

**RESOLUTION RESTATING AND UPDATING
THE PROGRAM OF TRANSPORTATION PROJECTS
AND POLICY PRIORITIES OF THE HAMILTON COUNTY TRANSPORTATION
IMPROVEMENT DISTRICT**

WHEREAS, the Hamilton County Transportation Improvement District ("HCTID"), is authorized by ORC Chapter 5540 to finance, construct, maintain, repair, and operate street, highway, and other transportation projects and in relation to construct, reconstruct, improve, alter, and repair roads, highways and related public places, buildings, and other infrastructure; and

WHEREAS, the projects undertaken by the HCTID and exercise of its authority, pursuant to ORC Chapter 5540, are considered to be essential governmental functions and to contribute to the improvement of the prosperity, health, safety, and welfare of the people of Hamilton County, Ohio (the "County") and various local political subdivisions within the County, including, but not limited to, the Cities of Cincinnati, Deer Park, Montgomery, Sharonville and Springdale, Columbia Township, Green Township and Sycamore Township, and the region and the State, and will also promote industry, commerce, distribution, and research activity within the County, the region and the State; and

WHEREAS, it is also envisioned and intended that the ongoing efforts of the HCTID will assist and provide greater efficiencies to the ongoing transportation infrastructure and related improvement efforts in the County, through its continuing commitment and relationship with the Ohio Department of Transportation ("ODOT"), the Ohio Public Works Commission ("OPWC"), the Ohio Development Services Agency ("DSA"), the Ohio Kentucky Indiana Regional Council of Governments ("OKI"), the Greater Cincinnati Redevelopment Authority, the Cincinnati USA Regional Chamber ("Chamber"), the Greater Cincinnati Northern Kentucky African American Chamber-Commerce (the "African American Chamber"), the Southwest Ohio Regional Transit Authority ("SORTA"), other Transportation Improvement Districts ("TID") in adjacent Counties, such as Butler, Clermont and Warren, as well as various other local political subdivisions and other agencies and offices within the County, the business community, and neighboring communities and counties, as appropriate and feasible, for advancing transportation improvements and related economic development and job retention and creation, which are vital to the long term mobility and economic prosperity of the County, the local political subdivisions within the County, the region and the State; and

WHEREAS, the existence of the HCTID, under ORC Chapter 5540, empowers the various political subdivisions and their respective residents and other agencies within the County, to participate in a cooperative county-wide coalition to take advantage of the opportunities and benefits made available only through a TID to plan, construct and improve highways, roads, bridges, interchanges and other transportation improvements, and accompanying capital improvements and development throughout the County and its environs, and to date such projects designated and approved by the HCTID Board of Trustees have included, but are not limited to, the following :

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1. HCTID partnered with and provided assistance and funding to the City of Cincinnati and ODOT in the development and construction of Fort Washington Way improvements project.
2. Administered and provided funding for a transportation study of the Blue Rock Road-New Haven Road Corridor in Colerain, Crosby and Harrison Townships of western Hamilton County.
3. Provide assistance and funding for the Harrison-Rybolt improvements in the vicinity of I74 in Green Township.
4. Administered, up through a federal Record of Decision, the Tier 1 Preliminary Engineering / Environmental Impact Study (PE / EIS) Phase of the Eastern Corridor Multi Modal Improvement Project, including numerous related Transportation System Management projects.
5. Continuing to study and advance with ODOT segments of the Eastern Corridor Multi Modal Improvement Project, in coordination and conjunction with the City of Cincinnati, Clermont County TID, OKI and SORTA.
6. Joint TID projects with the Warren County TID on I 71 to Fields Ertel Road Northbound Loop Ramp and the I 71 Northbound Gore Exit Extension Ramp Projects.
7. Partnered with the City of Cincinnati, and provided funding, on the Riverside Yard (former Conrail site) Improvements.
8. Partnered with Columbia Township on the UC Health Access Project.
9. Partnered with Sycamore Township on the Kenwood Road Access Drive Project.
10. Partnered with the City of Cincinnati and obtained OKI funding for the Lick Run improvements, in conjunction with the Western Hills Viaduct improvements.
11. Partnered with the City of Springdale on the completion of the Boggs Lane - Jake Sweeny Way Improvements Project.
12. Partnering with the City of Deer Park for the Blue Ash Road corridor series of improvements.
13. Partnered with City of Cincinnati and ODOT on right of way acquisition and funding for construction of the Duck Creek Connector Projects, as part of the Eastern Corridor Segment I Red Bank improvement projects.
14. Working with the Ohio, Kentucky, Indiana Regional Council of Governments on the implementation of project priorities detailed in the OKI Regional Freight Study Recommendations [adopted by the OKI Board of Directors, August 12, 2012].
15. Partnering with the City of Montgomery for the Montgomery Road-Ronald Reagan Highway Interchange Improvement Project and the Gateway Redevelopment Public Roadways Project.
16. Assisting the County and the City of Cincinnati in conjunction with the Western Hills Viaduct improvements, through participation in planning meetings with ODOT and funding applications with TRAC, FHWA, and TID Jobs and Commerce funding and related activities.
17. Assisting Anderson Township and the City of Cincinnati in conjunction with the Ohio River Trail East (Kellogg Ave-Salem Road to Sutton Road (PID No. 94491).

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18. Joint TID project with the BCTID on the South Gilmore Corridor/I-275 Ramp 'Y' Project, as part of the HCTID Corridors of Opportunity Projects, which are identified as transportation improvement projects at a corridor-level scale, that can involve multiple jurisdictions within the County, and which may include joint TID projects which are located, in part, in other Counties; and

WHEREAS, the HCTID, by Resolution 03-23-2015, as updated by Resolution 06-04-2018 and related actions, determined, in designating and advancing these multi-jurisdictional transportation improvement and economic development efforts to utilize a program-level development approach for integration of local transportation projects, referred to as the *HCTID Program of Projects*, which includes and is initially comprised of those previously approved and designated HCTID Projects and also includes the Corridors of Opportunity Projects, identified on Exhibit I attached and made part hereof and as are further described and set forth on the various project plans and related project documents on file with either the HCTID, the HCEO, its local implementation partners, OKI, OPWC, SORTA and ODOT, which Program of Projects is intended to be amended and supplemented to add additional Projects as appropriate and feasible, and is known and referred to hereafter as the "HCTID Program of Projects" or the "Projects"; and

WHEREAS, the Projects comprising the HCTID Program of Projects are transportation and infrastructure improvement projects, as contemplated by ORC Chapter 5540, that involve a coordinated, cooperative, multi-jurisdictional approach towards project integration, development, design and construction, land use planning, environmental stewardship, financial strategy implementation, economic development and public-private partnership opportunities to advance the Projects in an innovative, efficient and cost effective manner; and

WHEREAS, the HCTID intends to further identify, develop and secure necessary funding from available revenue sources, local, state and/or federal, for these Projects, in such phases and manner as agreed upon by the HCTID and its local implementation and funding partners, including, but not limited to, the County, various local jurisdictions and in further coordination and cooperation with ODOT, OKI, SORTA, OPWC, DSA, other TIDs and/or HCEO, as applicable, and in such amounts as determined to be available, adequate and feasible for advancement of the Projects and consistent, as applicable, with the ODOT Project Development Process ("PDP") and other applicable laws regulations and funding program requirements; and

WHEREAS, accordingly, a key element of the HCTID Program of Projects is to attempt to pool local funds and resources, when appropriate and available to the HCTID, to leverage available non-federal (local) match for federal funding purposes. This approach allows for local funding jurisdictions to contribute to a pooled local match based on the timing and availability of their local funds and resources. The range of sources of funds for a project might include: motor vehicle & gasoline tax revenues, general tax revenues, permissive license plate taxes, local government pledges, tax increment financing (TIF), joint economic development districts (JEDDs)/joint economic development zone (JEDZ), assessments, grants, loans and other revenues as may be available to and as may be pledged or contributed by HCTID implementation partners; and

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WHEREAS, HCTID will continue to assess and seek partnerships that harness private sector innovation and resources, encourage competition, and optimize the assignment of risk. This approach requires HCTID to consider, along with traditional methods, private sector partnerships and innovative approaches and techniques, including alternative project development and delivery. This includes the ongoing consideration of the development of guidelines and delineation of opportunities and mechanisms for local match credit and Public Private Partnership (“P3”) financing opportunities. The most common downfall to transportation infrastructure improvements is lack of requisite funding. This is true of local, state and federal projects. The HCTID intends to continue to assist in providing leaders in Hamilton County with a resource that assists in setting forth financial strategies and options to consider and to utilize, to aid in finding and facilitating needed project funding. This approach includes several parts:

- Financial Architecture - The HCTID will continue to coordinate, collaborate and work with local communities to lay out an appropriate or feasible financial strategy surrounding a project, looking at ways to leverage TIFs, JEDDs or some form of P3 collaborative.
- Public/Private Financing - Once the financial architecture for delivery of a project(s) is established, the HCTID will work with the implementation partners to implement the plan.
- Public Funding - The HCTID will also help identify possible public funding sources.
- Public information and involvement plan – The HCTID desires to continue develop a comprehensive strategic framework for an effective, meaningful and interactive public information program that incorporates public involvement planning requirements. The purpose of this element is to communicate and interact with the public and strategic partners (both public and private stakeholders) about the activities of the HCTID and demonstrate the purpose, benefits, progress and success of HCTID programs and projects and its unique project delivery capabilities. This strategic task order element should be designed to permit and facilitate seamless transition by HCTID project consultants in the development and implementation of project public involvement participation (“PI”) for meeting ODOT PI requirements for federally funded projects as required or appropriate; and

WHEREAS, further in this regard, the Ohio General Assembly with the passage of HB 62 (the State Transportation Budget legislation for FY-20-21) provided for, and is expected to continue to provide such in FY 22-23, supplemental funding from ODOT through its Office of Jobs & Commerce for selected TID Projects, in addition to other project funding as may be available or feasible from OKI, OPWC, ODOT/TRAC, DSA or otherwise, for the HCTID to procure in coordination with local implementation partners so as to develop and advance Projects (the “TID Supplemental Funding”); and

WHEREAS, the HCTID intends to take the necessary steps to secure TID Supplemental Funding that may be available and as appropriate, in coordination and cooperation

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and appropriate local implementation partners, and, as applicable, ODOT, OKI, SORTA, OPWC, DSA, other TIDs and/or HCEO; and

WHEREAS, the HCTID supports the Hamilton County Board of Commissioners' Declaration of Racism as a Public Health Crisis and will work to eradicate racism and promote inclusion as we consider and advance HCTID infrastructure improvements in Hamilton County, with a focus on connecting vulnerable, minority and poverty stricken communities of Hamilton County to resources within, and outside, of Hamilton County capable of addressing the needs of these communities and more effectively connecting these communities to the work and programming of the County; and

WHEREAS, the HCTID, pursuant to ORC Section 5540.03 is authorized to take such actions, receive such funding, and enter into all agreements necessary or incidental to performance of its functions and the execution of its powers to effect its purposes and Projects; and,

NOW, THEREFORE, BE IT RESOLVED, that HCTID Board of Trustees (the "Board") will continue to make project delivery its top priority by utilizing TID monthly meetings as a working session for exchange and input on the transportation infrastructure within the County, its maintenance, improvements or enhancements, if necessary as appropriate and feasible, and, in this regard, review and consider funding sources and grant opportunities, that may be available and that are appropriate to pursue so as to advance transportation projects, including the Western Hills Viaduct and all other projects approved and designated by the Board in coordination with local jurisdictions; and

BE IT FURTHER RESOLVED that the Board will continue to discuss and provide input, in coordination with the County's SORTA representation or other appropriate parties, regarding transit service within the County and across the Cincinnati Metro region, and consideration of further transportation opportunities and related issues by such methods that shall include without limitation, service needs of current or future residents with employment centers, education opportunities, and healthcare access; provide appropriate input and coordinate with the SORTA Board on implementation of the eleven policy goals set forth within Section 11 of the Amended SORTA Resolution, adopted December 2008; implementation and development of road/bridge projects utilizing proceeds from the 2020 Issue 7 Transit Levy; and all such other goals that provide for regional connectivity and related goals of SORTA to improve the quality of work and quality of life needs and opportunities in the area; and

BE IT FURTHER RESOLVED that the Board will continue to collaborate with OKI, Cincinnati USA Regional Chamber, African American Chamber, SMRT Columbus, DRIVE OHIO (the Governor's Smart Transportation Initiative), the Ohio Counties of Butler, Clermont, Warren and Montgomery, the Cincinnati Mobility Lab, and the State of Ohio on emerging transportation technologies, as well as developments in transit modalities and that offer additional options, access and opportunity to effectively, efficiently, reliably and affordably utilize or maximize public transportation options for all, and expanding areas of service for people with disabilities; and

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BE IT FURTHER RESOLVED that the Board will continue to assist in the development of freight transportation and improvements in the movement of freight in the greater Cincinnati Metro area, and establish projects as may be appropriate, in conjunction with OKI, the City of Cincinnati, the County or other local jurisdictions or entities, as appropriate, and in further relation to:

- o OKI Freight Recommendation Implementation
- o Rail Yard Intermodal Connectivity
- o Barge Terminal Facility Expansion; and

BE IT FURTHER RESOLVED that the Board will continue the development of regional partnerships and transportation development opportunities with OKI, SORTA, Cincinnati USA Regional Chamber, Green Umbrella, Greater Cincinnati Redevelopment Authority and Tri-State Transportation and Logistics Council at Cincinnati State and other appropriate regional partners, in an effort to eliminate transportation deficiencies and maximize opportunities to improve transportation systems with feasible and appropriate transportation project development and multi-modal connectivity and, in this effort:

- o Collaborate with the Chamber to implement The Connected Region, a vision for transportation that connects people to jobs, education, health care and all that our region has to offer, including working to incorporate each of the five principles of the vision into the work of the TID.
- o Collaborate with City and County in WHV Project railroad related issues and coordination and interaction with CSX & NS contribution and investment into the project.
- o Collaborate with OKI on regional transportation system developments, implementation and structures, including the 2050 Regional Transportation Plan.
- o Continue to develop partnering with SMRT Columbus Initiative and Franklin County, Ohio, MORPC, the City of Columbus, Ohio State University's Transportation Research Center and certain private entity participants and other appropriate and beneficial regional partnerships.
- o Coordinate with national leaders and experts in the transportation space to identify best practices in US cities that may have application within the County.
- o Development of materials and information that will be helpful to new state leaders as the governor's office, relevant administrative bodies, and new legislative leaders transition.
- o Continue to explore potential for joint TID projects with adjacent County TIDs to advance important local transportation projects and maximize efficiencies and funding opportunities; and

BE IT FURTHER RESOLVED that the Board will continue its collaboration with state and federal officials on transportation funding solutions and opportunities and further coordination on appropriate and necessary advocacy opportunities for increased financial commitments at the federal and state levels to address transportation deficiencies and advance related transportation projects to provide for future transportation needs and improvements to the existing network in the County, the region and the state including, but not limited to:

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- o Attention to and monitoring of transportation legislative initiatives at state and federal levels and funding opportunities, with appropriate follow-up such as with the ODOT transportation budget to be introduced in 2019.
- o Monitor, and apply for when necessary, BUILD, INFRA, TIFIA or RRIF or other federal funding programs and grants, as may be appropriate and feasible, including identification of sources for required local match share to qualify for related transportation project funding; and

BE IT FURTHER RESOLVED that the Board hereby confirms and updates the HCTID Program of Projects, as set forth on Exhibit I, attached hereto and made part hereof, which includes the continuation of projects previously included until completion, or until otherwise disposed of or terminated, as the case may be, and which is intended to be amended and supplemented, from time to time so as to add additional Projects as appropriate and feasible and as approved by this Board, and, the Board further hereby proclaims the importance of the further advancement and implementation of the HCTID Program of Projects, as feasible and practicable, which will address, in various respects, vital capacity, safety and congestion issues, benefiting users of all modes of transportation, as well as the emergency services operations, improving police, fire and EMS response, and significantly facilitate and provide for economic expansion and development in and around the Project areas within Hamilton County and the region; and,

BE IT FURTHER RESOLVED, that these Policy Priorities for 2021, as set forth herein and made part hereof, are acknowledged and agreed upon by the Board so as to continue the HCTID's mission to assist the County, various local jurisdictions and the state in the advancement and implementation of transportation projects and related initiatives and

BE IT FURTHER RESOLVED, that the HCTID Chair and Secretary-Treasurer, in consultation with HCTID legal counsel, are hereby authorized and directed to proceed with the further development and implementation of the HCTID Program of Projects and the Policy Priorities and, in so doing, are further authorized and directed to formulate, prepare and submit funding applications, as may be appropriate and feasible, for further approval as may be required by the Board, for various Projects currently designated within or subsequently added by the Board to the HCTID Program of Projects, and to further administer and implement the HCTID Program of Projects utilizing a project management system to document and regularly report to the Board, as appropriate, on project delivery status, milestones, forecasting, and other necessary information, and that the taking of any such action and the execution and delivery of any such documents or instruments by the HCTID Secretary-Treasurer shall be conclusive evidence of the Board's determination that such actions are proper and necessary in order for the HCTID to carry out the purposes of this resolution and of the authorization thereof by the Board.

It is found and determined that all formal actions of this Board concerning and relating to the adoption of this resolution were adopted in an open meeting of this Board, and that all deliberations of this Board that resulted in such formal action, were in meetings open to the public, in compliance with the law, including ORC Section 121.22.

Adopted at a regularly adjourned meeting of the Board of Trustees of the Hamilton County Transportation Improvement District, Hamilton County, Ohio, this 21st day of December 2020.

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Hamilton County Transportation Improvement District
Presiding Trustee

Attest:


Hamilton County Transportation Improvement District
Secretary-Treasurer

Motion to Pass Resolution: Jack Pflum

Seconded by: Henry Frondorf

EXHIBIT I

2020-21 HCTID PROGRAM OF PROJECTS

Previously Adopted and Currently Approved; All to be Continued to Completion unless otherwise determined by formal action of the HCTID Board

- **Eastern Corridor Multi-Modal Improvement Projects:** Ongoing coordination and cooperation, in conjunction with the local implementation partners (Clermont, Hamilton, Cincinnati, OKI and SORTA) and ODOT/FHWA/FTA in concluding the Tier 2 preliminary engineering and environmental work, as well as development of required federal mega-project financial implementation plan, utilizing appropriate and feasible innovative financing approaches, required and beneficial for advancing the various Eastern Corridor projects consistent with the Tier 1 federal Record of Decision, including, but not limited to, Segment I (Red Bank Area: Babson Connector); Segment II/III (Improvements in the area from Red Bank to I-275/SR32); Ohio River Trail East (Kellogg Ave-Salem Road to Sutton Road (PID No. 94491) with City of Cincinnati, and related development of Regional Transportation Plan and Rail Integration and Regional Bike Trail Integration .

- **Corridors of Opportunity Transportation Improvement Projects:**
 - Ancor Connector from State Route 32 to Broadwell Road
 - Corridor improvements could open up access to some of the largest tracts of undeveloped land in Hamilton County. Anderson Township and developers continue to express an interest in the project.
 - Administrative cooperation between local governments and in the area may be a challenge.
 - Dry Fork Road Corridor from the Simonson Southwest Parkway Intersection through the West Road Intersection
 - Improvement could encourage development some of the largest tracts of land available for development in Hamilton County and provide better access to the Cincinnati State Airport.
 - Corridor development would involve Harrison Township, City of Harrison, Crosby Township, Southwest School District and Cincinnati State Technical College.
 - Fields Ertel Corridor from I 71 to Reed Hartman Highway
 - The corridor needs to be upgraded to provide improved arterial connectivity and level of service.
 - Corridor development would involve Butler County, Warren County, Sharonville, Hamilton County and other potential stake holders.
 - Auxiliary Lane Improvement to I 71 in the Norwood Lateral Area
 - ODOT has requested assistance with the project in the effort to help secure leverage funding.
 - Western Hill Viaduct and Westwood Avenue Corridor
 - HCTID to assist the County and the City in the development of the project funding program and implementation, including, but not limited to TID Grants and Commerce Supplemental Funding.

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South Gilmore Corridor/I-275 Ramp 'Y' Project: joint TID project with Butler County TID and Cities of Fairfield and Forest Park, ODOT and OKI (CMAQ funding for construction with local match being provided by City of Fairfield), as further set forth on documents and plans on file with the Butler County TID, OKI, Fairfield and ODOT.

- **Montgomery Road-Ronald Reagan Highway Interchange Improvement Project**: continued partnering with the City of Montgomery and ODOT on the funding, acquisition and construction of the transportation improvement project within the City of Montgomery, as further set forth on the documents and plans on file with the City of Montgomery, ODOT and the HCTID, and partially funded by the HCTID with FY18 and 19 TID Supplemental Funding.

- **Gateway Redevelopment Public Roadways Project**: partnering with the City of Montgomery and ODOT on the funding, acquisition and construction of the transportation improvement project within the City of Montgomery, as further set forth on the documents and plans on file with the City of Montgomery, ODOT and the HCTID, and the HCTID provided FY20 TID Supplemental Funding and partially funded by HCTID with FY20 and 21 TID Supplemental Funding.

- **OKI Regional Freight Study Recommendations**: coordinate and cooperate with OKI in relation to the ongoing implementation of project priorities, as detailed and updated in the OKI Regional Freight Study Recommendations [adopted by the OKI Board of Directors, August 12, 2012] and pursue, as appropriate and feasible, potential project opportunities.

- **OKI Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan)**: coordinate and cooperate with OKI in relation to the ongoing implementation of project priorities, as detailed and updated in the OKI unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of seniors and individuals with disabilities; lays out strategies for meeting these needs; and prioritizes services for these target populations. The Coordinated Plan addresses Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) of Title 49 of the U.S. Code (U.S.C.) and is used by OKI to prioritize and identify projects to invest 5310 federal funding in the region.

Issue 7 Transit Levy - Road/Bridge Projects: coordinate and partner with SORTA and local jurisdictions in the development and implementation of eligible road and bridge projects with funding from the Issue 7 SORTA Transit Levy passed in May 2020.

- **Advance Priority Projects And Initiatives:**

1. Eastern Corridor: review and provide input for further feasible and appropriate project advancement in conjunction with local jurisdictions and ODOT.
2. Regional Bicycle Trail Coordination: interact with Green Umbrella Group and other appropriate jurisdiction or agencies regarding regional transportation options related to its Active Transportation Policy Platform,

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including the Cincinnati Riding Or Walking Network ("CROWN") and related connectivity efforts.

3. Consider various initiatives that may be appropriate, feasible and beneficial, as determined by the HCTID Board, in the development and implementation of its transportation projects, including, but not limited to, the City's "Vision Zero", a strategic planning process striving to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all or FHWA's Everyday Counts or "EDC", a state-based model to identify and rapidly deploy proven but underutilized innovations to shorten the project delivery process, enhance roadway safety, reduce congestion and improve environmental sustainability.
4. Monitor progress of Cincinnati-Chicago High Speed Rail Program.
5. Further study of PFC Legislation for further permitting use of passenger facility charges to finance transit connections to airports.
6. HCTID Corridors of Opportunity and Transportation Projects - Prioritize Multi-Jurisdictional Corridors.
7. Study P3 opportunities and innovative finance approaches.
8. Review TIF and other new revenue source opportunities, in coordination with local jurisdictions and economic development officials.

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GLOSSARY OF ACRONYMS

BUILD: U.S. Department of Transportation's Better Utilizing Investments to Leverage Development discretionary grant program

CROWN: Cincinnati Riding Or Walking Network

DRIVE OHIO: ODOT's Smart Transportation Initiative

DSA: Ohio Development Services Agency

EDC: FHWA's Everyday Counts state-based innovative project delivery approach

EMS: Emergency Medical Services

FHWA: Federal Highway Administration

FY: Fiscal Year

HB: House Bill

HCTID: Hamilton County Transportation Improvement District

HCEO: Hamilton County Engineer's Office

INFRA: U.S. Department of Transportation's Infrastructure For Rebuilding America grant program

JEDDs: Joint Economic Development Districts

JEDZ: Joint Economic Development Zone

MORPC: Mid-Ohio Regional Planning Commission

ODOT: Ohio Department of Transportation

OKI: Ohio Kentucky Indiana Regional Council of Governments

OPWC: Ohio Public Works Commission

ORC: Ohio Revised Code

P3: Public-Private Partnerships

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PDP: ODOT Project Development Process

PFC: Federal Aviation Administration Passenger Facility Charge program

PID: Project Identification Number

PI: ODOT's project public involvement participation requirements

RRIF: U.S. Department of Transportation's Railroad Rehabilitation & Improvement Financing program

SORTA: Southwest Ohio Regional Transit Authority

SMRT Columbus: smart city initiative focusing on connectivity and innovation to transportation systems and mobility

TID: Transportation Improvement District;

TIF: tax increment financing

TIFIA: U.S. Department of Transportation's Transportation and Infrastructure Finance and Innovation Act

Vision Zero: City of Cincinnati's strategic planning process striving to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all

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IMAGE # 13