

**PROPONENT TESTIMONY OF THE
BUTLER COUNTY TRANSPORTATION IMPROVEMENT DISTRICT
OHIO SENATE TRANSPORTATION COMMITTEE**

**H.B. 54
March 13, 2025**

Chair Patton, Vice Chair Schaffer, Ranking Member Antonio, and members of the Senate Transportation Committee, thank you for the opportunity to present testimony to you today. My name is Dan Corey, and I serve as Director of the Butler County Transportation Improvement District (TID). I have also been heavily involved with the TID in Warren County. I am testifying to you today on behalf of the Butler County TID.

It is my involvement with both TIDs that brings me here today. I was pleased to learn that one of the State Representatives from Warren County – Representative Teska – submitted an amendment to increase the “TID Earmark” for the first time in eight years and spearheaded efforts to educate many House members on why an increase was timely. I have heard that Senators Lang, Wilson, Reynolds, DeMora, Liston and Craig have been advocates for TIDs in the Senate. And their efforts are appreciated.

I am here today to thank the Committee for supporting the increase in funding of the state’s TID program from \$4.5M to \$9M each Fiscal Year in its substitute version of House Bill 54 and to assure you that these funds will be well-spent. Your action in HB 54 recognizes the appropriate interplay between the cross-jurisdictional needs of local governments and the merit-based process overseen by the Ohio Department of Transportation (ODOT) that funds TIDs. With 28 Senators representing districts with a registered TID, this casts a wide net of impact across the State of Ohio.

What are TIDs?

Ohio Revised Code Chapter 5540 governs the creation and operation of TIDs. A TID is a governmental entity created to plan, fund, and oversee transportation infrastructure projects within a specific region. TIDs are typically formed to include an entire county and operate as partnerships between local governments, businesses, and the Ohio Department of Transportation (ODOT) to accelerate infrastructure improvements that support economic development and improve mobility.

The Butler County TID was the first of its kind in the State of Ohio. It was established in 1994 and has served as a model for other counties. While the 56 TIDs in Ohio are of various “ages” – all TIDs have enjoyed the flexibility necessary to respond to their local needs.

TIDs and Their Proven Track Record

TIDs have historically been instrumental in advancing projects that rank well in the Transportation Review Advisory Council’s (TRAC) funding process. In fact, the highest-scoring project in the last completed TRAC funding round was sponsored by the Butler County TID.

This success is a direct result of TIDs’ ability to align local interests and secure additional state and federal funding. Their history of leveraging multiple funding sources ensures that every state dollar invested in a TID project delivers maximum impact.

History of TID Funding and Merits of the Increase

Having recognized their value, for approximately 20 years, Ohio's state transportation budget has provided dedicated funding to TIDs. Since 2011, these funds have been distributed through a competitive program, typically awarding grants between \$25,000 and \$500,000 to spur key transportation projects. However, the last increase in TID funding was eight years ago in the transportation budget passed in 2017 (HB 26, 132nd G.A.).

The need for additional funding is clear. Since the last time that the TID program saw a funding increase, there have been 12 TIDs that have been organized in Ohio. Moreover, the TID program has been consistently oversubscribed, with a demand for project funding far exceeding the amount ODOT can allocate. Even at relatively modest grant amounts, the current funding level is not sufficient to meet the growing needs of our communities.

I also want to note that, none of the funding in the TID program can be used for administrative costs or staffing. These are dollars that must be used for hard costs, including engineering, right of way acquisition and construction. They advance a specific TID projects on a reimbursement bases, so the TID must first incur and pay the costs and then apply to ODOT for a payment. They are not a blank check to the locals for projects that will never see the light of day.

Conclusion

I appreciate your time and again thank you for joining the House in supporting this funding increase.

I am happy to answer any questions the Committee may have.