

WITNESS INFORMATION FORM

Please complete the Witness Information Form before testifying:

Date: 2-21-23

Name: Sam Rocco, Marty McGann, Ann Marie Powers Bosak

Are you representing: Yourself Organization

Organization (If Applicable): Downtown Cleveland Alliance, Greater Cleveland Partnership, Destination Cleveland

Position/Title: Public Policy Manager, Executive Vice President & General Counsel, Director of Government & Community Engagement

Address: 1010 Euclid Ave, 3rd Floor

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Best Contact Telephone: 216-416-6970 Email: srocco@downtowncleveland.com

Do you wish to be added to the committee notice email distribution list? Yes No

Business before the committee

Legislation (Bill/Resolution Number): HB 23

Specific Issue: Amended language to address bicycle lane construction

Are you testifying as a: Proponent Opponent Interested Party

Will you have a written statement, visual aids, or other material to distribute? Yes No

(If yes, please send an electronic version of the documents, if possible, to the Chair's office prior to committee. You may also submit hard copies to the Chair's staff prior to committee.)

How much time will your testimony require? N/A -- written testimony

Please provide a brief statement on your position: see attached

Please be advised that this form and any materials (written or otherwise) submitted or presented to this committee are records that may be requested by the public and may be published online.

Ohio House Finance Committee

Interested Party Testimony on House Bill 23

Sam Rocco, Public Policy Manager, Downtown Cleveland Alliance

Marty McGann, Executive Vice President & General Counsel, Greater Cleveland Partnership

Ann Marie Powers Bosak, Director of Government & Community Engagement, Destination Cleveland

February 22nd, 2023

Chairman Edwards, Vice Chair LaRe, Ranking Member Sweeney, and Members of the House Finance Committee:

Thank you for the opportunity to provide testimony on House Bill 23, the 2024-2025 State Transportation Budget.

We are testifying on behalf of a cross-organizational effort dedicated to attracting residents, jobs, visitors and investment to Cleveland.

Cuyahoga County, the City of Cleveland, the Northeast Ohio Areawide Coordinating Agency, Downtown Cleveland Alliance, Greater Cleveland Partnership, and Destination Cleveland share a deep concern regarding language added to the budget intended to “Compel the Ohio Department of Transportation to establish uniform application of the construction of bicycle lanes and prohibit a bicycle lane in the middle of a street or highway in a municipality with a population over 300,000.”

This language directly jeopardizes the City of Cleveland Superior Midway Avenue protected bicycle lane project, which would provide 2.4 miles of convenient and accessible transportation to Ohio’s largest jobs hub. This project is the result of 12 years of planning through collaboration between Cleveland residents and public and private sectors, who have already invested over \$25 million in the project that is determined to begin construction in 2025. From a survey conducted in 2016 by the Cleveland Planning Commission, it was found that 94% of survey respondents are supportive of the Superior Midway Avenue project design that was proposed by over 12 stakeholder groups ranging from local government, private investors, and residents. In addition, the anticipation of this project has incentivized development and received support from businesses like Cross Country Mortgage who invested over \$46 million to relocate to Downtown Cleveland’s Superior Arts District.

The Superior Midway project is critical to the economic recovery and development of the Downtown Cleveland, connecting residents to employment opportunities, attracting commercial developers and retail storefronts where there is a vast need, reducing traffic congestion, increasing roadway safety for cyclists and motorists, and improving the overall quality of life for residents. Additionally, this language is concerning from a local control standpoint, as it inhibits local government’s ability to legislate on behalf of the will of voters, who have displayed widespread support and urgency surrounding the need for multimodal transportation and protected bicycle lanes.

On behalf of Downtown Cleveland Alliance, Greater Cleveland Partnership, and Destination Cleveland, we respectfully urge the Committee to remove this provision from House Bill 23. Thank you for your time and consideration.