 – 10,000	Must have at least \$100 million invested in development and construction.		

The bill exempts community entertainment districts created by JEDD contract from all these population, investment, and other requirements.

Dissolution

The bill specifies that community entertainment districts created by JEDD contract are not dissolved if the JEDD contract is canceled or terminated. All or part of a community entertainment district designated under the new procedure may lose its designation if the parties to the JEDD contract determine, by ordinance or resolution, that the area does not meet the standards for community entertainment districts prescribed by the bill and under continuing law. Townships or municipal corporations seeking to revoke designation of a community entertainment district are required to give public notice of the proposed action by publication once a week for two consecutive weeks in a newspaper of general circulation in the JEDD.²⁴

Appropriation

The bill appropriates \$700,000 for the Federal-Military Jobs Commission for fiscal year 2015 for the Commission's operations and for the preparation of a statewide strategy in relation to federal-military jobs in Ohio. The source of the appropriation is the Economic Development Programs Fund (5JC0).²⁵

Under continuing law, the Federal-Military Jobs Commission, created by H.B. 483, is responsible for "the furtherance and implementation of federal-military installation jobs" and related programs.²⁶ It is composed of nine members – with three appointed by each of the Governor, House Speaker, and Senate President – who may be compensated only by reimbursement of their expenses. It receives administrative assistance from the Adjutant General and may employ staff and contract for services.

²⁴ R.C. 715.70, 715.71, 715.74, 4301.80, and 4303.181(J).

²⁵ Sections 4 to 7 of the bill, amending Section 363.487 of H.B. 59 and Section 363.10 of H.B. 59 as since amended by H.B. 483.

²⁶ R.C. Chapter 193.



HISTORY

ACTION	DATE
Introduced	03-18-14
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