



City of Cincinnati

801 Plum Street
Cincinnati, Ohio 45202

CALENDAR

Cincinnati City Council

Wednesday, March 5, 2025

2:00 PM

Council Chambers, Room 300

ROLL CALL

PRAYER AND PLEDGE OF ALLEGIANCE

FILING OF THE JOURNAL

MS. OWENS

1. [202500424](#) **RESOLUTION**, submitted by Councilmember Owens, from Emily Smart Woerner, City Solicitor, **RECOGNIZING** Ms. Hope Harvey-Dudley as a 2025 Black History Month honoree and **EXPRESSING** the appreciation of the Mayor and the Council of the City of Cincinnati for her continued activism and bravery.

Recommendation PASS

Sponsors: Owens

MR. CRAMERDING

MR. JOHNSON

MS. PARKS

MR. JEFFREYS

MR. NOLAN

2. [202500443](#) **MOTION**, submitted by Councilmembers Cramerding, Johnson, Parks, Jeffreys and Nolan, **WE MOVE** that the remaining \$1,294,008 in the Capital Project Fund be disbursed as follows: \$300,000 for the Camp Washington Skatepark Project and \$994,008 for DPS, Fire, and Police Fleet needs. (STATEMENT ATTACHED).

Recommendation BUDGET AND FINANCE COMMITTEE

Sponsors: Cramerding, Johnson, Parks, Jeffreys and Nolan

MS. OWENS

MR. JEFFREYS

MR. NOLAN

MR. CRAMERDING

3. [202500444](#) **MOTION**, submitted by Councilmembers Owens, Jeffreys, Nolan and Cramerding, **WE MOVE** that the administration prepare a report within 60 days to create a directory of all city owned or city-maintained cemeteries. **WE FURTHER MOVE** that the administration directly reference what department(s) have the responsibility of maintaining specific cemeteries.

Recommendation CLIMATE, ENVIRONMENT AND INFRASTRUCTURE COMMITTEE

Sponsors: Owens, Jeffreys, Nolan and Cramerding

CITY MANAGER**Environmental Advisory Board**

4. [202500315](#) **APPOINTMENT** submitted by Sheryl M. M. Long, City Manager, on 2/20/2025, recommending the appointment of Emmy Schroder to the Environmental Advisory Board to complete a three year term from January 1, 2025. This appointment is submitted to the City Council for its approval. (Female, White)

Recommendation CONFIRM

Sponsors: City Manager

5. [202500414](#) **REPORT**, dated 3/5/2025 submitted by Sheryl M. M. Long, City Manager, on a communication from the State of Ohio, Division of Liquor Control, advising of a permit application for Shake Shack Ohio LLC, 249 Calhoun Street. (#80238890050, NEW, D5J) [Objections: None]

Recommendation FILE

Sponsors: City Manager

6. [202500417](#) **REPORT**, dated 3/5/2025, submitted by Sheryl M. M. Long, City Manager, regarding Special Event Permit Application for Red Bull Flugtag Cincinnati 2025.

Recommendation FILE

Sponsors: City Manager

7. [202500418](#) **REPORT**, dated 3/5/2025, submitted Sheryl M. M. Long, City Manager, regarding the Finance and Budget Monitoring Report for the Period Ending December 31, 2024.

Recommendation BUDGET AND FINANCE COMMITTEE

Sponsors: City Manager

8. [202500425](#) **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 3/5/2025, **AUTHORIZING** the City Manager to accept and appropriate a donation of \$500 from Carol A. McQueary to support the Cincinnati Police Department Honor Guard; and **AUTHORIZING** the Director of Finance to deposit the donation into Public Safety Special Projects Fund 456.

Recommendation BUDGET AND FINANCE COMMITTEE

Sponsors: City Manager

9. [202500426](#) **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 3/5/2025, **AUTHORIZING** the City Manager to apply for, accept, and appropriate a grant of up to \$3,300 from the State of Ohio Department of Development's TechCred Credential Reimbursement Program to reimburse Cincinnati Police Department General Fund non-personnel operating budget account no. 050x225x72000 for eligible costs incurred by the Cincinnati Police Department in providing its employees with technology-focused credentials; and **AUTHORIZING** the Director of Finance to deposit the grant funds into General Fund revenue account no. 050x8533.

Recommendation BUDGET AND FINANCE COMMITTEE

Sponsors: City Manager

10. [202500427](#) **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 3/5/2025, **AUTHORIZING** the City Manager to apply for grants of up to \$3,000,000 on a quarterly basis from the Ohio Department of Transportation for pedestrian and bicycle related projects that make walking and biking throughout the City a safe, convenient, and accessible transportation option for all Ohioans.

Recommendation BUDGET AND FINANCE COMMITTEE

Sponsors: City Manager

11. [202500428](#) **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 3/5/2025, **AUTHORIZING** the City Manager to apply for Highway Safety Improvement Program ("HSIP") Systemic Safety grants awarded by the Ohio Department of Transportation ("ODOT") of up to \$2,000,000 to provide resources for pedestrian safety improvements; **AUTHORIZING** the City Manager to apply for HSIP Abbreviated Safety grants awarded by ODOT of up to \$500,000 for traffic safety countermeasures, such as safety signage, high-visibility pavement markings, centerline hardening, temporary bump-outs, and other safety improvements; and **AUTHORIZING** the City Manager to apply for HSIP Formal Safety Process grants awarded by ODOT of up to \$5,000,000 to reduce serious injury and traffic deaths on all public roads.

Recommendation BUDGET AND FINANCE COMMITTEE

Sponsors: City Manager

CLERK OF COUNCIL

12. [202500355](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Melissa Autry/Clerk of Council. (CITY)

Recommendation FILE

Sponsors: Clerk of Council

13. [202500359](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Rajesh Ranjit/DCED/Division Manager-Fiscal & Operation.

Recommendation FILE

Sponsors: Clerk of Council

14. [202500360](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Amy Michelle Reineke/GCWW/Division

Manager.

Recommendation FILE

Sponsors: Clerk of Council

15. [202500361](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Jennifer Lynn Richmond/MSD Deputy Director.

Recommendation FILE

Sponsors: Clerk of Council

16. [202500362](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Eric S. Saylor/Water/City Stormwater Management Engineer.

Recommendation FILE

Sponsors: Clerk of Council

17. [202500367](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Alex Schmitz/Treatment Superintendent.

Recommendation FILE

Sponsors: Clerk of Council

18. [202500372](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Valerie Sefert/Finance/Interim Division Manager.

Recommendation FILE

Sponsors: Clerk of Council

19. [202500373](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Emily Smart Woerner/Law/City Solicitor.

Recommendation FILE

Sponsors: Clerk of Council

20. [202500374](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Kenneth Douglas Smith/Public Services/Division Manager (CFO).

Recommendation FILE

Sponsors: Clerk of Council

21. [202500375](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Todd J Smith/GCWW - IT Manager.

Recommendation FILE

Sponsors: Clerk of Council

22. [202500376](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Donald George Stiens/DOTE/Division Manager (Traffic Services).

Recommendation FILE

Sponsors: Clerk of Council

23. [202500377](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Lauren Beth Sundararajan/City Managers

Office/Internal Audit.

Recommendation FILE

Sponsors: Clerk of Council

24. [202500378](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Jeffrey Wade Swertfeger/Water Works/Superintendent.

Recommendation FILE

Sponsors: Clerk of Council

25. [202500379](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Teresa Ann Theetge/Police/Chief.

Recommendation FILE

Sponsors: Clerk of Council

26. [202500380](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for William Francis Vedra III/City Manager's Office/ECC Director.

Recommendation FILE

Sponsors: Clerk of Council

27. [202500381](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Cheryl Drexler Watson/Finance/Division Manager.

Recommendation FILE

Sponsors: Clerk of Council

28. [202500382](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Deanna Catherine White/Director of Human Services.

Recommendation FILE

Sponsors: Clerk of Council

29. [202500383](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Jerry Lavene Wilkerson, Jr./Executive Director.

Recommendation FILE

Sponsors: Clerk of Council

30. [202500384](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Chandra D. Yungbluth/Public Services/Operation Superintendent.

Recommendation FILE

Sponsors: Clerk of Council

31. [202500385](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Emily Jo Sheckels Ahouse/City Planning & Engagement/Deputy Director.

Recommendation FILE

Sponsors: Clerk of Council

32. [202500386](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Chelsea Noelle Ahting/City Manager's Office/Office of Budget & Evaluation/Division Manager.
- Recommendation** FILE
- Sponsors:** Clerk of Council
33. [202500387](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Deborah Wyler Allison/Finance/Risk Manager.
- Recommendation** FILE
- Sponsors:** Clerk of Council
34. [202500388](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Jason Brian Barron/Parks Director.
- Recommendation** FILE
- Sponsors:** Clerk of Council
35. [202500389](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Jennifer Noel Bohl/OPDA/Division Manager.
- Recommendation** FILE
- Sponsors:** Clerk of Council
36. [202500390](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Daniel Glenn Bower/Community & Economic Development/Deputy Director.
- Recommendation** FILE
- Sponsors:** Clerk of Council
37. [202500391](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Kelsey Lynne Braido/Deputy Director.
- Recommendation** FILE
- Sponsors:** Clerk of Council
38. [202500392](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for John Seth Brazina/CMO - Assistant City Manager.
- Recommendation** FILE
- Sponsors:** Clerk of Council
39. [202500393](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Matthew Charles Brinck/DOTE/Division Manager.
- Recommendation** FILE
- Sponsors:** Clerk of Council
40. [202500394](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Dena Nichole Brown/Citizens Complaint Authority/Interim Director.
- Recommendation** FILE
- Sponsors:** Clerk of Council

41. [202500396](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Lori Jean Burchett/DOTE.
Recommendation FILE
Sponsors: Clerk of Council
42. [202500397](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Paul Brian Conway/DOTE/Deputy Director.
Recommendation FILE
Sponsors: Clerk of Council
43. [202500398](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Crystal Ann Courtney/Parks/Division Manager of Natural Resources.
Recommendation FILE
Sponsors: Clerk of Council
44. [202500399](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Andrew Michael Dudas/City Manager's Office/Office of Budget & Evaluation/Budget Director.
Recommendation FILE
Sponsors: Clerk of Council
45. [202500400](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Erica Elizabeth Faaborg/Law/Deputy City Solicitor.
Recommendation FILE
Sponsors: Clerk of Council
46. [202500401](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Herta M. Fairbanks/Division Manager of Finance.
Recommendation FILE
Sponsors: Clerk of Council
47. [202500402](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Daniel Clare Fortinberry/DCED/Parking Division Manager.
Recommendation FILE
Sponsors: Clerk of Council
48. [202500403](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Arian Yatira Hall/Fire Department/Division Manager.
Recommendation FILE
Sponsors: Clerk of Council
49. [202500404](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Marion Eugene Haynes III/Deputy Solicitor.
Recommendation FILE
Sponsors: Clerk of Council

50. [202500405](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Latisha A. Hazell/Human Resources/Director.
Recommendation FILE
Sponsors: Clerk of Council
51. [202500406](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Matthew Stuart Hulme/DOTE/Division Manager.
Recommendation FILE
Sponsors: Clerk of Council
52. [202500407](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Javarious G. Jackson/City Manager Office/Assistant to the City Manager.
Recommendation FILE
Sponsors: Clerk of Council
53. [202500408](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Eric Marshall Jamison/Director/Office of Performance and Data Analytics.
Recommendation FILE
Sponsors: Clerk of Council
54. [202500409](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Katherine Erin Keough-Jurs/Department of City Planning and Engagement/Director.
Recommendation FILE
Sponsors: Clerk of Council
55. [202500410](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for James Samuel Kovac, Jr./ETS/IT Manager.
Recommendation FILE
Sponsors: Clerk of Council
56. [202500411](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Lisa N. Kunz/Law/Chief of Staff.
Recommendation FILE
Sponsors: Clerk of Council
57. [202500412](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Seth Walsh/Councilmember. (ETHICS)
Recommendation FILE
Sponsors: Clerk of Council
58. [202500356](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Herbert Ian McCoy/Information Technology Manager.
Recommendation FILE
Sponsors: Clerk of Council

59. [202500357](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Frank Christopher McKinley/Cincinnati Fire Department.
- Recommendation** FILE
- Sponsors:** Clerk of Council
60. [202500358](#) **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Jonathan A. Peters/GCWW.Superintendent.
- Recommendation** FILE
- Sponsors:** Clerk of Council

BUDGET AND FINANCE COMMITTEE

61. [202500429](#) **ORDINANCE (C VERSION) (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 3/3/2025, **MODIFYING** Chapter 402, "Airport," by **AMENDING** Section 402-24, "Lunken Airport Use Fees," to authorize the City Manager to establish fees for the landing, parking, and mooring of aircraft, and for special events, at Lunken Airport.
- Recommendation** PASS EMERGENCY
- Sponsors:** City Manager
62. [202500316](#) **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 2/26/2025, **AUTHORIZING** the City Manager to apply for, accept, and appropriate a grant of up to \$298,869 from the Ohio Department of Health Get Vaccinated OHIO Public Health Initiative (ALN 93.268) to support activities that will increase immunization rates in children under two years of age, school-aged children, and adolescents; and **AUTHORIZING** the Director of Finance to receive and deposit the grant resources into Public Health Research Fund revenue account no. 350x8556.
- Recommendation** PASS
- Sponsors:** City Manager and Long
63. [202500319](#) **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 2/26/2025, **AUTHORIZING** the City Manager to accept up to \$250,000 from the Federal Transit Administration ("FTA"), through the Areas of Persistent Poverty Grant Program (ALN 20.505), to provide resources for improvements and upgrades to Streetcar technology, station displays, and transit management software; **AUTHORIZING** the City Manager to appropriate up to \$250,000 from the FTA, through the Areas of Persistent Poverty Grant Program, to General Government Grants Fund 404, effective FY 2026; **AUTHORIZING** the Director of Finance to deposit the grant resources into General Government Grants Fund 404 revenue account no. 404x8554, Department of Transportation and Engineering project account no. AOPP, "Areas of Persistent Poverty Grant"; and **AUTHORIZING** the City Manager to transfer and appropriate of \$27,778 from the unappropriated surplus of Streetcar Operations Fund 455 to Streetcar Operations Fund non-personnel operating budget account no. 455x236x7200 to provide local matching resources for the FTA Areas of Persistent Poverty Grant, effective FY 2026.
- Recommendation** PASS EMERGENCY

Sponsors: City Manager

64. [202500321](#) **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 2/26/2025, **APPROVING** the revised Public Transportation Agency Safety Plan for the Connector as recommended by the streetcar's Accountable Executive and Chief Safety Officer.

Recommendation PASS EMERGENCY

Sponsors: City Manager

SUPPLEMENTAL ITEMS

PUBLIC SAFETY & GOVERNANCE COMMITTEE

65. [202500335](#) **ORDINANCE**, submitted by Councilmember Jeffreys, from Emily Smart Woerner, City Solicitor, **MODIFYING** Chapter 723, "Streets and Sidewalks, Use Regulations," by **ORDAINING** new Section 723-77, "Trespass in a Designated Bus Rapid Transit Zone," and by **AMENDING** Section 723-26, "Designated Streetcar Transit Zone," to promote the safe and efficient operation of a bus rapid transit system in the public right-of-way.

Recommendation PASS

Sponsors: Jeffreys

66. [202500317](#) **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 2/26/2025, **ESTABLISHING** the salary schedules and classification titles for the classifications of Behavioral Health Specialist and Supervising Behavioral Health Specialist by enacting Sections 297 and 298 of Division 0C, Chapter 307 of the Cincinnati Municipal Code, consistent with the organizational changes described herein.

Recommendation PASS EMERGENCY

Sponsors: City Manager

67. [202500274](#) **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 2/20/2025, **MODIFYING** Chapter 307, "Classified Compensation Schedules," of the Cincinnati Municipal Code by **AMENDING** Section 012 of Division D5 to ensure that the classification title and salary range schedule for the Director of Finance are consistent with the position's level of responsibility and competitive with similar positions across internal and external job markets.

Recommendation PASS EMERGENCY

Sponsors: City Manager

68. [202500275](#) **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 2/20/2025, **MODIFYING** Chapter 307, "Classified Compensation Schedules," of the Cincinnati Municipal Code by **AMENDING** Section 259 of Division D8 to update the salary schedule range for the classification of Environmental Services Director.

Recommendation PASS EMERGENCY

Sponsors: City Manager

69. [202500277](#) **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager,

on 2/20/2025, **MODIFYING** Chapter 307, "Classified Compensation Schedules," of the Cincinnati Municipal Code by **ORDAINING** Sections 444 and 445 of Division 0C to establish the classification titles and salary range schedules for the positions of Zoning Technician and Senior Zoning Plan Examiner; and **AMENDING** Section 441 of Division 0C to update the salary range schedule for the position of Zoning Plan Examiner.

Recommendation PASS EMERGENCY

Sponsors: City Manager

HEALTHY NEIGHBORHOODS COMMITTEE

70. [202500328](#) **ORDINANCE (EMERGENCY)**, submitted by Vice Mayor Kearney, from Emily Smart Woerner, City Solicitor, **DECLARING** that the intersection of Race Street and Liberty Street in the Over-the-Rhine neighborhood shall hereby receive the honorary, secondary name of "Jim Scott Way" in honor of Jim Scott, and in recognition of his many years of volunteer service to the Findlay Market Opening Day Parade and his legacy of giving, volunteering, and spreading joy.

Recommendation PASS EMERGENCY

Sponsors: Kearney

71. [202500242](#) **MOTION**, submitted by Vice Mayor Kearney, **WE MOVE** that Cincinnati City Council approve the establishment of an LGBTQIA+ Commission to advise City Council and the administration on an ongoing basis about issues of concern and policy recommendations. The members of the commission would be appointed by the mayor and commissioners would not receive any remuneration for their service. A draft of the proposed Ordinance is attached.

Recommendation ADOPT

Sponsors: Kearney

72. [202402279](#) **ORDINANCE (EMERGENCY)**, submitted by Vice Mayor Kearney, from Emily Smart Woerner, City Solicitor, **DECLARING** that Realistic Avenue at Dana Avenue in the Evanston neighborhood shall hereby receive the honorary, secondary name of "Beverly Kinney Way" in honor of Beverly Kinney, who was in a fatal pedestrian accident, and as a reminder of the necessity for drivers to always observe road and traffic regulations.

Recommendation PASS EMERGENCY

Sponsors: Kearney

ANNOUNCEMENTS

Adjournment

202500424

Date: March 5, 2025

To: Councilmember Meeka Owens
From: Emily Smart Woerner, City Solicitor *EESW*
Subject: **Resolution – Recognizing Hope Harvey-Dudley**

Transmitted herewith is a resolution captioned as follows:

RECOGNIZING Ms. Hope Harvey-Dudley as a 2025 Black History Month honoree and
EXPRESSING the appreciation of the Mayor and the Council of the City of Cincinnati
for her continued activism and bravery.

EESW/CNS(dbr)
Attachment
415332

RESOLUTION NO. _____ - 2025

EESW

RECOGNIZING Ms. Hope Harvey-Dudley as a 2025 Black History Month honoree and **EXPRESSING** the appreciation of the Mayor and the Council of the City of Cincinnati for her continued activism and bravery.

WHEREAS, in 2007, Ms. Hope Harvey-Dudley received a call no mother should—that her son, Daniel Chaz Dudley, had been shot in a drive-by shooting where he unfortunately succumbed to his injuries; and

WHEREAS, Ms. Harvey-Dudley turned a mother's grief into a powerful and transformative movement, UCanSpeakForMe, serving as Founder and CEO; and

WHEREAS, UCanSpeakForMe sparked a movement to address unsolved homicides in the Greater Cincinnati area, bringing awareness to unsolved murders via the creation of playing cards containing the faces and information of victims on the cards, which are then distributed to prisons and community members; and

WHEREAS, Ms. Harvey-Dudley and UCanSpeakForMe have traveled the Greater Cincinnati area bringing awareness not only to the unsolved murders, but also how to grieve, how to live life without a loved one, and how to be an advocate for your loved one through UCanSpeakForMe; and

WHEREAS, Ms. Harvey-Dudley still continues the work she began in 2007 for other families who have endured the unbearable; now, therefore,

BE IT RESOLVED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the Mayor and this Council hereby recognize Ms. Hope Harvey-Dudley as a 2025 Black History Month honoree for her continued activism and bravery.

Section 2. That this resolution be spread upon the minutes of Council and that a copy be provided to Ms. Harvey-Dudley through the office of Councilmember Meeka Owens.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

Submitted by Councilmember Meeka Owens



202500443

Jeff Cramerding
Councilmember

Capital Project Fund Motion

WE MOVE that the remaining \$1,294,008 in the Capital Project Fund be disbursed as follows:

- \$300,000 for the Camp Washington Skatepark Project
- \$994,008 for DPS, Fire, and Police Fleet needs

Statement

On October 28th, 2024, Council created the Capital Project Reserve, made up of remaining money from the 2024 carryover budget. These funds were intended to be used for one-time capital expenses after the completion of a report by the administration on potential projects.

We believe that the projects listed in this motion will make a major difference in Cincinnati. The Camp Washington Skatepark project will provide a safe environment for individuals of all ages and skill levels to engage in skateboarding, rollerblading, BMX riding, and other action sports. This final allocation to the project will allow it to be completed in a single phase, which reduces overall project costs.

The historic snowfall in January showed the gaps in the city's snow response. While there are multiple areas for improvement, one of the best ways to strengthen our Winter readiness is by increasing the size of the city's DPS fleet. This funding will allow the city to purchase new dump trucks to better prepare for Winter weather.

Left CAMPENDING

Amos Jay

Leah

Christina Parks

Steven Nolan



20250444

Meeka D. Owens
Cincinnati City Council

March 4th, 2025

City Owned/Maintained Cemeteries Directory

WE MOVE that the administration prepare a report within 60 days to create a directory of all city owned or city-maintained cemeteries.

FURTHER WE MOVE that the administration directly reference what department(s) have the responsibility of maintaining specific cemeteries.

Councilmember Meeka D. Owens

Councilmember Mark Jefferys

Councilmember Evan Nolan

Councilmember Jeff Cramerding

STATEMENT

In December of 2024, Councilmembers Owens and Jefferys were approached by a couple of University of Cincinnati history professors about the overgrowth that is present at Cincinnati's Potter's Field. Many in Cincinnati are unaware of the Potter's Field in Price Hill. Today it is roughly 26 acres on the northwest side of Guerley Road, this land was acquired by the city in 1852. While the exact number of individuals buried at the Potter's Field is unknown, and is likely to stay unknown forever, it is assumed that over 20,000 people have been laid to rest at this site. It is assumed that at least 6 veterans of the American Civil War, one Spanish War veteran, and an unclear number of World War One soldiers are buried without grave markers.

This Potter's Field is a collection of what many people may see as the unseen of Cincinnati, in a rather literal way. Many of those buried at Potter's Field were buried there because they could not be identified or were apart of moments where there were large amounts of death that overwhelmed other facilities.

Potter's Field right now is not properly maintained to the standard that over 20,000 of our previous residents or visitors deserve. If we allow our city's past to become overgrown by weeds and bushes, then we are silent in the acknowledgement of our collective history.

3/4/25

CL
DR



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February 19, 2025

To: Mayor and Members of City Council

From: Sheryl M.M. Long, City Manager

202500315

Subject: Appointment to the Environmental Advisory Board: Emmy Schroder

The City Manager hereby recommends the appointment of Emmy Schroder to the Environmental Advisory Board for a term of three years from January 1, 2025.

Ms. Schroder's resume is attached for your consideration.

EMMY SCHRODER

EXECUTIVE DIRECTOR

CONTACT

OBJECTIVE

Seeking a role where I can lead people and business development strategy in an industry I am passionate about.

PROFILE

Executive leader with 10 years of experience managing strategic programs and operations across multifunctional teams in both for-profit and non-profit sectors. I have strong leadership, communication, and operations skills, and find joy in collaboration.

SKILLS

- Executive leadership
- Strategic planning
- Project management methods
- Financial planning
- Data analysis
- Business strategy
- People management
- Supply chain and distribution Communication

SOFTWARE

- Microsoft Office (Word, Excel, PowerPoint, Project, Visio)
- Google Workspace
- Planview/ Project Place
- SAP (budget management, inventory, purchasing)

ULTIMATE FRISBEE

- D1 College National Champion – OSU, '14

EXPERIENCE

LA SOUPE • CINCINNATI, OH

2019 - PRESENT

EXECUTIVE DIRECTOR (2024 - PRESENT)

- Lead organization of 40+ employees in bridging the gap between food waste and hunger – by sharing of 1.4M servings annually with food insecure communities
- Execute strategic vision and maintain relationships with key stakeholders and community partners

CHIEF OPERATING OFFICER (2022 - 2024)

- Grew organization's operating budget from \$2.4M to \$3.5M through strategic planning and execution
- Created and implemented comprehensive 3-year strategic plan for growth
- Established employee benefits systems, accountability systems, and developed policies for long-term sustainability
- Enhanced business management practices and operational efficiency across all departments

DIRECTOR, FOOD AS MEDICINE

- Designed, planned, and implemented programs linking nutrition interventions with healthcare systems tackling Social Determinants of Health
- Integrated hypertension/diabetes diets into operations- making 180k servings/ year
- Lead team through a 12-month national Food is Medicine Coalition Accelerator to build a medically tailored meal program in Cincinnati
- Developed financial plans, operational procedures, strategy, reporting, and teams

DIRECTOR, COMMUNITY KITCHEN PROGRAM

- Designed and executed a \$1.2M COVID-19 hunger relief effort to temporarily expand La Soupe's meal distribution capacity
- Contracted 24 of Cincinnati's best restaurants and caterers to cook for the food insecure during the pandemic business shutdown keeping these businesses afloat
- Managed team for all communications, logistics, financials, volunteer management, and quality control for the creation and distribution of over 1,000,000 servings

DIRECTOR, PARTNER RELATIONS

- Fostered relationships with all food donors (>60 food companies) and meal recipients (>100 Community Based Organizations).
- Improved operations processes for production, inventory, and distribution
- Oversaw all partnership opportunities while managing multiple strategic projects.

KEURIG DR. PEPPER • WATERBURY, VT

2014 - 2018

PROJECT MANAGER II

- Planned and executed multiple supply chain and manufacturing engineering projects. Accountable for scope, schedule, budget, team building, process documents, vendor/ supplier relationships, etc. *Key Projects/Programs:*
 - **Coffee Sourcing Strategy** – 3-year coffee supply chain optimization effort. Budget: \$10M. Productivity savings: \$12M. 10 Projects, 15-person core team.
 - **Warehouse Transition** – Shut down a coffee warehouse, started up another. Budget: \$4M; Annual savings: \$3M. Project team: 10 work streams
 - **Energy usage reporting** - Installed utility metering technology across 7 manufacturing plants for full energy usage transparency. Budget: \$1.2M
 - **Structural safety** – Facilitated vendor negotiations saving >\$1M in reparations for fixing OSHA compliance issues on 24 coffee roasters across US

ENGINEERING PROJECT MANAGER

- Premier Ultimate League Team Captain – Columbus Pride, '22

- Successfully managed install of first “Kold” production lines. Budget: ~\$10M
- Oversaw equipment commissioning, Site Acceptance Tests and site handover
- Collaborated with site leadership, Quality, R&D, warehousing, and operations

ENGINEERING INTERN EXPERIENCE: Snowville Creamery (2014), Jeni’s Splendid Ice Cream (2014), ConAgra Foods, Inc (2013), Campbell’s Soupe Company (2012)

EDUCATION

B.S. FOOD, AGRICULTURAL, AND BIOLOGICAL ENGINEERING

THE OHIO STATE UNIVERSITY - 2014

GPA: 3.6, Honors, Cum Laude, Minor: Human Nutrition

PROJECT MANAGEMENT PROFESSIONAL (PMP)

PROJECT MANAGEMENT INSTITUTE CERTIFIED - 2016

Date: March 5, 2025

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager

202500414

Subject: Liquor License – NEW

FINAL RECOMMENDATION REPORT

OBJECTIONS: None

This is a report on a communication from the State of Ohio, Division of Liquor Control, advising of a permit application for the following:

APPLICATION: 80238890050
PERMIT TYPE: NEW
CLASS: D5J
NAME: SHAKE SHACK OHIO LLC
DBA: NONE LISTED
249 CALHOUN ST
CINCINNATI OH 45219

As of today's date, the Buildings and Inspections Department has declined comment on their investigation.

On January 31, 2025, the CUF Neighborhood Association was notified and does not object.

Police Department Recommendation

☐ Objection ☐ No Objection

David M. Laing, Assistant City Prosecutor

Law Department - Recommendation

☐ Objection ☐ No Objection

MUST BE RECEIVED BY OHIO DIVISION OF LIQUOR CONTROL BY: February 28, 2025.

Date: 03/05/2025

To: Mayor and Members of City Council 202500417
 From: Sheryl M. M. Long, City Manager
 Subject: **SPECIAL EVENT PERMIT APPLICATION: Red Bull Flugtag Cincinnati 2025**

In accordance with Cincinnati Municipal Code, Chapter 765; Derrick Taylor has submitted a Special Event Permit Application Form to the Chief of Police. The Special Event Permit Application has been reviewed by the following department(s): Cincinnati Police Department, Fire Department, Health Department, Parks Department, Department of Building and Inspections, Department of Community and Economic Development, Department of Finance, Department of Public Services, and Department of Transportation and Engineering. There are no objections to issuing the Special Events Permit.

The particulars of the requested event are as indicated:

EVENT NAME/TITLE: Red Bull Flugtag Cincinnati 2025
 EVENT SPONSOR/PRODUCER: Hangman Productions USA Inc. / Red Bull North America
 CONTACT PERSON: Derrick Taylor
 LOCATION: Yeatman's Cove
 DATE(S) AND TIME(S): 08/09/2025 11:00am—08/09/2025 4:00pm
 EVENT DESCRIPTION: Red Bull Flugtag is a free family friendly event that challenges the public to design, apply, build, and attempt to fly a homemade "flying craft" into the water. This will be the second time the City of Cincinnati has hosted the event at Yeatman's Cove on the Ohio River. Spectators will gather on land, and on the river in boats.
 ANTICIPATED ATTENDANCE: 40,000
 ALCOHOL SALES: ☒ YES. ☐ NO.
 TEMPORARY LIQUOR PERMIT HOLDER IS: Hangman Productions USA Inc. / Red Bull North America

cc: Colonel Teresa A. Theetge, Police Chief

March 5, 2025

To: Mayor and Members of City Council

202500418

From: Sheryl M. M. Long, City Manager

Subject: Finance and Budget Monitoring Report for the Period Ending December 31, 2024

The purpose of this report is to provide the City Council with the status of the City's Fiscal Year (FY) 2025 financial and operating budget conditions as of December 31, 2024, to note any significant variances, identify potential budget issues, and provide recommendations. The report is divided into two sections: revenues and expenditures. Various supplemental reports are attached to reflect forecasted revenue, actual revenue, expenditures, and commitments through December 31, 2024.

The following Citywide issues may impact the General Fund 050, Special Revenue Funds, and Enterprise Funds.

1. General Fund revenues are greater than projected by \$18.9 million through the end of December. However, this report highlights increased potential expenditure needs in the amount of \$19.6 million, which includes \$5.8 million for wage increases negotiated with sworn International Association of Fire Fighters (IAFF) employees and sworn Fraternal Order of Police (FOP) employees. Resources for the IAFF and FOP negotiated wage increases were already set aside in the Reserve for Weather Events, Other Emergency and One-Time Needs as part of the Carryover.
2. Overtime in the Cincinnati Fire Department (CFD) and the Cincinnati Police Department (CPD) is currently outpacing the budget. In CFD, the increased overtime is primarily driven by increased leave and the assignment of sworn positions to administrative tasks. Additionally, CFD operates two medical units due to increased demand. The temporary Westwood engine retired in November, which should mitigate overtime usage. The graduation of Recruit Class #122 in September 2024 is expected to reduce overtime usage as well. If trends do not curtail, CFD projects an overtime need of \$9.1 million. In CPD, the increased overtime is primarily due to increased police details, which are offset by additional revenue. Police Visibility Overtime (PVO) related to Downtown Event Deployment to curb violence and for large public events such as BLINK, FC Cincinnati soccer games, and Cincinnati Bengals home football games is also a

contributing factor. If overtime trends do not curtail, CPD projects a need of up to \$4.0 million by fiscal year end.

3. The Approved FY 2024 Budget included a 2.0% wage increase for sworn International Association of Fire Fighters (IAFF) employees and sworn Fraternal Order of Police (FOP) employees. Labor agreements were not approved until September 2024 and included a 5.0% across-the-board increase retroactive to FY 2024 for both labor units. The unused FY 2024 resources for wage adjustments were included as General Fund savings in the Year-End Report [#202402132](#). As a result, FY 2024 Closeout Ordinance No. 0320-2024 appropriated \$6.0 million to the Fire Department for the retroactive payments for IAFF and \$3.6 million to the Police Department for FOP. While the retroactive payments did not occur until November 2024, no budget needs are anticipated given supplemental appropriations were already approved in the Closeout Ordinance.
4. The Approved FY 2025 Budget Update includes a 2.0% wage increase for sworn International Association of Fire Fighters (IAFF) employees and sworn Fraternal Order of Police (FOP) employees. As noted above, labor agreements were not approved until September 2024 and included a 4.0% across-the-board wage increase for both labor units. FY 2024 Closeout Ordinance No. 0320-2024 transferred \$5.8 million to the Reserve for Weather Events, Other Emergency and One-Time Needs General Fund balance sheet reserve account to cover the additional costs related to the newly agreed to bargaining agreements. These resources will be transferred as part of the Final Adjustment Ordinance (FAO) as necessary.
5. The Approved FY 2025 Budget Update assumes a 2.0% wage increase for the Cincinnati Organized and Dedicated Employee (CODE) employees. The collective bargaining agreement with CODE expires in March 2025 and negotiations are expected to begin closer to the contract's expiration. Any agreements that exceed budgeted wage increase amounts, or any agreements that provide additional wage item increases, may result in a budget need. If necessary, supplemental appropriations may be required.
6. The market price for electricity for City operations will increase for non-indexed accounts beginning January 1, 2025. This is projected to be an approximate \$500,000 annual increase across all funds. The total FY 2025 impact within the General Fund is estimated at \$232,000.

REVENUE

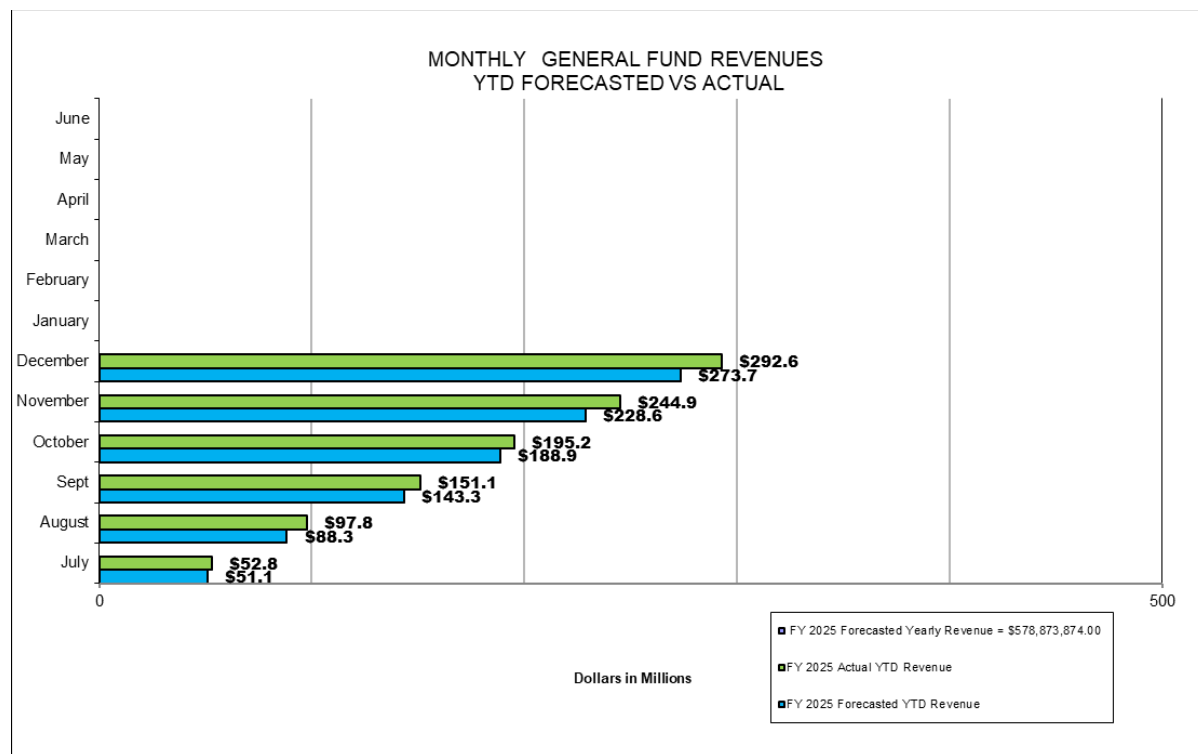
The following report provides an update on the City of Cincinnati's financial condition

as of the month ending December 31, 2024. This report represents the sixth report for the new 2025 fiscal year, ending June 30, 2025. Variances are based on current year estimates and prior year activity in attached schedules.

A more detailed explanation of revenues and expenditures is attached for review, including reports comparing the current year's actual revenue versus forecasted revenue and prior year's actual revenue versus current year actual revenue. Both of those reports are presented on a monthly and year-to-date basis.

I. GENERAL FUND 050

The chart below portrays the performance of actual revenue collected against the forecasted revenue collected through December 31, 2024 and shows that actual revenue of \$292.6 million was above forecasted revenue of \$273.7 million by \$18.9 million.



The major revenue components of the General Fund are listed in the table below. This table highlights the year-to-date variance (favorable and unfavorable) in General Fund revenue collections as compared to forecasted revenue collections. Each major category that differs significantly from forecasted collections will be discussed in further detail.

GENERAL FUND REVENUE SOURCES

	FAVORABLE VARIANCE	(UNFAVORABLE) VARIANCE	PERCENTAGE VARIANCE
General Property Tax		(\$609,970)	-2.56%
City Income Tax	10,018,697		5.90%
Admissions Tax	457,474		6.72%
Short Term Rental Excise Tax	279,091		31.82%
Licenses & Permits	1,057,587		6.94%
Fines, Forfeitures, & Penalties		(\$425,002)	-14.28%
Investment Income	3,936,245		52.62%
Local Government	87,009		1.09%
Casino		(\$123,117)	-2.43%
Police	755,876		16.88%
Buildings and Inspections	50,840		1.58%
Fire		(\$832,021)	-14.54%
Parking Meter	10		4.00%
Other	4,293,262		21.25%
	<hr/> 20,936,091	<hr/> (\$1,990,111)	
Difference	18,945,980		

General Fund (favorable variance) is \$18.9 million above the amount forecasted through December in the FY 2025 Budget. This is the sixth month's report for the fiscal year. What follows is an explanation of significant variances of individual General Fund revenue components.

Income Taxes (favorable variance) is \$10 million above the forecasted amount. Higher net profits are contributing to the variance. Withholdings are also coming in higher than anticipated.

Short Term Rental Tax (favorable variance) is up \$280k above the forecasted amount. The number of short term rentals and the use of the rentals is trending higher than expected so far this fiscal year.

License & Permits (favorable variance) is \$1.1 million up from the forecasted amount. General Building, Heating & Ventilating and Street & Sidewalk Privilege permits are all exceeding estimates.

Fines, Forfeitures & Penalties (unfavorable variance) is \$425k below the forecasted amount. Parking and Moving Violation Fine collections are coming in lower than the estimate.

Investment Income (favorable variance) is \$3.9 million above the forecasted amount. Reinvestment rates are trending higher than expected and more cash is being actively managed than originally planned to take advantage of the current market conditions.

Police (favorable variance) is \$756k above the forecasted amount. Detail revenues are exceeding estimates so far this year.

Fire (unfavorable variance) is \$832k below the forecasted amount. The Cincinnati Fire Department's EMS collector has started to submit payments again since the cyberattack earlier this calendar year. This variance should decrease in the coming months as more receipts are received; however, the revenue may not reach the estimated amount due to lingering effects of the cyberattack.

Other (favorable variance) is up \$4.3 million from the forecasted amount. An unexpected payment from the County is a portion of this variance. Due to the large number of other revenue sources in this category and their fluctuations the Finance Department will monitor this closely.

II. RESTRICTED FUNDS

Parking Systems Facilities (favorable variance) is up \$555k from the forecasted amount. Special events have created higher demand than estimated and there was a receipt that was made this year from a prior year billing that increased the variance. Parking systems are also experiencing more activity as businesses are establishing hybrid work schedules.

Convention Center (favorable variance) is \$1.7 million above the forecasted amount. New revenue is not estimated for FY 2025 as no events will be taking place; however, the facility's final receipts for FY 2024 were received this fiscal year. Transient Occupancy Tax (TOT) revenue is also exceeding estimates.

Municipal Golf (favorable variance) is up \$884k from the forecasted amount. This is result of conservative estimates as well as good weather and new programs offered at the courses.

Sawyer Point (favorable variance) is \$312k up from the forecasted amount. Parking revenue at the park has increased from last year which is leading to the positive variance.

Community Health Center Activities (unfavorable variance) is down \$5.8 million from the forecasted amount. A couple of timing factors are leading to this variance. Medicaid claim transmissions were delayed for a while but are being

processed timely now. Those receipts should be coming in the next month or two to level out the variance. Also, the timing of a prior Medicaid maximization payment is making the variance higher than it should be. This also will be resolved when the current year payment is received.

EXPENDITURES

The following provides an update on the City of Cincinnati's operating budget position as of the month ending December 31, 2024. The attached Fund Summary Report provides the current budget, expenditures, and commitments of each appropriated fund. This report is presented on a year-to-date basis.

I. GENERAL FUND 050

As shown on the attached report, total expenditures are 45.5% of budget, and commitments are 51.4% of budget in the General Fund 050 as compared to the estimated period ending December 31, 2024, or 50.0% of the fiscal year. "Non-personnel expenses" are trending higher at 63.2% committed year to date due to encumbering twelve months of expenditures for certain commodities such as gas and electric costs, contractual services, and materials and supplies. This is not unusual for this reporting period.

The majority of departments have indicated their FY 2025 General Fund 050 appropriation will meet their budgetary needs through the end of the fiscal year. However, budget transfers may be necessary to move funds from divisions and programs with savings to others within the respective departments that have budget needs. These transfers will be included in the Final Adjustment Ordinance (FAO), which will be presented to the City Council in May 2025.

A. Budget Savings Identified

As of December 31, 2024, no General Fund 050 departments are projecting savings at the end of FY 2025. Any savings identified will be available to support budget needs in other departments and programs as necessary. Interdepartmental transfers of funds from one department to another will be included in the FAO as appropriate.

B. Budget Needs Identified

Based on current expenditure projections, the following General Fund 050 departments are forecasting a budget need in FY 2025. The departments have been advised to manage their appropriated resources so that supplemental appropriations will not be required. However, the Administration will continue to closely monitor departments in the coming months and work with them to mitigate the need for

supplemental appropriations. As appropriate, any remaining budget needs will be addressed within the FAO.

1. Department of City Planning and Engagement (\$100,000)

The Department of City Planning and Engagement projects a salary and benefits need of up to \$100,000 related to a new administrative staffing plan, which will be monitored closely. A possible non-personnel need related to presenting Connected Communities at the International City/County Management Association (ICMA) conference and onboarding new staff will be monitored.

2. Cincinnati Police Department (\$8.2 million)

The Cincinnati Police Department (CPD) projects a total personnel need of \$8.2 million primarily due to overtime and wage increases related to the newly executed labor contract. The need associated with the newly executed labor contract is estimated at \$4.2 million, which can be addressed by the resources set aside in the Reserve for Weather Events, Other Emergency and One-Time Needs as part of the carryover process for this purpose. This personnel overage is attributed to increased Police Visibility Overtime (PVO) related to Downtown Event Deployment to curb violence and for large public events such as BLINK, and FC Cincinnati and Cincinnati Bengals home games. Additionally, police detail overtime is greater than anticipated, which is offset by additional detail revenue. Overtime spending and lump sum payments will be closely monitored as the fiscal year progresses.

3. Cincinnati Fire Department (\$11.0 million)

The Cincinnati Fire Department (CFD) projects a total need of up to \$11.0 million primarily due to overtime and the newly executed labor contract. There is \$1.6 million set aside in the Reserve for Weather Events, Other Emergency and One-Time Needs to partially address the staffing costs associated with the new labor contract. The department added a new engine company to Westwood Station 35 in November 2022, as well as two new peak demand medical units at Avondale Station 32 and Winton Place Station 38 in July 2024, resulting in additional staffing requirements and associated overtime. However, the temporary engine in Westwood retired in November, which should help mitigate overtime. The graduation of Recruit Class #122 in September 2024 is expected to reduce overtime usage and the next recruit class is scheduled to start in February 2025. If overtime trends do not curtail, the CFD projects a need of up to \$10.7 million by fiscal year end due to increased overtime and labor costs. Finally, the department projects a non-personnel need of \$300,000 related to increased collections fees from the department's EMS billing provider. Both the department and the Office of Budget and Evaluation will continue to closely monitor staffing trends and overtime needs.

4. Non-Departmental Accounts (\$281,641)

A prior year encumbrance related to the False Alarm Settlement was mistakenly closed in the Judgments Against the City non-departmental account. While it did not occur during the monitoring period, these resources were restored in Ordinance No. 0026-2025, which was passed by the City Council on February 20, 2025.

C. Within Budget, Intradepartmental Budget Transfers May Be Needed

Numerous General Fund 050 departments have indicated the ability to manage their resources within their appropriation. However, budget adjustments within their departments may be required. These transfers are referred to as Intradepartmental Budget Transfers. Unless noted otherwise, these Intradepartmental Budget Transfers will be included in the FAO, which will be presented to the City Council for approval in May 2025.

1. Clerk of Council

The Clerk of Council's Office projects no budget savings or need at this time.

2. Enterprise Technology Solutions

The Department of Enterprise Technology Solutions projects no budget savings or need at this time, pending reimbursement processing.

3. City Manager's Office

The City Manager's Office projects no budget savings or need at this time.

4. City Manager's Office: Office of Budget and Evaluation

The Office of Budget and Evaluation projects no budget savings or need at this time, pending reimbursement processing.

5. City Manager's Office: Office of Environment and Sustainability

The Office of Environment and Sustainability projects no budget savings or need at this time.

6. City Manager's Office: Emergency Communications Center

The Emergency Communications Center projects no budget savings or need at this time.

7. City Manager's Office: Office of Procurement

The Office of Procurement projects no budget savings or need at this time, pending reimbursement processing.

- 8. City Manager's Office: Office of Performance and Data Analytics**
The Office of Performance and Data Analytics (OPDA) projects potential personnel savings, which will be monitored. No savings or need are anticipated in the non-personnel budget.
- 9. City Manager's Office: Internal Audit**
Internal Audit projects a possible personnel savings, which will be monitored.
- 10. Department of Law**
The Department of Law projects no net budget savings or need. Due to recent turnover, non-personnel spending is trending high due to increased expenditures for advertising open attorney positions and the hiring of outside legal counsel. These needs may be offset by position vacancy savings. Transfers within appropriations may be required as part of the Final Adjustment Ordinance (FAO).
- 11. Department of Human Resources**
The Department of Human Resources projects no budget savings or need, pending reimbursement processing.
- 12. Department of Finance**
The Department of Finance projects no budget savings or need, pending reimbursement processing.
- 13. Department of Community and Economic Development**
The Department of Community and Economic Development (DCED) projects no budget savings or need.
- 14. Citizen Complaint Authority**
The Citizen Complaint Authority (CCA) projects personnel savings due to position vacancies. The department projects a small non-personnel need due to temporary staffing services as well as travel expenses, which can be offset by personnel savings.
- 15. Cincinnati Recreation Commission**
The Cincinnati Recreation Commission may have a personnel need, pending reimbursement processing for the summer 2024 aquatics season.
- 16. Cincinnati Parks Department**
The Parks Department projects no budget savings or need at this time, pending reimbursement processing.

17. Department of Buildings and Inspections

The Department of Buildings and Inspections projects no budget savings or need at this time. Budgeted reimbursements into the General Fund will continue to be prioritized and aligned with various department programs.

18. Department of Transportation and Engineering

The Department of Transportation and Engineering projects no net savings or needs. However, transfers may be required in the Final Adjustment Ordinance (FAO).

19. Department of Public Services

The Department of Public Services (DPS) projects a possible non-personnel need due to increased stormwater expenses and City Hall maintenance.

20. Department of Economic Inclusion

The Department of Economic Inclusion projects a potential non-personnel need of up to \$175,000 related to the hiring of a diversity consultant, training, and office renovations. This need will be offset by salary and benefits savings generated through position vacancies.

II. ENTERPRISE FUNDS

Enterprise Funds account for any activity for which a fee is charged to external users for goods or services. If an activity's principal revenue source meets any one of the following criteria, it is required to be reported as an enterprise fund: (1) an activity financed with debt that is secured solely by pledge of the net revenues from fees and charges for the activity; (2) laws or regulations which require that the activity's costs of providing services, including capital costs, be recovered with fees and charges, rather than with taxes or similar revenues; or (3) pricing policies which establish fees and charges designed to recover the activity's costs.

A. Water Works Fund 101

Water Works Fund 101 is 40.4% expended year to date. The Greater Cincinnati Water Works (GCWW) projects personnel savings due to position vacancies and increased reimbursements. The Division of Business Services projects a non-personnel need in contractual services related to the Hydrant Flow Test Project and the Division of Water Distribution projects a non-personnel need in materials and supplies due to increased valve and fire hydrant component replacements. These needs can be offset with other non-personnel savings in contractual services. Transfers within appropriations may be required in the Final Adjustment Ordinance (FAO).

B. Parking System Facilities Fund 102

Parking System Facilities Fund 102 includes the budget for off-street parking enterprises, including garages. Fund 102 is currently 30.9% expended year to date. The Division of Parking Facilities within the Department of Community and Economic Development projects no budget savings or need at this time.

C. Duke Energy Convention Center Fund 103

Duke Energy Convention Center Fund 103 is 37.1% expended year to date. The Convention Center reports no budget savings or need. A supplemental appropriation of \$200,000 was provided by Ordinance No. 0355-2024, which was passed by the City Council on October 30, 2024.

D. General Aviation Fund 104

General Aviation Fund 104 is 36.5% expended year to date. The Department of Transportation and Engineering projects no significant budget savings or need.

E. Municipal Golf Fund 105

Municipal Golf Fund 105 is 61.2% expended year to date. Water utility expenses are greater than expected due to the dry summer season. Additionally, petroleum and contractual services expenses exceed estimates due to an increased number of golf rounds played. The Cincinnati Recreation Commission projects no budget savings or need at this time, but non-personnel expenses will be monitored.

F. Stormwater Management Fund 107

Stormwater Management Fund 107 provides resources to various City departments. The major recipient of resources from this fund is the Stormwater Management Utility (SMU). The Department of Public Services, the Parks Department, the Office of Environment and Sustainability, the Cincinnati Recreation Commission, and the Department of Buildings and Inspections also receive appropriations from this fund. The Stormwater Management Fund is 34.6% expended year to date. SMU projects a possible personnel savings due to position vacancies. The Office of Environment and Sustainability, the Cincinnati Recreation Commission, the Parks Department, and the Department of Public Services all project no budget savings or need at this time. The Department of Buildings and Inspections projects a potential non-personnel need related to the Private Lot Abatement Program (PLAP) that could be offset by salary and benefits savings within Fund 107. A transfer within appropriations may be necessary in the Final Adjustment Ordinance.

III. DEBT SERVICE FUNDS

Debt Service Funds account for the accumulation of resources for, and the payment of, principal and interest on the City's bonds issued in support of governmental activities.

A. Bond Retirement Fund 151

Bond Retirement Fund 151 is 35.9% expended year to date. The Finance Department projects no budget savings or need at this time.

IV. APPROPRIATED SPECIAL REVENUE FUNDS

Special Revenue Funds account for the proceeds of specific revenue sources (other than trusts for individuals, private organizations, or other governments, or for major capital projects) that are legally restricted to expenditures for specific purposes.

The Office of Budget and Evaluation, in cooperation with various City departments, reviewed appropriated special revenue funds to ensure the Approved FY 2025 Budget Update remains in balance. Based on expenditures and revenues through December 2024, most special revenue funds are on target with regard to their budget and require no additional appropriations at this time. Any identified issues are highlighted in the narrative summaries provided below. If warranted, budget adjustments will be addressed in the FAO later in the fiscal year.

A. Street Construction, Maintenance & Repair Fund 301

Street Construction, Maintenance & Repair Fund 301 is 39.1 % expended year to date. The Department of Public Services anticipates a potential personnel savings due to position vacancies, which may be used to offset future winter weather event expenses. Savings and needs will be monitored closely during the winter season. The Department of Transportation and Engineering projects no budget savings or need.

B. Income Tax-Infrastructure Fund 302

Income Tax-Infrastructure Fund 302 provides resources to several City departments. The Department of Transportation and Engineering (DOTE) is the largest recipient of resources from this fund. The Department of Public Services (DPS) also receives Income Tax-Infrastructure Fund resources. Fund 302 is 46.8% expended year to date. DOTE currently projects a personnel savings due to position vacancies and increased capital budget reimbursements; however, transfers will be required in the Final Adjustment Ordinance. This net savings will offset needs in other funds. Additionally, DPS projects a non-personnel need of \$200,000 related to unexpected city facility maintenance as well as an \$80,000 need in personnel due to unmet budgeted position vacancy allowance. While it did not occur during the monitoring period, Ordinance No. 0026-2025, which was passed by the City Council on February 20, 2025, addressed the DPS budget needs. The Law Department, the Human Resources Department, the Department of Building and Inspections, and the Department of Economic Inclusion project no budget savings or need.

C. Parking Meter Fund 303

Parking Meter Fund 303 includes the budget for on-street parking enterprises, including parking meters. Fund 303 is currently 52.8% expended year to date. The Division of Parking Facilities within the Department of Community and Economic Development projects neither a savings nor a need in the fund.

D. Municipal Motor Vehicle License Tax Fund 306

Municipal Motor Vehicle License Tax Fund 306 is 33.2% expended year to date. The Department of Public Services anticipates neither a savings nor a need in this fund. The Department of Transportation and Engineering projects a small personnel need of \$25,000 due to overtime and lump sum payments.

E. Sawyer Point Fund 318

Sawyer Point Fund 318 is 27.0% expended year to date. The Parks Department projects a non-personnel need due to increased credit card fees. This need is offset by increased revenue.

F. Recreation Special Activities Fund 323

Recreation Special Activities Fund 323 is currently 42.9% expended year to date. The Cincinnati Recreation Commission (CRC) previously reported a \$1,251,000 need in Fund 323 due to prior year energy expenses, and the acquisition of minibuses and fitness equipment. Ordinance No. 0355-2024 was subsequently passed by the City Council on October 30, 2024 to address this need. CRC may have a personnel need related to the summer 2024 aquatics season.

G. Cincinnati Riverfront Park Fund 329

Cincinnati Riverfront Park Fund 329 is the appropriated fund for Smale Park. Fund 329 is currently 15.4% expended year to date. The Parks Department projects no budget savings or need in Fund 329.

H. Hazard Abatement Fund 347

Hazard Abatement Fund 347 is 0.5% expended year to date. The Department of Buildings and Inspections projects no budgeted savings or need within Fund 347 at this time.

I. 9-1-1 Cell Phone Fees Fund 364

9-1-1 Cell Phone Fees Fund 364 is the appropriated fund that governs the City portion of state collected revenue from mobile device fees. Fund 364 is currently 8.7% expended year to date. The Emergency Communications Center projects no budget savings or need in Fund 364.

J. Safe and Clean Fund 377

Safe and Clean Fund 377 is the appropriated fund that collects revenue associated with billboard leases. These resources are allocated to Keep Cincinnati Beautiful

(KCB) expenditures. The fund is currently 0.0% expended year to date. The Department of Public Services anticipates neither a savings nor a need in this fund.

K. Community Health Center Activities Fund 395

Community Health Center Activities Fund 395 is 45.7% expended year to date. The Cincinnati Health Department (CHD) projects potential personnel savings resulting from position vacancies.

L. Cincinnati Health District Fund 416

General operational support to the Cincinnati Health Department is provided by Cincinnati Health District Fund 416. This fund is 42.2% expended year to date. The Cincinnati Health Department (CHD) projects potential personnel savings resulting from position vacancies. This will offset a projected need in non-personnel for temporary staffing services, nursing uniform allowances, and unbudgeted repair expenses to clinic sites and other Health Department facilities.

M. Cincinnati Area Geographic Information System (CAGIS) Fund 449

Cincinnati Area Geographic Information System Fund 449 is 40.5% expended year to date. The Office of Performance and Data Analytics projects no budget savings or need at this time.

N. Streetcar Operations Fund 455

Streetcar Operations Fund 455 is 26.9% expended year to date. The Department of Transportation and Engineering projects no budget savings or need at this time.

O. County Law Enforcement Applied Regionally (CLEAR) Fund 457

The CLEAR Fund is 25.4% expended year to date. Enterprise Technology Solutions projects no budget savings or need for FY 2025.

Summary

Through December 2024, major budget issues include increased electricity costs, overtime needs for both the Fire Department and Police Department, as well as the pending labor contract for CODE. Departments have identified possible savings and shortfalls, which will continue to be monitored and updated monthly.

Submitted herewith are the following Office of Budget & Evaluation reports:

1. Fund Summary Report for the month ended December 31, 2024.

Submitted herewith are the following Department of Finance reports:

2. Comparative Statement of Revenue (Actual, Forecast and Prior Year) as of December 31, 2024.

3. Audit of the City Treasurer's Report for the month ended November 30, 2024.
4. Statement of Balances in the various funds as of December 31, 2024.

By approval of this report, City Council appropriates the revenues received in the various restricted funds on the attached Statement of Balances and as stated in greater detail on the records maintained by the Department of Finance, Division of Accounts & Audits. Such revenues are to be expended in accordance with the purposes for which the funds were established.

cc: William "Billy" Weber, Assistant City Manager
Karen Alder, Finance Director
Andrew M. Dudas, Budget Director

**CITY OF CINCINNATI
FUND SUMMARY
FOR FISCAL YEAR 2025
AS OF 12/31/2024**

FUND	FUND NAME	EXPENDITURE CATEGORY	CURRENT BUDGET	EXPENDED	PERCENT EXPENDED	ENCUMBERED	TOTAL COMMITTED	PERCENT COMMITTED	REMAINING BALANCE
050	General	PERSONNEL SERVICES	314,063,040.00	138,130,533.51	44.0%	.00	138,130,533.51	44.0%	175,932,506.49
		EMPLOYEE BENEFITS	121,179,220.00	70,900,303.42	58.5%	79,093.48	70,979,396.90	58.6%	50,199,823.10
		NON-PERSONNEL EXPENSES	122,949,361.00	45,045,592.98	36.6%	32,651,506.31	77,697,099.29	63.2%	45,252,261.71
		PROPERTIES	20,200.00	.00	0.0%	.00	.00	0.0%	20,200.00
*TOTAL FUND_CD 050			558,211,821.00	254,076,429.91	45.5%	32,730,599.79	286,807,029.70	51.4%	271,404,791.30
101	Water Works	PERSONNEL SERVICES	50,170,110.00	19,333,884.56	38.5%	.00	19,333,884.56	38.5%	30,836,225.44
		EMPLOYEE BENEFITS	20,452,890.00	8,517,072.59	41.6%	.00	8,517,072.59	41.6%	11,935,817.41
		NON-PERSONNEL EXPENSES	56,700,170.00	20,055,595.80	35.4%	17,052,886.57	37,108,482.37	65.4%	19,591,687.63
		DEBT SERVICE	48,846,880.00	23,292,995.77	47.7%	2,733,457.94	26,026,453.71	53.3%	22,820,426.29
*TOTAL FUND_CD 101			176,170,050.00	71,199,548.72	40.4%	19,786,344.51	90,985,893.23	51.6%	85,184,156.77
102	Parking System Facilities	PERSONNEL SERVICES	378,700.00	193,300.02	51.0%	.00	193,300.02	51.0%	185,399.98
		EMPLOYEE BENEFITS	165,260.00	58,819.45	35.6%	.00	58,819.45	35.6%	106,440.55
		NON-PERSONNEL EXPENSES	5,462,870.00	1,324,352.02	24.2%	2,029,808.34	3,354,160.36	61.4%	2,108,709.64
		DEBT SERVICE	1,866,760.00	856,906.85	45.9%	.00	856,906.85	45.9%	1,009,853.15
*TOTAL FUND_CD 102			7,873,590.00	2,433,378.34	30.9%	2,029,808.34	4,463,186.68	56.7%	3,410,403.32
103	Convention-Exposition Center	PERSONNEL SERVICES	90,000.00	.00	0.0%	.00	.00	0.0%	90,000.00
		EMPLOYEE BENEFITS	40,000.00	.00	0.0%	.00	.00	0.0%	40,000.00
		NON-PERSONNEL EXPENSES	4,577,130.00	1,597,307.50	34.9%	2,261,497.50	3,858,805.00	84.3%	718,325.00
		DEBT SERVICE	292,870.00	256,283.14	87.5%	.00	256,283.14	87.5%	36,586.86
*TOTAL FUND_CD 103			5,000,000.00	1,853,590.64	37.1%	2,261,497.50	4,115,088.14	82.3%	884,911.86
104	General Aviation	PERSONNEL SERVICES	947,430.00	424,977.27	44.9%	.00	424,977.27	44.9%	522,452.73
		EMPLOYEE BENEFITS	404,660.00	175,085.52	43.3%	.00	175,085.52	43.3%	229,574.48
		NON-PERSONNEL EXPENSES	1,189,290.00	300,762.36	25.3%	145,027.18	445,789.54	37.5%	743,500.46
		PROPERTIES	.00	.00		.00	.00		.00
		DEBT SERVICE	45,170.00	43,062.41	95.3%	.00	43,062.41	95.3%	2,107.59
*TOTAL FUND_CD 104			2,586,550.00	943,887.56	36.5%	145,027.18	1,088,914.74	42.1%	1,497,635.26

**CITY OF CINCINNATI
FUND SUMMARY
FOR FISCAL YEAR 2025
AS OF 12/31/2024**

FUND	FUND NAME	EXPENDITURE CATEGORY	CURRENT BUDGET	EXPENDED	PERCENT EXPENDED	ENCUMBERED	TOTAL COMMITTED	PERCENT COMMITTED	REMAINING BALANCE
105	Municipal Golf	PERSONNEL SERVICES	219,400.00	96,909.98	44.2%	.00	96,909.98	44.2%	122,490.02
		EMPLOYEE BENEFITS	79,280.00	38,656.00	48.8%	.00	38,656.00	48.8%	40,624.00
		NON-PERSONNEL EXPENSES	6,212,280.00	3,904,038.87	62.8%	532,244.12	4,436,282.99	71.4%	1,775,997.01
		DEBT SERVICE	615,510.00	323,125.00	52.5%	.00	323,125.00	52.5%	292,385.00
*TOTAL FUND_CD 105			7,126,470.00	4,362,729.85	61.2%	532,244.12	4,894,973.97	68.7%	2,231,496.03
107	Stormwater Management	PERSONNEL SERVICES	10,180,160.00	2,767,301.21	27.2%	.00	2,767,301.21	27.2%	7,412,858.79
		EMPLOYEE BENEFITS	4,319,570.00	1,186,277.45	27.5%	.00	1,186,277.45	27.5%	3,133,292.55
		NON-PERSONNEL EXPENSES	14,915,810.00	5,153,408.73	34.5%	1,408,725.01	6,562,133.74	44.0%	8,353,676.26
		PROPERTIES	5,000.00	.00	0.0%	.00	.00	0.0%	5,000.00
		DEBT SERVICE	2,248,650.00	1,852,457.29	82.4%	.00	1,852,457.29	82.4%	396,192.71
*TOTAL FUND_CD 107			31,669,190.00	10,959,444.68	34.6%	1,408,725.01	12,368,169.69	39.1%	19,301,020.31
151	Bond Retirement - City	PERSONNEL SERVICES	330,770.00	121,182.04	36.6%	.00	121,182.04	36.6%	209,587.96
		EMPLOYEE BENEFITS	130,300.00	40,105.67	30.8%	.00	40,105.67	30.8%	90,194.33
		NON-PERSONNEL EXPENSES	3,599,260.00	671,827.71	18.7%	293,140.44	964,968.15	26.8%	2,634,291.85
		DEBT SERVICE	135,095,240.00	49,109,717.55	36.4%	.00	49,109,717.55	36.4%	85,985,522.45
*TOTAL FUND_CD 151			139,155,570.00	49,942,832.97	35.9%	293,140.44	50,235,973.41	36.1%	88,919,596.59
301	Street Construction Maintenance & Repair	PERSONNEL SERVICES	7,110,430.00	2,859,505.31	40.2%	.00	2,859,505.31	40.2%	4,250,924.69
		EMPLOYEE BENEFITS	2,726,310.00	1,391,329.44	51.0%	.00	1,391,329.44	51.0%	1,334,980.56
		NON-PERSONNEL EXPENSES	8,011,840.00	2,719,251.25	33.9%	1,480,321.60	4,199,572.85	52.4%	3,812,267.15
*TOTAL FUND_CD 301			17,848,580.00	6,970,086.00	39.1%	1,480,321.60	8,450,407.60	47.3%	9,398,172.40
302	Income Tax-Infrastructure	PERSONNEL SERVICES	13,353,310.00	5,830,602.19	43.7%	.00	5,830,602.19	43.7%	7,522,707.81
		EMPLOYEE BENEFITS	5,003,800.00	2,469,539.24	49.4%	.00	2,469,539.24	49.4%	2,534,260.76
		NON-PERSONNEL EXPENSES	6,257,730.00	3,215,415.67	51.4%	838,138.46	4,053,554.13	64.8%	2,204,175.87
*TOTAL FUND_CD 302			24,614,840.00	11,515,557.10	46.8%	838,138.46	12,353,695.56	50.2%	12,261,144.44

**CITY OF CINCINNATI
FUND SUMMARY
FOR FISCAL YEAR 2025
AS OF 12/31/2024**

FUND	FUND NAME	EXPENDITURE CATEGORY	CURRENT BUDGET	EXPENDED	PERCENT EXPENDED	ENCUMBERED	TOTAL COMMITTED	PERCENT COMMITTED	REMAINING BALANCE
303	Parking Meter	PERSONNEL SERVICES	1,990,040.00	1,009,907.94	50.7%	.00	1,009,907.94	50.7%	980,132.06
		EMPLOYEE BENEFITS	1,043,970.00	468,015.79	44.8%	.00	468,015.79	44.8%	575,954.21
		NON-PERSONNEL EXPENSES	2,391,090.00	1,387,309.62	58.0%	592,119.99	1,979,429.61	82.8%	411,660.39
*TOTAL FUND_CD 303			5,425,100.00	2,865,233.35	52.8%	592,119.99	3,457,353.34	63.7%	1,967,746.66
306	Municipal Motor Vehicle License Tax	PERSONNEL SERVICES	1,929,960.00	807,076.94	41.8%	.00	807,076.94	41.8%	1,122,883.06
		EMPLOYEE BENEFITS	833,870.00	384,861.79	46.2%	.00	384,861.79	46.2%	449,008.21
		NON-PERSONNEL EXPENSES	1,747,240.00	306,480.40	17.5%	195,882.59	502,362.99	28.8%	1,244,877.01
*TOTAL FUND_CD 306			4,511,070.00	1,498,419.13	33.2%	195,882.59	1,694,301.72	37.6%	2,816,768.28
318	Sawyer Point	PERSONNEL SERVICES	534,920.00	74,883.26	14.0%	.00	74,883.26	14.0%	460,036.74
		EMPLOYEE BENEFITS	132,370.00	27,808.37	21.0%	.00	27,808.37	21.0%	104,561.63
		NON-PERSONNEL EXPENSES	584,490.00	235,343.35	40.3%	243,601.90	478,945.25	81.9%	105,544.75
*TOTAL FUND_CD 318			1,251,780.00	338,034.98	27.0%	243,601.90	581,636.88	46.5%	670,143.12
323	Recreation Special Activities	PERSONNEL SERVICES	3,414,320.00	1,821,852.09	53.4%	.00	1,821,852.09	53.4%	1,592,467.91
		EMPLOYEE BENEFITS	242,430.00	139,401.93	57.5%	.00	139,401.93	57.5%	103,028.07
		NON-PERSONNEL EXPENSES	4,095,700.00	1,367,734.94	33.4%	363,981.57	1,731,716.51	42.3%	2,363,983.49
		PROPERTIES	14,000.00	.00	0.0%	.00	.00	0.0%	14,000.00
*TOTAL FUND_CD 323			7,766,450.00	3,328,988.96	42.9%	363,981.57	3,692,970.53	47.6%	4,073,479.47
329	Cincinnati Riverfront Park	PERSONNEL SERVICES	780,380.00	.00	0.0%	.00	.00	0.0%	780,380.00
		EMPLOYEE BENEFITS	369,280.00	11,190.00	3.0%	.00	11,190.00	3.0%	358,090.00
		NON-PERSONNEL EXPENSES	495,580.00	241,976.98	48.8%	152,168.75	394,145.73	79.5%	101,434.27
*TOTAL FUND_CD 329			1,645,240.00	253,166.98	15.4%	152,168.75	405,335.73	24.6%	1,239,904.27
347	Hazard Abatement Fund	PERSONNEL SERVICES	465,210.00	.00	0.0%	.00	.00	0.0%	465,210.00
		EMPLOYEE BENEFITS	221,680.00	.00	0.0%	.00	.00	0.0%	221,680.00
		NON-PERSONNEL EXPENSES	10,320.00	3,596.85	34.9%	.00	3,596.85	34.9%	6,723.15
*TOTAL FUND_CD 347			697,210.00	3,596.85	0.5%	.00	3,596.85	0.5%	693,613.15

CITY OF CINCINNATI
FUND SUMMARY
FOR FISCAL YEAR 2025
AS OF 12/31/2024

FUND	FUND NAME	EXPENDITURE CATEGORY	CURRENT BUDGET	EXPENDED	PERCENT EXPENDED	ENCUMBERED	TOTAL COMMITTED	PERCENT COMMITTED	REMAINING BALANCE
364	9-1-1 Cell Phone Fees	PERSONNEL SERVICES	662,780.00	.00	0.0%	.00	.00	0.0%	662,780.00
		EMPLOYEE BENEFITS	283,480.00	.00	0.0%	.00	.00	0.0%	283,480.00
		NON-PERSONNEL EXPENSES	659,160.00	139,994.09	21.2%	24,320.00	164,314.09	24.9%	494,845.91
*TOTAL FUND_CD 364			1,605,420.00	139,994.09	8.7%	24,320.00	164,314.09	10.2%	1,441,105.91
		NON-PERSONNEL EXPENSES	51,010.00	.00	0.0%	51,010.00	51,010.00	100.0%	.00
377	Safe & Clean		51,010.00	.00	0.0%	51,010.00	51,010.00	100.0%	.00
*TOTAL FUND_CD 377			51,010.00	.00	0.0%	51,010.00	51,010.00	100.0%	.00
395	Community Health Center Activities	PERSONNEL SERVICES	14,535,530.00	6,295,883.93	43.3%	.00	6,295,883.93	43.3%	8,239,646.07
		EMPLOYEE BENEFITS	6,041,950.00	3,004,952.84	49.7%	.00	3,004,952.84	49.7%	3,036,997.16
		NON-PERSONNEL EXPENSES	9,164,910.00	4,283,284.83	46.7%	4,484,658.00	8,767,942.83	95.7%	396,967.17
*TOTAL FUND_CD 395			29,742,390.00	13,584,121.60	45.7%	4,484,658.00	18,068,779.60	60.8%	11,673,610.40
416	Cincinnati Health District	PERSONNEL SERVICES	14,767,730.00	6,283,508.66	42.5%	.00	6,283,508.66	42.5%	8,484,221.34
		EMPLOYEE BENEFITS	5,816,790.00	2,676,292.53	46.0%	.00	2,676,292.53	46.0%	3,140,497.47
		NON-PERSONNEL EXPENSES	1,803,190.00	491,289.54	27.2%	480,466.45	971,755.99	53.9%	831,434.01
		PROPERTIES	3,040.00	569.99	18.7%	.00	569.99	18.7%	2,470.01
*TOTAL FUND_CD 416			22,390,750.00	9,451,660.72	42.2%	480,466.45	9,932,127.17	44.4%	12,458,622.83
449	Cincinnati Area Geographic Information System (CAGIS)	PERSONNEL SERVICES	2,120,220.00	883,846.30	41.7%	.00	883,846.30	41.7%	1,236,373.70
		EMPLOYEE BENEFITS	768,370.00	381,526.67	49.7%	.00	381,526.67	49.7%	386,843.33
		NON-PERSONNEL EXPENSES	2,272,760.00	826,727.58	36.4%	218,684.14	1,045,411.72	46.0%	1,227,348.28
*TOTAL FUND_CD 449			5,161,350.00	2,092,100.55	40.5%	218,684.14	2,310,784.69	44.8%	2,850,565.31
455	Streetcar Operations	PERSONNEL SERVICES	568,640.00	247,086.74	43.5%	.00	247,086.74	43.5%	321,553.26
		EMPLOYEE BENEFITS	212,810.00	81,261.22	38.2%	.00	81,261.22	38.2%	131,548.78
		NON-PERSONNEL EXPENSES	5,430,047.00	1,343,988.35	24.8%	3,921,952.29	5,265,940.64	97.0%	164,106.36
*TOTAL FUND_CD 455			6,211,497.00	1,672,336.31	26.9%	3,921,952.29	5,594,288.60	90.1%	617,208.40

**CITY OF CINCINNATI
FUND SUMMARY
FOR FISCAL YEAR 2025
AS OF 12/31/2024**

FUND	FUND NAME	EXPENDITURE CATEGORY	CURRENT BUDGET	EXPENDED	PERCENT EXPENDED	ENCUMBERED	TOTAL COMMITTED	PERCENT COMMITTED	REMAINING BALANCE
457	County Law Enforcement Applied Regionally (CLEAR)	PERSONNEL SERVICES	1,673,310.00	501,779.68	30.0%	.00	501,779.68	30.0%	1,171,530.32
		EMPLOYEE BENEFITS	520,000.00	197,536.75	38.0%	.00	197,536.75	38.0%	322,463.25
		NON-PERSONNEL EXPENSES	4,301,500.00	949,159.97	22.1%	374,979.33	1,324,139.30	30.8%	2,977,360.70
		PROPERTIES	.00	.00		.00	.00		.00
*TOTAL FUND_CD 457			6,494,810.00	1,648,476.40	25.4%	374,979.33	2,023,455.73	31.2%	4,471,354.27
TOTAL			1,063,210,738.00	451,133,615.69	42.4%	72,609,671.96	523,743,287.65	49.3%	539,467,450.35

March 5, 2025

To: Mayor and Members of City Council 202500425

From: Sheryl M. M. Long, City Manager

Subject: **Emergency Ordinance – Police: Acceptance of Monetary Donation from Carol A. McQueary**

Attached is an Emergency Ordinance captioned:

AUTHORIZING the City Manager to accept and appropriate a donation of \$500 from Carol A. McQueary to support the Cincinnati Police Department Honor Guard; and **AUTHORIZING** the Director of Finance to deposit the donation into Public Safety Special Projects Fund 456.

This Emergency Ordinance authorizes the City Manager to accept and appropriate a donation of \$500 from Carol A. McQueary to support the Cincinnati Police Department Honor Guard. This Emergency Ordinance further authorizes the Director of Finance to deposit the donation into Public Safety Special Projects Fund 456.

Carol A. McQueary has generously offered to donate \$500 to support the Cincinnati Police Department (CPD) Honor Guard in loving memory of retired Sergeant Jerry McQueary.

This donation does not require additional FTEs/full time equivalents or matching funds.

Acceptance of this donation is in accordance with the “Collaborate” goal to “[w]ork in synergy with the Cincinnati community” and the strategy to “[u]nite our communities” as described on pages 209-212 of Plan Cincinnati (2012).

The reason for the emergency is the need to ensure timely acceptance of the donation from Carol A. McQueary.

The Administration recommends passage of this Ordinance.

cc: Andrew M. Dudas, Budget Director
Karen Alder, Finance Director

Attachment



EMERGENCY

KKF

- 2025

AUTHORIZING the City Manager to accept and appropriate a donation of \$500 from Carol A. McQueary to support the Cincinnati Police Department Honor Guard; and **AUTHORIZING** the Director of Finance to deposit the donation into Public Safety Special Projects Fund 456.

WHEREAS, Carol A. McQueary has generously offered to donate \$500 to support the Cincinnati Police Department Honor Guard in loving memory of retired Sergeant Jerry McQuery; and

WHEREAS, acceptance of this donation requires no matching funds, and no FTEs/full time equivalents are associated with acceptance of this donation; and

WHEREAS, acceptance of this donation is in accordance with the “Collaborate” goal to “[w]ork in synergy with the Cincinnati community” and the strategy to “[u]nite our communities” as described on pages 209-212 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is authorized to accept and appropriate a donation of \$500 from Carol A. McQueary to support the Cincinnati Police Department Honor Guard.

Section 2. That the Director of Finance is authorized to deposit the donated funds into Public Safety Special Projects Fund 456.

Section 3. That the proper City officials are authorized to do all things necessary and proper to carry out the terms of Sections 1 and 2.

Section 4. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms

of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the need to ensure timely acceptance of the donation from Carol A. McQueary.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

March 5, 2025

To: Mayor and Members of City Council

202500426

From: Sheryl M. M. Long, City Manager

Subject: Ordinance – Police: January 2025 TechCred Grant

Attached is an Ordinance captioned:

AUTHORIZING the City Manager to apply for, accept, and appropriate a grant of up to \$3,300 from the State of Ohio Department of Development's TechCred Credential Reimbursement Program to reimburse Cincinnati Police Department General Fund non-personnel operating budget account no. 050x225x72000 for eligible costs incurred by the Cincinnati Police Department in providing its employees with technology-focused credentials; and **AUTHORIZING** the Director of Finance to deposit the grant funds into General Fund revenue account no. 050x8533.

This Ordinance authorizes the City Manager to apply for, accept, and appropriate a grant of up to \$3,300 from the State of Ohio Department of Development (ODOD)'s TechCred Credential Reimbursement Program to reimburse Cincinnati Police Department General Fund non-personnel operating budget account no. 050x225x7200 for eligible costs incurred by the Cincinnati Police Department in providing its employees with technology-focused credentials. This Ordinance also authorizes the Director of Finance to deposit the grant funds into General Fund revenue account no. 050x8533.

The TechCred Credential Reimbursement Program is designed to elevate the skills of Ohio's workforce by reimbursing employers for costs associated with employees' acquisition of technology-focused, industry-recognized credentials that can be acquired in one year or less from external training providers. TechCred reimburses employers a portion of their costs for employees to acquire eligible credentials, but limits the maximum reimbursement provided by the program per credential.

While the program does not require matching funds, an agency contribution is preferred and favored. As such, CPD intends to provide matching funds of up to \$4,544, which will be provided from the General Fund for travel costs associated with the training for four employees.

There are no new FTEs/full time equivalents associated with this grant.

The grant application deadline was January 31, 2025, and the City has already applied for the grant, but no funds will be accepted without City Council approval.

Acceptance of this grant is in accordance with the "Live" goal to "[c]reate a more livable community" as described on pages 156-163 of Plan Cincinnati (2012).

The Administration recommends passage of this Ordinance.

cc: Andrew Dudas, Budget Director
Karen Alder, Finance Director

Attachment



AUTHORIZING the City Manager to apply for, accept, and appropriate a grant of up to \$3,300 from the State of Ohio Department of Development's TechCred Credential Reimbursement Program to reimburse Cincinnati Police Department General Fund non-personnel operating budget account no. 050x225x7200 for eligible costs incurred by the Cincinnati Police Department in providing its employees with technology-focused credentials; and **AUTHORIZING** the Director of Finance to deposit the grant funds into General Fund revenue account no. 050x8533.

WHEREAS, the TechCred Credential Reimbursement Program ("TechCred") is designed to elevate the skills of Ohio's workforce by reimbursing employers for costs associated with employees' acquisition of technology-focused, industry-recognized credentials that can be acquired in one year or less from external training providers; and

WHEREAS, TechCred reimburses employers a portion of their costs for employees to acquire eligible credentials, but limits the maximum reimbursement provided by the program per credential; and

WHEREAS, TechCred grant applications are reviewed competitively based in part on the amount of employer contribution toward the credentials, and the Cincinnati Police Department intends to provide matching funds of up to \$4,544, which will be provided from the General Fund for travel costs associated with the training for four employees; and

WHEREAS, there are no additional FTEs/full time equivalents associated with this grant; and

WHEREAS, because the grant application deadline was January 31, 2025, the City already submitted its application for reimbursement of up to \$3,300 in eligible costs, but no funds will be accepted without approval by Council; and

WHEREAS, acceptance of this grant is in accordance with the "Live" goal to "[c]reate a more livable community" as described on pages 156-163 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is authorized to apply for, accept, and appropriate a grant of up to \$3,300 from the State of Ohio Department of Development's TechCred Credential Reimbursement Program to reimburse Cincinnati Police Department General Fund non-personnel

operating budget account no. 050x225x7200 for eligible costs incurred by the Cincinnati Police Department in providing its employees with technology-focused credentials.

Section 2. That the Director of Finance is authorized to deposit the grant funds into General Fund revenue account no. 050x8533.

Section 3. That the proper City officials are authorized to do all things necessary and proper to carry out the terms of the grant and Sections 1 and 2.

Section 4. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

March 5, 2025

To: Mayor and Members of City Council

202500427

From: Sheryl M. M. Long, City Manager

Subject: Ordinance – DOTE: Quarterly ODOT Grants for Pedestrian and Bicycle Projects

Attached is an Ordinance captioned:

AUTHORIZING the City Manager to apply for grants of up to \$3,000,000 on a quarterly basis from the Ohio Department of Transportation for pedestrian and bicycle related projects that make walking and biking throughout the City a safe, convenient, and accessible transportation option for all Ohioans.

This Ordinance authorizes the City Manager to apply for quarterly grants of up to \$3,000,000 from the Ohio Department of Transportation (“ODOT”) for pedestrian and bicycle related projects that make walking and biking throughout the City a safe, convenient, and accessible transportation option for all Ohioans.

The Pedestrian and Bicycle Special Solicitation program will accept quarterly applications for various pedestrian and bicycle related projects, with priority given to those ready for construction before July 2026. Quarterly applications will be accepted until funding is exhausted. The City intends to pursue funding for multiple projects, but no funding will be accepted without authorization from the City Council.

There are no FTEs/full time equivalents associated with these grants. Grants associated with plans and studies, data collection, and education and promotion projects do not require a local match. Grants for infrastructure related projects will require up to a twenty percent local match, which may be provided from existing capital improvement program project accounts and will be identified before accepting any grant award.

Applying for pedestrian and bicycle grants aligns with the “Connect” goal to “[d]evelop an efficient multi-modal transportation system that supports neighborhood livability,” as well as the strategy to “[p]lan, design, and implement a safe and sustainable transportation system,” as described on pages 127-138 of Plan Cincinnati (2012)

The Administration recommends passage of this Ordinance.

cc: Andrew M. Dudas, Budget Director
Karen Alder, Finance Director



Attachment

AUTHORIZING the City Manager to apply for grants of up to \$3,000,000 on a quarterly basis from the Ohio Department of Transportation for pedestrian and bicycle related projects that make walking and biking throughout the City a safe, convenient, and accessible transportation option for all Ohioans.

WHEREAS, the Ohio Department of Transportation (“ODOT”) has announced a Pedestrian and Bicycle Special Solicitation program, accepting quarterly applications for various pedestrian and bicycle related projects, with priority given to those projects ready for construction before July 2026; and

WHEREAS, this program provides grants for plans and studies, data collection, education and promotion, short-term infrastructure projects, traditional infrastructure projects, and other related initiatives; and

WHEREAS, ODOT will continue accepting applications quarterly until the funding is exhausted, and the City intends to pursue funding for multiple projects, but no funding will be accepted without additional authorization from Council; and

WHEREAS, there are no FTEs/full time equivalents associated with these grants, and grants associated with plans and studies, data collection, and education and promotion projects do not require a local match; and

WHEREAS, grants for infrastructure related projects will require up to a twenty percent local match, which may be provided from existing capital improvement program accounts and will be identified before accepting any grant award; and

WHEREAS, applying for grants to support pedestrian and bicycle related projects aligns with the “Connect” goal to “[d]evelop an efficient multi-modal transportation system that supports neighborhood livability,” as well as the strategy to “[p]lan, design, and implement a safe and sustainable transportation system,” as described on pages 127-138 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is authorized to apply for grants of up to \$3,000,000 on a quarterly basis from the Ohio Department of Transportation for pedestrian and bicycle related projects that make walking and biking throughout the City a safe, convenient, and accessible transportation option for all Ohioans.

Section 2. That the appropriate City officials are authorized to do all things necessary to comply with the terms of the grants and Section 1.

Section 3. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

March 5, 2025

To: Mayor and Members of City Council

202500428

From: Sheryl M. M. Long, City Manager

Subject: Ordinance – DOTE: ODOT HSIP Safety Grant Applications

Attached is an Ordinance captioned:

AUTHORIZING the City Manager to apply for Highway Safety Improvement Program (“HSIP”) Systemic Safety grants awarded by the Ohio Department of Transportation (“ODOT”) of up to \$2,000,000 to provide resources for pedestrian safety improvements; **AUTHORIZING** the City Manager to apply for HSIP Abbreviated Safety grants awarded by ODOT of up to \$500,000 for traffic safety countermeasures, such as safety signage, high-visibility pavement markings, centerline hardening, temporary bump-outs, and other safety improvements; and **AUTHORIZING** the City Manager to apply for HSIP Formal Safety Process grants awarded by ODOT of up to \$5,000,000 to reduce serious injury and traffic deaths on all public roads.

This Ordinance authorizes the City Manager to apply for the following HSIP grants awarded by ODOT:

1. Systemic Safety grants of up to \$2,000,000 to provide resources for pedestrian safety improvements;
2. Abbreviated Safety grants of up to \$500,000 for traffic safety countermeasures, such as safety signage, high-visibility pavement markings, centerline hardening, temporary bump-outs, and other safety improvements; and
3. Formal Safety Process grants of up to \$5,000,000 to reduce injury and traffic deaths on all public roads.

Acceptance of grant resources may require a local match of up to twenty percent, which is anticipated to be provided from existing capital improvement program project accounts. No new FTEs/full time equivalents are required.

Implementing pedestrian and traffic safety measures is in accordance with the “Connect” goal to “[d]evelop an efficient multi-modal transportation system that supports neighborhood livability” and strategy to “[p]lan, design, and implement a safe and sustainable transportation system” as described on pages 127-138 of Plan Cincinnati (2012).

The Administration recommends passage of this Ordinance.

cc: Andrew M. Dudas, Budget Director
Karen Alder, Finance Director

Attachment



AUTHORIZING the City Manager to apply for Highway Safety Improvement Program (“HSIP”) Systemic Safety grants awarded by the Ohio Department of Transportation (“ODOT”) of up to \$2,000,000 to provide resources for pedestrian safety improvements; **AUTHORIZING** the City Manager to apply for HSIP Abbreviated Safety grants awarded by ODOT of up to \$500,000 for traffic safety countermeasures, such as safety signage, high-visibility pavement markings, centerline hardening, temporary bump-outs, and other safety improvements; and **AUTHORIZING** the City Manager to apply for HSIP Formal Safety Process grants awarded by ODOT of up to \$5,000,000 to reduce serious injury and traffic deaths on all public roads.

WHEREAS, there are various grants available from the Ohio Department of Transportation’s (“ODOT”) Highway Safety Improvement Program (“HSIP”); and

WHEREAS, grant resources could be used by the Department of Transportation and Engineering (“DOTE”) to ensure timely completion of various safety projects throughout the City deemed to have a high priority by DOTE; and

WHEREAS, there are various due dates for the available grants, so the City may have already applied for one or more grants, but no grant funds will be accepted without approval by Council; and

WHEREAS, acceptance of HSIP grant resources may require a local match, typically up to twenty percent, which is anticipated to be provided from existing capital improvement program project resources that will be identified prior to accepting any grant awards; and

WHEREAS, there are no new FTEs/full time equivalents associated with these grants; and

WHEREAS, implementing pedestrian and traffic safety measures is in accordance with the “Connect” goal to “[d]evelop an efficient multi-modal transportation system that supports neighborhood livability” and strategy to “[p]lan, design, and implement a safe and sustainable transportation system” as described on pages 127-138 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is authorized to apply for Highway Safety Improvement Program (“HSIP”) Systemic Safety grants awarded by the Ohio Department of Transportation (“ODOT”) of up to \$2,000,000 to provide resources for pedestrian safety improvements.

Section 2. That the City Manager is authorized to apply for HSIP Abbreviated Safety grants awarded by ODOT of up to \$500,000 for traffic safety countermeasures, such as safety

signage, high-visibility pavement markings, centerline hardening, temporary bump-outs, and other safety improvements.

Section 3. That the City Manager is authorized to apply for HSIP Formal Safety Process grants awarded by ODOT of up to \$5,000,000 to reduce serious injury and traffic deaths on all public roads.

Section 4. That the proper City officials are authorized to do all things necessary and proper to carry out the terms of the grants and Sections 1 through 3.

Section 5. That this ordinance shall take effect and be in force from and after the earliest time allowed by law.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

Date: March 3, 2025

To: Members of the Budget and Finance Committee

202500429

From: Sheryl M. M. Long, City Manager

Subject: EMERGENCY ORDINANCE – LUNKEN AIRPORT USE FEES (C Version)

Attached is an emergency ordinance captioned as follows:

MODIFYING Chapter 402, “Airport,” by **AMENDING** Section 402-24, “Lunken Airport Use Fees,” to authorize the City Manager to establish fees for the landing, parking, and mooring of aircraft, and for special events, at Lunken Airport.

Lunken Airport, as an enterprise agency, charges land use fees as a means to generate revenue to recover costs associated with operating and maintaining the airfield. These fees, which include landing, parking, and mooring of aircraft, were last revised in 1999 and need to be updated. This Ordinance authorizes the City Manager to increase these fees and establish a new special events fee. It also provides flexibility to make adjustments to these fees as necessary.

The emergency ordinance conserves the status quo that aircraft based at Lunken Airport shall be exempt from the payment of landing fees. Likewise, the emergency ordinance preserves the condition that any federal, state, or local government aircraft shall be exempt from the fees and charges.

The reason for the emergency ordinance is the immediate need to allow the City Manager to establish and promulgate fees and charges for Lunken Airport so that the City may begin to recover the full cost and expense of the use of Lunken Airport at the earliest possible date.

Attachment I - Existing and Proposed Fee Structure

The Administration recommends passage of the attached ordinance.

cc: John S. Brazina, Interim Assistant City Manager
Greg Long, Interim Director, Transportation and Engineering

ATTACHMENT

EMERGENCY ORDINANCE – LUNKEN AIRPORT USE FEES

Landing Fees Current			
GROSS MAXIMUM TAKEOFF WEIGHT POUNDS	Piston	Turbo-Prop	Jet
6,000 to 7,999	\$5.20	\$5.85	N/A
8,000 to 9,999	\$5.85	\$6.50	N/A
10,000 to 11,999	\$6.50	\$7.15	N/A
12,000 to 14,999	\$7.80	\$8.45	\$10.40
15,000 to 17,999	\$8.45	\$9.10	\$11.70
18,000 to 25,999	\$9.10	\$9.75	\$13.00
26,000 to 33,999	\$9.75	\$10.40	\$14.30
34,000 to 41,999	\$10.40	\$11.05	\$15.60
42,000 to 49,999	\$14.30	\$17.55	\$20.80
50,000 to 65,999	\$20.80	\$24.05	\$26.00
66,000 to 74,999	\$27.30	\$30.55	\$33.80
75,000 and over	\$33.80	\$37.05	\$39.00
Landing Fees Proposed	Minimum		
\$1.80 per 1,000 pounds for aircraft with greater than 9,000-pound Maximum Takeoff Weight	\$15		
\$1.80 per 1,000 pounds Maximum Takeoff Weight for all Part 135 Commercial Operators	\$15		

Parking Fees Current			
GROSS MAXIMUM TAKEOFF WEIGHT	Piston	Turbo-Prop	Jet
Multi-Engine to 5,999	\$6.50	N/A	N/A
6,000 to 7,999	\$6.50	N/A	N/A
8,000 to 9,999	\$6.50	\$6.80	N/A
10,000 to 11,999	\$6.50	\$6.80	N/A
12,000 to 14,999	\$7.15	\$7.45	\$7.80
15,000 to 17,999	\$7.80	\$8.10	\$8.45
18,000 to 25,999	\$7.80	\$8.45	\$9.10
26,000 to 33,999	\$8.10	\$9.75	\$10.40
34,000 to 41,999	\$8.10	\$9.75	\$10.40
42,000 to 49,999	\$10.40	\$11.15	\$11.70
50,000 to 65,999	\$11.70	\$12.35	\$13.00
66,000 to 74,999	\$13.00	\$13.65	\$14.30
75,000 and over	\$15.60	\$16.25	\$16.90
All Single-Engine Aircraft	\$6.50	\$6.50	\$6.50
Parking Fees Proposed			
Maximum Takeoff Weight	Fee		
0 to 5,000 pounds	\$10.00		

5,001 to 12,500 pounds	\$20.00		
12,501 to 30,000 pounds	\$100.00		
Above 30,000 pounds	\$200.00		
Mooring Fees Current			
Per 24-hour period or any part thereof per airship moored	\$50		
Mooring Fees Proposed			
Per 24-hour period or any part thereof per airship moored	\$100		

Special Event Permit Fee - Proposed	\$100
Airport Property Special Event Fee - Proposed	\$100 per day

EMERGENCY

JRS/C

- 2025

MODIFYING Chapter 402, “Airport,” by **AMENDING** Section 402-24, “Lunken Airport Use Fees,” to authorize the City Manager to establish fees for the landing, parking, and mooring of aircraft, and for special events, at Lunken Airport.

WHEREAS, fees are an existing means Lunken Airport uses to recover costs and expenses it directly and indirectly incurs in connection with the landing, parking, and mooring of aircraft, and for special events, at Lunken Airport; and

WHEREAS, the Cincinnati Municipal Code currently establishes specific fees for Lunken Airport, but the fees have not been updated since 1999, do not reflect the current structure and best practices for airports, and the existing fee framework has not proved flexible enough to enable Lunken Airport to recover the full cost and expense for the landing, parking, and mooring of aircraft, for special events, and other uses; and

WHEREAS, Council wishes to establish a clear, dynamic, and effective framework for Lunken Airport’s fees by authorizing the City Manager to establish fees that recover the costs and expenses associated with the landing, parking, and mooring of aircraft, and for special events, at Lunken Airport; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That existing Section 402-24, “Lunken Airport Use Fees,” of the Cincinnati Municipal Code is hereby amended to read as follows:

Sec. 402-24. - Lunken Airport Use Fees.

~~Any person operating a scheduled or non-scheduled commercial flight using Lunken Airport shall pay to the city of Cincinnati a fee based on the licensed standard gross weight of the aircraft, as follows:~~

LANDING FEES

Gross Takeoff Weight	Piston	Turbo Prop	Jet
Multi-Engine to 5,999	\$ 4.55	N/A	N/A
6,000 to 7,999	5.20	\$ 5.85	N/A
8,000 to 9,999	5.85	6.50	N/A
10,000 to 11,999	6.50	7.15	N/A

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12,000 to 14,999	7.80	8.45	\$ 10.40
15,000 to 17,999	8.45	9.10	11.70
18,000 to 25,999	9.10	9.75	13.00
26,000 to 33,999	9.75	10.40	14.30
34,000 to 41,999	10.40	11.05	15.60
42,000 to 49,999	14.30	17.55	20.80
50,000 to 65,999	20.80	24.05	26.00
66,000 to 74,999	27.30	30.55	33.80
75,000 and over	33.80	37.05	39.00

- (a) — ~~*Use for Landing:* Fees shall be paid for using Lunken Airport for the first landing of each aircraft in any one calendar day. Such fees shall be collected by either the city or by persons authorized by the director. When collections are made by authorized persons, such persons shall keep accurate records of such collections subject to audit by the city and such persons shall make monthly reports of collections and shall pay 70 percent of total collections to the city; reports and payments shall be made on or before the 10th day of the next subsequent month. When collections are made by the city, fees may be billed on the first of each month for the operations of the previous month and shall be due and payable within 10 days. Fees shall not be applicable to scheduled air carriers operating under certificates of convenience and necessity, issued under the Federal Aviation Act of 1958, as amended, and under a contract with the City of Cincinnati for the use of the field. Likewise, fees shall not be applicable to aircraft based at Lunken Airport nor to governmental aircraft.~~

~~An operation will be considered commercial when either revenue passengers or cargo, or both are loaded or discharged at Lunken Airport.~~

- (b) — ~~*Parking Aircraft:* Fees shall be paid for each use of non-leased areas for parking of aircraft. Such fees shall be collected by the city or by persons authorized by the director. When collections are made by authorized persons, such persons shall keep accurate records of such collections subject to audit by the city and such persons shall make monthly reports of collections and shall pay 70 percent of total collections to the city; reports and payments must be made on or before the 10th day of the next subsequent month. When collections are made by the city, fees may be billed on the first of each month for the operations of the previous month and shall be due and payable within 10 days. Fees shall not be applicable to based aircraft for which provision has been made with the director for a monthly rate; fee shall not be applicable to governmental aircraft.~~

- (c) — ~~*Aircraft Parking Areas and Fees* are as follows:~~

~~Parking Area "A" is adjacent to the administration building consisting of the area shown as Parking Area "A" on the plat approved by and on file with the director.~~

~~The following fees shall apply to aircraft parked over night during the 10 hour period from 10 p.m. till 8 a.m. and shall apply for each subsequent 10 hour overnight period.~~

PARKING FEES

Gross Takeoff Weight	Piston	Turbo Prop	Jet
Multi Engine to 5,999	\$ 6.50	N/A	N/A
6,000 to 7,999	6.50	N/A	N/A
8,000 to 9,999	6.50	\$ 6.80	N/A
10,000 to 11,999	6.50	6.80	N/A
12,000 to 14,999	7.15	7.45	\$ 7.80
15,000 to 17,999	7.80	8.10	8.45
18,000 to 25,999	7.80	8.45	9.10
26,000 to 33,999	8.10	9.75	10.40
34,000 to 41,999	8.10	9.75	10.40
42,000 to 49,999	10.40	11.15	11.70
50,000 to 65,999	11.70	12.35	13.00
66,000 to 74,999	13.00	13.65	14.30
75,000 and over	15.60	16.25	16.90
All Single Engine Aircraft	6.50	6.50	6.50

Parking Area "B" consists of all other non-leased land areas at Lunken Airport. The following fees shall apply to aircraft parked overnight during the 10-hour period from 10 p.m. to 8 a.m. and shall apply for each subsequent 10-hour overnight period:

Weight of Aircraft	Fees
Up to 12,499 lbs	\$ 4.00
12,500 to 34,999 lbs.	6.00
35,000 to 55,000 lbs.	8.00
Over 55,000 lbs.	10.00

(d) ~~Mooring Fees for Lighter-than-Air Airship Operations:~~ Any person mooring a lighter-than-air airship at Lunken Airport shall pay to the City of Cincinnati a mooring fee of \$50.00 per 24-hour period or any part thereof per airship moored.

(e) ~~Tie-down Fees:~~ Any person conducting a service of tying down aircraft may be permitted by the city to use a defined area of non-leased land for conducting said tie-down service.

Any person conducting a service of tying down aircraft on non-leased land shall pay to the city \$5 per aircraft per night up to a maximum of \$55 per aircraft per month. Each person operating such tie-down service on non-leased land shall keep accurate records subject to audit by the city and such persons shall make monthly reports of collections and make payments on or before the 10th day of every month for the operations of the preceding month.

- (a) **Airport Usage Fees and Charges.** To ensure compliance with federal grant assurances, and to make Lunken Airport as financially self-sustaining as possible, the city manager or the city manager's designee is authorized to establish and charge landing fees, aircraft and vehicle parking fees, tie-down fees, mooring fees and special event fees in a fair and reasonable amount necessary to recover the costs and expenses incurred by Lunken Airport, or estimated to be incurred by Lunken Airport, in connection with the use of the airport's facilities by third parties. The city manager shall promulgate rules and regulations concerning the fees and charges to be collected. The city manager shall make the fees and charges along with the rules and regulations available on the city's website and the website for Lunken Airport.
- (b) **Exempt from Fees.** The city manager shall exempt aircraft based at Lunken Airport from the payment of landing fees. The city manager shall exempt any federal, state, or local government aircraft from the fees and charges.

Section 2. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to allow the City Manager to establish and promulgate fees and charges for Lunken Airport so that the City may begin to recover the full cost and expense of the use of Lunken Airport at the earliest possible date.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

Additions indicated by underline; Deletions indicated by strikethrough.

February 26, 2025

To: Mayor and Members of City Council

202500316

From: Sheryl M. M. Long, City Manager

Subject: Ordinance – Health: Get Vaccinated OHIO Grant

Attached is an Ordinance captioned:

AUTHORIZING the City Manager to apply for, accept, and appropriate a grant of up to \$298,869 from the Ohio Department of Health Get Vaccinated OHIO Public Health Initiative (ALN 93.268) to support activities that will increase immunization rates in children under two years of age, school-aged children, and adolescents; and **AUTHORIZING** the Director of Finance to receive and deposit the grant resources into Public Health Research Fund revenue account no. 350x8556.

This Ordinance authorizes the City Manager to apply for, accept, and appropriate a grant of up to \$298,869 from the Ohio Department of Health (ODH) Get Vaccinated OHIO Public Health Initiative (ALN 93.268) to support activities that will increase immunization rates in children under two years of age, school-aged children, and adolescents. This Ordinance further authorizes the Finance Director to deposit the grant funds into Public Health Research Fund revenue account no. 350x8556.

The grant activities include immunization assessment, targeted reminders and recall, identifying disparities for low immunization levels, educational activities involving families and providers, ensuring schools report on vaccination rates and school education, and ensuring the vaccination of high-risk infants exposed to hepatitis B disease as methods of increasing immunization rates for both public and private immunization providers.

There are no new FTEs/full time equivalents associated with this grant and no local match is required.

The Cincinnati Health Department applied for this grant on January 23, 2025, but no grant funds will be accepted without approval from the City Council.

Acceptance of this grant is in accordance with the “Sustain” goal to “[b]ecome a healthier Cincinnati” as described on pages 181-192 of Plan Cincinnati (2012).

The Administration recommends passage of this Ordinance.

cc: Andrew M. Dudas, Budget Director
Karen Alder, Finance Director

Attachment



AUTHORIZING the City Manager to apply for, accept, and appropriate a grant of up to \$298,869 from the Ohio Department of Health Get Vaccinated OHIO Public Health Initiative (ALN 93.268) to support activities that will increase immunization rates in children under two years of age, school-aged children, and adolescents; and **AUTHORIZING** the Director of Finance to receive and deposit the grant resources into Public Health Research Fund revenue account no. 350x8556.

WHEREAS, a grant of up to \$298,869 is available from the Ohio Department of Health Get Vaccinated OHIO Public Health Initiative that would allow the City of Cincinnati Health Department (“CHD”) to support activities that will increase immunization rates in children under two years of age, school-aged children, and adolescents; and

WHEREAS, grant activities would include, as methods of increasing immunization rates for both public and private immunization providers, immunization assessment, targeted reminders and recall efforts, identifying disparities for low immunization levels, educational activities involving families and providers, ensuring schools report on vaccination rates, school-based education, and ensuring the vaccination of high-risk infants exposed to hepatitis B disease; and

WHEREAS, no additional FTE/full time equivalents are associated with this grant, and no matching funds are required; and

WHEREAS, CHD applied for this grant on January 23, 2025, to meet the application deadline, but no grant funds will be accepted without the approval by Council; and

WHEREAS, acceptance of this grant is in accordance with the “Sustain” goal to “[b]ecome a healthier Cincinnati” as described on pages 181-192 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is authorized to apply for, accept, and appropriate a grant of up to \$298,869 from the Ohio Department of Health Get Vaccinated OHIO Public Health Initiative (ALN 93.268) to support activities that will increase immunization rates in children under two years of age, school-aged children, and adolescents.

Section 2. That the Director of Finance is authorized to receive and deposit the grant resources into Public Health Research Fund revenue account no. 350x8556.

Section 3. That the proper City officials are authorized to do all things necessary and proper to comply with the terms of the grant and Sections 1 and 2.

Section 4. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

February 26, 2025

To: Mayor and Members of City Council

202500319

From: Sheryl M. M. Long, City Manager

Subject: Emergency Ordinance – DOTE: FTA Persistent Poverty Grant for Streetcar

Attached is an Emergency Ordinance captioned:

AUTHORIZING the City Manager to accept up to \$250,000 from the Federal Transit Administration (“FTA”), through the Areas of Persistent Poverty Grant Program (ALN 20.505), to provide resources for improvements and upgrades to Streetcar technology, station displays, and transit management software; **AUTHORIZING** the City Manager to appropriate up to \$250,000 from the FTA, through the Areas of Persistent Poverty Grant Program, to General Government Grants Fund 404, effective FY 2026; **AUTHORIZING** the Director of Finance to deposit the grant resources into General Government Grants Fund 404 revenue account no. 404x8554, Department of Transportation and Engineering project account no. AOPP, “Areas of Persistent Poverty Grant”; and **AUTHORIZING** the City Manager to transfer and appropriate of \$27,778 from the unappropriated surplus of Streetcar Operations Fund 455 to Streetcar Operations Fund non-personnel operating budget account no. 455x236x7200 to provide local matching resources for the FTA Areas of Persistent Poverty Grant, effective FY 2026.

Approval of this Emergency Ordinance authorizes the following:

1. The City Manager to accept up to \$250,000 from the Federal Transit Administration (“FTA”), through the Areas of Persistent Poverty Grant Program (ALN 20.505), to provide resources for improvements and upgrades to Streetcar technology, station displays, and transit management software;
2. The City Manager to appropriate up to \$250,000 from the FTA, through the Areas of Persistent Poverty Grant Program, to General Government Grants Fund 404, effective FY 2026;
3. The Director of Finance to deposit the grant resources into General Government Grants Fund 404 revenue account no. 404x8554, Department of Transportation and Engineering project account no. AOPP, “Areas of Persistent Poverty Grant”; and
4. The transfer and appropriation of \$27,778 from the unappropriated surplus of Streetcar Operations Fund 455 to Streetcar Operations Fund non-personnel operating budget account no. 455x236x7200 to provide local

matching resources for the FTA Areas of Persistent Poverty Grant, effective FY 2026.

On April 5, 2023, the City Council passed Ordinance No. 0108-2023, which authorized the City Manager to apply for a grant of up to \$500,000 from the FTA, through the Areas of Persistent Poverty Grant Program, to provide resources for improvements and upgrades to streetcar technology, station information displays, and transit management software. The FTA awarded the City \$250,000 in grant resources, which requires City Council approval to accept and appropriate.

This grant requires local matching resources of up to \$27,778, which are available in the unappropriated surplus of Streetcar Operations Fund 455 and must be transferred and appropriated to Streetcar Operations Fund non-personnel operating budget account no. 455x236x7200 to be expended as required. No new FTEs/full time equivalents are associated with this grant.

Accepting grant resources to improve and upgrade streetcar technology, station information displays, and transit management software is in accordance with the “Connect” goal to “[d]evelop an efficient multi-modal transportation system that supports neighborhood livability” and strategy to “[p]lan, design, and implement a safe and sustainable transportation system” as described on pages 127-138 of Plan Cincinnati (2012).

The Administration recommends passage of this Emergency Ordinance.

cc: Andrew M. Dudas, Budget Director
Karen Alder, Finance Director



Attachment

EMERGENCY

MSS

- 2025

AUTHORIZING the City Manager to accept up to \$250,000 from the Federal Transit Administration (“FTA”), through the Areas of Persistent Poverty Grant Program (ALN 20.505), to provide resources for improvements and upgrades to Streetcar technology, station displays, and transit management software; **AUTHORIZING** the City Manager to appropriate up to \$250,000 from the FTA, through the Areas of Persistent Poverty Grant Program, to General Government Grants Fund 404, effective FY 2026; **AUTHORIZING** the Director of Finance to deposit the grant resources into General Government Grants Fund 404 revenue account no. 404x8554, Department of Transportation and Engineering project account no. AOPP, “Areas of Persistent Poverty Grant”; and **AUTHORIZING** the City Manager to transfer and appropriate \$27,778 from the unappropriated surplus of Streetcar Operations Fund 455 to Streetcar Operations Fund non-personnel operating budget account no. 455x236x7200 to provide local matching resources for the FTA Areas of Persistent Poverty Grant, effective FY 2026.

WHEREAS, on April 5, 2023, Council passed Ordinance No. 108-2023, which authorized the City Manager to apply for a grant of up to \$500,000 from the Federal Transportation Administration (“FTA”), through the Areas of Persistent Poverty Grant Program (ALN 20.505), to provide resources for improvements and upgrades to streetcar technology, station information displays, and transit management software; and

WHEREAS, the FTA awarded the City \$250,000 in grant resources, which requires Council approval to accept and appropriate; and

WHEREAS, this grant requires local matching resources of up to \$27,778, which are available in the unappropriated surplus of Streetcar Operations Fund 455 and must be transferred and appropriated to Streetcar Operations Fund non-personnel operating budget account no. 455x236x7200 to be expended as required; and

WHEREAS, no new FTEs/full time equivalents are associated with this grant; and

WHEREAS, accepting grant resources to improve and upgrade streetcar technology, station information displays, and transit management software is in accordance with the “Connect” goal to “[d]evelop an efficient multi-modal transportation system that supports neighborhood livability” and strategy to “[p]lan, design, and implement a safe and sustainable transportation system” as described on pages 127-138 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is authorized to accept up to \$250,000 from the Federal Transit Administration (“FTA”), through the Areas of Persistent Poverty Grant Program

(ALN 20.205), to provide resources for improvements and upgrades to Streetcar technology, station displays, and transit management software.

Section 2. That the City Manager is authorized to appropriate up to \$250,000 from the FTA, through the Areas of Persistent Poverty Grant Program, to General Government Grants Fund 404, effective FY 2026.

Section 3. That the Director of Finance is authorized to deposit the grant resources into General Government Grants Fund 404 revenue account no. 404x8554, Department of Transportation and Engineering project account no. AOPP, “Areas of Persistent Poverty Grant.”

Section 4. That the City Manager is authorized to transfer and appropriate \$27,778 from the unappropriated surplus of Streetcar Operations Fund 455 to Streetcar Operations Fund non-personnel operating budget account no. 455x236x7200 to provide local matching resources for the FTA Areas of Persistent Poverty Grant, effective FY 2026.

Section 5. That the proper City officials are authorized to do all things necessary and proper to carry out the terms of the grant and Sections 1 through 4.

Section 6. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to accept the grant resources to meet established deadlines.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

Date: February 26, 2025

To: Mayor and Members of City Council

202500321

From: Sheryl M.M. Long, City Manager

Subject: EMERGENCY ORDINANCE – APPROVING THE REVISED PUBLIC
TRANSPORTATION AGENCY SAFETY PLAN

Attached is an emergency ordinance captioned as follows:

APPROVING the revised Public Transportation Agency Safety Plan for the Connector as recommended by the streetcar's Accountable Executive and Chief Safety Officer.

The Federal Transit Administration requires that the Cincinnati Streetcar implement a Public Transportation Agency Safety Plan ("PTASP") approved by City Council. The PTASP must also be updated annually due to continuous safety improvements. The PTASP has been revised with the following updates:

- Changed References from section 43 to section 44.
- Updated section 43 to cover Risk Based Inspections by ODOT
- Added section 22.6.1 for Employee Safety Committee responsibilities
- Defined the roles and responsibilities of the Cincinnati Transit Coordinator and Deputy Director of Streetcar Services. (Section 22.3)
- Updated section 23 to include reports of safety concerns through the Streetcar website
- Updated section 23 to include reporting of safety concerns through the Streetcar website
- Updated methods of rules compliance activities to include SmartDrive system for signal violations (Section 34.4)
- Updated the Safety Performance Targets in Table 1, section 9 to reflect NTD data from 2021-2023
- Updated section 22.5 to allow the SSRC to vote on items electronically via email
- Updated the table of contents

The reason for the emergency is the need to meet the Ohio Department of Transportation's March 15, 2025 deadline.

The Administration recommends passage of the attached ordinance.

Attachment I – Cincinnati Streetcar Agency Safety Plan

cc: Greg Long, Interim Director, Transportation and Engineering

EMERGENCY

JRS

-2025

APPROVING the revised Public Transportation Agency Safety Plan for the Connector as recommended by the streetcar's Accountable Executive and Chief Safety Officer.

WHEREAS, the City is a rail transit agency subject to Federal Transit Administration ("FTA") requirements governing such transit agencies; and

WHEREAS, the FTA promulgated Title 49 Code of Federal Regulations (CFR) Part 673, which requires that rail transit agencies subject to state safety oversight must establish a Public Transportation Agency Safety Plan ("PTASP"); and

WHEREAS, 49 CFR Part 674 requires the appropriate State Safety Oversight Agency, the Ohio Department of Transportation ("ODOT") in the case of the streetcar, to ensure that each transit agency has a PTASP compliant with 49 CFR Part 673; and

WHEREAS, in addition, Ohio Revised Code Section 5501.56 and 49 CFR Part 673 together require that an agency PTASP must be approved by each transit agency's board of directors or an equivalent authority, in this case City Council; and

WHEREAS, the City Manager, in her capacity as the Accountable Executive for the streetcar, and the Chief Safety Officer for the streetcar have since further revised the PTASP to ensure the streetcar's ongoing safe operation; and

WHEREAS, the City's revised PTASP maintains a sufficiently explicit process for safety risk management with adequate means of risk mitigation for the streetcar; includes a process and timeline for annually reviewing and updating the safety plan; includes a comprehensive training program for the operations personnel directly responsible for streetcar safety; identifies an adequately trained safety officer who reports directly to the Accountable Executive; includes adequate methods to support the execution of the PTASP by all employees, agents, and contractors for the streetcar; and sufficiently addresses other requirements provided in 49 CFR Part 673; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the revised Cincinnati Streetcar Agency Safety Plan, attached hereto as Attachment A and incorporated herein, is approved as the required Public Transportation Agency Safety Plan ("PTASP") for the Connector, the streetcar system located in downtown and Over-the-Rhine.

Section 2. That the City Manager and all appropriate City officials are authorized to send the revised Cincinnati Streetcar Agency Safety Plan to the Ohio Department of Transportation (“ODOT”), the State Safety Oversight Agency for the streetcar, for review and approval.

Section 3. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to submit the revised Cincinnati Streetcar Agency Safety Plan to the Ohio Department of Transportation within the required time frame.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

CINCINNATI STREETCAR AGENCY SAFETY PLAN



801 PLUM STREET
CINCINNATI, OHIO 45202

DECEMBER 30, 2024

REVISION 7

RECORD OF REVISIONS

Revision #	Revised By	Date	Issue/Revision Description
0	TJ Thorn	8/27/2019	Original Draft Document
1	TJ Thorn	10/21/2019	Removed references to Authority (meaning SORTA) in appropriate sections of the document, added a description of an “adequately trained” CSO in 22.2, added feedback process language to Section 23.
2	Paul Conway	4/8/2020	Update signature block and minor grammar edits. Remove interim status.
3	Les Shaw	4/15/2020	Replaced the “CEO” with the “City Manager,” who is the Accountable Executive. Replaced the “Engineering and Project Management” with the “Department of Transportation and Engineering.” Replaced “ENP text messages from the RCC” with “text messages from the City.” Replaced “Security Director” with “Chief Safety Officer.” Removed the fire training video statement.
4	Paul Conway	7/20/2021	Update current roles and dates. Update table of contents. Add PTSCTP training for City Staff (CSO, Streetcar Director, Transit Coordinator). Update Safety Performance Targets. Add City Address to Title page. Update and sign policy statement.
5	Paul Conway	5/10/2022	Updated ASP review date to April 30 th (Section 14). Removed reference to GATIS worksheet and updated SMS implementation (Section 17). Employee Safety Committee added (Section 22.6).


			<p>Employee suggestion box added to employee reporting (Section 23).</p> <p>Transit operators de-escalation training added (Section 32.5).</p> <p>Updated the City personnel that must go through a specific technical transit training (Section 41.1).</p> <p>Updated to include the separate, overarching training plan included in the Operations and Maintenance plans (Section 41.2).</p> <p>Update table of contents.</p>
6	Paul Conway	10/1/2023	<p>-Update ASP review date to November 1st to fall in line with ODOT's annual review, Section 11</p> <p>-Add reference to Continuity of Operations Plan (COOP) developed by the City and Transdev, Section 32.2</p> <p>-Update how rules compliance activities are monitored and how does Transdev assure QA / QC. (Sections 34.4 and 35)</p> <p>-Remove City Transit Coordinator from signature page</p> <p>- add strategies to minimize exposure to infectious disease (Section 26.7)</p> <p>- added employee safety reporting protection from disciplinary action (Section 23)</p> <p>-added employee behavior that is not protected from disciplinary action (Section 23)</p> <p>-detail how the City will respond to emergency Corrective Action Plans and submit CAPs to the SSOA(section 31)</p> <p>-added the Accountable Executive's review and signature of materials regarding the conduct and results of internal safety reviews. (section33)</p> <p>-update table of contents</p>


7	Paul Conway	12/21/2024	<ul style="list-style-type: none"> -changed References from section 43 to section 44. -updated section 43 now covers Risk Based Inspections by ODOT - added section 22.6.1 for employee Safety committee responsibilities -Define the roles and responsibilities of the Cincinnati Transit Coordinator and Deputy Director of Streetcar Services. (Section 22.3) -update section 23 to include reports of safety concerns through the Streetcar website -Update methods of rules compliance activities to include SmartDrive system for signal violations (Section 34.4) - update the Safety Performance Targets in Table 1, section 9 to reflect NTD data from 2021-2023 -update section 22.5 to allow the SSRC to vote on items electronically via email -update the table of contents

Agency Safety Plan Review and Approval

Approved by:  2/6/25
Accountable Executive

Reviewed by:  2/4/2025
Director of Transportation and Engineering

Reviewed by:  02/03/2025
Streetcar Deputy Director

Reviewed by:  12/21/24
Chief Safety Officer of Streetcar Services

Reviewed by:  02/03/24
Cincinnati Streetcar General Manager

Approval by City Council

This plan was approved by the City Council of the City of Cincinnati on ___/___/___ and reflected in the official, approved council minutes. A copy of the resolution is contained in the Appendices.

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1. Definitions

A list of definitions based upon those listed in 49 CFR Part 673.5 is contained in the Appendices.

2. Acronyms

A list of acronyms utilized in this Plan is contained in the Appendices.

3. Introduction

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (ASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The effective date of this rule is July 19, 2019. As a result, Transit operators must certify they have a safety plan in place meeting the requirements of the rule by July 20, 2020. The plan must be updated and certified by the transit agency annually.

4. Applicability

As a recipient of funds under 49 U.S.C. 5307 the City of Cincinnati is required to develop a Public Transit ASP. This document will serve as the ASP for Cincinnati Streetcar.

5. Policy

Cincinnati Streetcar has adopted the principles and methods of SMS as the basis for enhancing safety and will follow the principles and methods of SMS in the delivery of service to our community.

6. Transition from SSPP to ASP

Cincinnati Streetcar previously utilized a System Safety Program Plan (SSPP), which documented the overall safety program. The Plan was previously approved by the State Safety Oversight (SSO) Program of the Ohio Department of Transportation (ODOT) and the Board of Trustees of the Southwest Ohio Regional Transit Authority, the operator at that time. The SSPP was constituted of 21 elements which outlined and described the policies, processes and procedures associated with the safety program. To maintain the integrity of the safety program, yet be compliant with state and federal regulations, these elements were integrated into the ASP. This integration was based upon an analysis performed by the SSO to determine where and how these elements should be integrated into components of the ASP per 49 CFR Part 673.

7. Accountable Executive and City Council Approvals

In accordance with 49 U.S.C. 5329(d)(1)(A), the Accountable Executive and City Council must approve this plan. This will be accomplished via signature of the Accountable Executive, which will be affixed to this Plan, and by formal City Council Ordinance. A copy of that Motion will be included in the Appendices of this document. Additionally, the ASP will be submitted for approval to the Accountable Executive and City Council annually.

8. Modes Covered by this Plan

This Plan covers the Cincinnati Streetcar System.

9. Safety Performance Measures and Targets

Safety Performance Measures aid Cincinnati Streetcar in monitoring performance. Safety performance measures also focus on improving safety performance through the reduction of safety events, fatalities, and injuries. These Safety Performance measures are shared with our MPO annually. In accordance with the National Public Transportation Safety Plan the following Safety Performance Targets have been identified:

Safety Performance Measure		Description
1	Measure 1a – Major Events	This includes all safety and security major events as defined by the NTD.
2	Measure 1b – Major Event Rate	This includes all safety and security major events as defined by the NTD, divided by VRM.
3	<i>Measure 1.1 – Collision Rate (new)</i>	This includes all collisions reported to the NTD, divided by VRM.
4	<i>Measure 1.1.1 – Pedestrian Collision Rate (new)</i>	This includes all collisions “with a person,” as defined by the NTD, divided by VRM.
5	<i>Measure 1.1.2 – Vehicular Collision Rate (new)</i>	This includes all collisions “with a motor vehicle,” as defined by the NTD, divided by VRM.
6	Measure 2a – Fatalities	This includes all fatalities as defined by the NTD.
7	Measure 2b – Fatality Rate	This includes all fatalities as defined by the NTD, divided by VRM.
8	<i>Measure 2.1 – Transit Worker Fatality Rate (new)</i>	This includes all transit worker fatalities as defined by the NTD, including the categories “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” divided by VRM.
9	Measure 3a – Injuries	This includes all injuries as defined by the NTD.
10	Measure 3b – Injury Rate	This includes all injuries as defined by the NTD, divided by VRM.
11	<i>Measure 3.1 – Transit Worker Injury Rate (new)</i>	This includes all transit worker injuries as defined by the NTD, including the categories “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” divided by VRM.
12	<i>Measure 4a – Assaults on Transit Workers (new)</i>	This includes all assaults on transit workers as defined by the NTD.⁹
13	<i>Measure 4b – Rate of Assaults on Transit Workers (new)</i>	This includes all assaults on transit workers as defined by the NTD, ⁹ divided by VRM.
14	Measure 5 – System Reliability	This includes Major Mechanical System failures as defined by the NTD.

Table 1 Safety Performance Targets

Mode of Transit Service	Major Events(1a)	Major Event (Rate) Per 100,000 VRM (1b)	Collision (Rate) Per 100,000 VRM (1.1)	Pedestrian Collision (Rate) Per 100,000 VRM (1.1.1)	Vehicular Collision (Rate) Per 100,000 VRM (1.1.2)	Fatalities (Total) (2a)	Fatalities (Rate) Per 100,000 VRM (2b)
Cincinnati Streetcar	0	0.00	2	1.0	6	0	0.0
Mode of Transit Service	Transit Worker Fatality (Rate) Per 100,000 VRM (2.1)	Injuries (Total) (3a)	Injuries (Rate) Per 100,000 VRM(3b)	Transit Worker Injury (Rate) Per 100,000 VRM (3.1)	Assaults on Transit Workers (4a)	Assaults on Transit Workers (Rate) Per 100,000 VRM	System Reliability VRM between failures
Cincinnati Streetcar	0	2.0	2	0	0	0.0	10000

It should be noted that these performance targets are based on the time the City has been operating the system as documented in the National Transit Database (NTD) Safety and Security Time Series from January 2021 through December 2023.

10. Safety Plan Review, Update and Certification

In accordance with 49 U.S.C. 5329(d)(1)(A), the ASP will be certified as compliant on an annual basis. Annually, the Chief Safety Officer (or Designee) will lead a review of the ASP in conjunction with affected departments and update the ASP as necessary. Route extensions, significant changes to the operational practices, or other events may be cause for a review at any time. The ASP and any updates must be reviewed and approved by the City of Cincinnati's City Council.

11. ASP Review Schedule

The ASP will be reviewed annually by November 1st. However, any changes and approvals will be completed by January 15th. The ASP will be submitted to City Council for review and approval by February 10th.

12. ASP Control and Update Procedure

The Chief Safety Officer is responsible for control and update of the ASP. Input for annual reviews will be solicited from all Cincinnati Streetcar personnel.

13. ASP Review and Approval by City Council

In accordance with 49 U.S.C. 5329 (d)(1)(A) and 49 CFR Part 673 (1) the Public Transportation ASP, and subsequent updates, must be signed by the Accountable Executive and approved by the agency's Board of Directors, or an Equivalent Authority. Because Cincinnati Streetcar does not have a Board of Directors, the Cincinnati City Council is the equivalent authority and therefore is required to review and approve the ASP as well as any updates to the ASP.

14. Review and Approval by ODOT SSO

Cincinnati Streetcar is required to review the ASP at least annually and make any modifications, as needed to assure that the ASP is current and accurate. Each updated draft ASP submitted to the ODOT SSO program will include a summary that identifies and explains the changes. If there are no changes required for the ASP, it will be indicated.

Once the draft ASP has been determined to be ready for approval, the ODOT SSO program staff will indicate that status to the Chief Safety Officer and provide the checklist used for the review. This submittal is required to be completed by April 30th each year to coincide with the annual report to the ODOT SSO program. Upon receipt of the final ASP, the ODOT SSO program will issue written approval of the ASP to Cincinnati Streetcar within thirty (30) calendar days.

15. ASP Change Management

Any changes to the ASP will be documented in the Change Record. This Change Record will contain a summary that identifies and explains the changes for submittal to the City Council annually.

16. Coordination with the Metropolitan Planning Organization (MPO) and Non-Metropolitan Planning Organizations

Annually the Cincinnati Streetcar will create Safety Performance and State of Good Repair Measures and Targets for Cincinnati Streetcar service based upon the principal of continuous improvement. To aid in the planning process for both the State of Ohio and the local MPO these measures and targets will be transmitted to the MPO via electronic communication to the OKI Regional Council of Governments and ODOT Office of Transit. However, prior to submittal to the MPO and ODOT Office of Transit the safety performance measures and targets must be submitted to, and approved by, the SSO. The entire process will be completed prior to annual submission of the ASP to City Council.

17. Safety Management System (SMS) Implementation

To implement SMS, the Cincinnati Streetcar has taken a four-phase approach based upon a continuous improvement cycle of Plan, Do, Check, Act. Over the last 4 years the Cincinnati Streetcar has made the transition to SMS. City of Cincinnati employees have completed the

FTA's Public Transportation Safety Certification Training Program (PTSCTP) while Operations & Management (O&M) operator Transdev's management team will complete the same training in 2025. Transdev has developed a SMS training program for all employees, maintains an employee safety reporting drop box, and hosts a management/frontline employee safety meeting monthly. Employee concerns are addressed, and conclusions are shared via operators orders and break room postings. The Safety & Security department is responsible for leading implementation with assistance from the Safety and Security Review Committee (SSRC) which also serves as the SMS implementation team. The City and Transdev are committed to a culture of open safety discussions and strive for continuous improvement.

18. Safety Management Policy

Safety Management Policy establishes necessary organizational structures, roles and responsibilities. It also ensures safety is on the same priority level as other organizational functions. And it provides direction for effective safety risk management (SRM), assurance and promotion. Lastly, it helps ensure sufficient resources are provided.

19. Safety Management Policy Statement

Cincinnati Streetcar recognizes that the management of safety is a core value of our business. The management team at Cincinnati Streetcar will embrace the SMS and is committed to developing, implementing, maintaining, and constantly improving processes to ensure the safety of our employees, customers, and the general public. All levels of management and frontline employees are committed to safety and understand that safety is the primary responsibility of all employees.

Cincinnati Streetcar is committed to:

- Communicating the purpose and benefits of the SMS to all staff, managers, supervisors, and employees. This communication will specifically define the duties and responsibilities of each employee throughout the organization and all employees will receive appropriate information and SMS training.
- Providing appropriate management involvement and the necessary resources to establish an effective reporting system that will encourage employees to communicate and report any unsafe work conditions, hazards, or at-risk behavior to the management team.
- Identifying hazardous and unsafe work conditions and analyzing data from the employee reporting system. After thoroughly analyzing provided data, the transit operations division will develop processes and procedures to mitigate safety risk to an acceptable level.
- Ensuring that no action will be taken against employees who disclose safety concerns through the reporting system, unless disclosure indicates an illegal act, gross negligence, or deliberate or willful disregard of regulations or procedures.
- Establishing safety performance targets that are realistic, measurable, and data driven.

- Continually improving our safety performance through management processes that ensure appropriate safety management action is taken and is effective.

A signed copy of this statement is contained in the Appendices.

20. Safety Management Policy Communication

This Safety Management Policy Statement is communicated to the City Council via the annual review and approval process. It is also communicated to Streetcar employees and contractors through the use of communication boards at the Maintenance and Operations facility as well as on our website at <https://www.cincinnati-oh.gov/streetcar/>. An employee may also request a printed copy from their supervisor. A signed copy of the Safety Management Policy Statement is contained in the Appendices.

21. Emergency Preparedness and Response Plans

Cincinnati Streetcar's emergency preparedness and response plans, which are incorporated here by reference, include the Security and Emergency Preparedness Plan (SEPP) and Emergency Operations Plan (EOP).

21.1. Emergency Response Personnel Training

Training to familiarize fire, rescue, and other emergency service personnel with special transit system requirements is coordinated through and conducted by O&M Contractor.

Emergency preparedness and response drills are planned and conducted with emergency services and Cincinnati Streetcar personnel to a) ensure the adequacy of emergency plans and procedures; b) ensure readiness personnel to perform under emergency conditions; and c) effectively coordinate between and emergency response agencies. These exercises and drills are coordinated through the O&M Contractor and include potentially affected operations personnel.

22. Authorities, Accountabilities, and Responsibilities

22.1. Accountable Executive

The City of Cincinnati City Manager serves as the Accountable Executive for the Cincinnati Streetcar and is ultimately responsible for the Safety Program. The Accountable Executive is responsible for ensuring there are adequate resources to develop and maintain both the ASP and Transit Asset Management Plan and approving the ASP annually.

22.2. Chief Safety Officer

The Chief Safety Officer reports directly to the Accountable Executive and is responsible for the following: developing and maintaining SMS documentation; directing hazard identification and safety risk assessment; monitoring safety risk mitigation activities; providing periodic reports on safety performance; briefing the Accountable Executive and City Council on SMS implementation progress; and planning safety management training. The Chief Safety Officer

will be adequately trained. Adequate training is defined as having completed or in process of completing the PTSCTP for Rail and be a graduate of an accredited University or College.

22.3. Executive Management

In addition to the Accountable Executive and Chief Safety Officer the Transit Coordinator (TC) and the Streetcar Deputy Director (SD) have responsibility for day-to-day implementation of the SMS including but not limited to.

- Develop the annual safety performance report (TC)
- Document and process Management of change activity (TC)
- SSRC vice chair (TC)
- Safety and Security certification for small projects (TC)
- Monitor and analyze accident/incident data (TC)
- Develop the presentation for the SSO Quarterly meeting (TC)
- Safety performance monitoring (TC)
- Assist CSO with Safety monitoring (SD)
- Engage in budget and resource management including funding opportunities to enhance the system (potential FEMA grants) (SD)
- Operational oversight and service performance monitoring (SD)

22.4. Key Staff

The SSRC is designated as key staff to support the Accountable Executive and Chief Safety Officer in developing, implementing, and operating the SMS. Additionally, the SSRC will serve as SMS Ambassadors to promote the SMS program through communication and training.

22.5. Safety and Security Review Committee

The SSRC is a multi-disciplinary working group that serves as a high-level committee to address all safety and security issues as well as review and approval of configuration management items. Committee membership includes representation from the following functional areas: safety, security, engineering, planning, operations and maintenance. ODOT representatives are invited to attend all SSRC meetings. The committee is chaired by the Chief Safety Officer and co-chaired by the City Transit Coordinator. The SSRC can vote to approve items brought to the committee at the normally scheduled meeting or electronically through e-mail. For more detailed information about the SSRC please refer to the Cincinnati Streetcar SSRC procedure.

22.6. Monthly Employee Safety Committee

The Employee Safety Committee is a working group composed of O&M management, operators, maintenance, and support staff along with the City Chief Safety Officer and City Transit Coordinator. This group meets monthly to discuss any issues that frontline employees encounter and works on specific mitigations. The committee is comprised of an equal number of frontline (union) and management employees, typically 4 of each. Union employees include operators, vehicle maintenance, and maintenance of way staff. The Safety Committee is chaired by the Operations Manager or designee (typically the Chief Safety Officer). Safety Committee Agendas and Meeting Minutes will be printed and shared with all staff and electronic copies of

the minutes are sent to the SSO and Accountable Executive monthly. Safety Committee meetings occur during normal business hours during a normal work shift. Safety Committee decisions are voted on by the members in attendance and recorded in the minutes. Any disputes that cannot be worked out at the Safety Committee will be resolved by the Collective Bargaining agreement. If the Safety Committee recommends a safety risk mitigation unrelated to the safety risk reduction program, and the Accountable Executive decides not to implement the safety risk mitigation, the Accountable Executive will prepare a written statement explaining their decision, pursuant to recordkeeping requirements at § 673.31. The Accountable Executive will submit and present this explanation to the transit agency's Safety Committee and City council.

22.6.1 Employee Safety Committee Responsibilities:

- 1 Review and approve the transit agency's Public Transportation Agency Safety Plan and any updates as required at § 673.11(a)(1)(i);
- 2 Set annual safety performance targets for the safety risk reduction program as required at § 673.11(a)(7)(iii); and
- 3 Support operation of the transit agency's SMS by:
 - (i) Identifying and recommending safety risk mitigations necessary to reduce the likelihood and severity of potential consequences identified through the transit agency's safety risk assessment, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program;
 - (ii) Identifying safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program; and
 - (iii) Identifying safety deficiencies for purposes of continuous improvement as required at § 673.27(d), including any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program.
 - (iv) The Safety Committee will identify any deficiencies in the transit agency's performance against annual safety performance targets set by the Safety Committee under § 673.19(d)(2) for the safety risk reduction program required in § 673.11(a)(7).

23. Employee Safety Reporting Program

Cincinnati Streetcar has established a Safety Reporting System for the public and employees to report identified hazards or safety concerns. Employees are encouraged to report safety concerns and may do so through the following means including, but not limited to: Employee Safety Committee, Employee Safety Anonymous Drop Box, and immediate manager or supervisor. The City and the City's O&M contractor will not retaliate against any employee reporting a safety concern. This includes protection from termination, compensation decrease,

a poor work assignment, and threats of physical harm. To close the feedback loop Cincinnati Streetcar will provide an update to employees regarding the results of any investigations and (or) action taken arising out of their report. Employee behavior that is not protected from disciplinary action includes, but is not limited to:

- Preventable Accidents/Incidents
- Threats, intimidation, harassment, physical violence or fighting while on duty
- Possession of firearms, weapons, explosives, or similar devices on Company premises or any time while on duty
- Abusive, harassing, or threatening behavior toward a passenger, any member of the public, fellow employee, supervisor, or other company official

The public may report concerns to the Cincinnati Customer Service Request hotline at 513-591-6000, which will notify Streetcar management for follow-up. The public can also report safety concerns on the Streetcar's website at this link <https://www.cincinnati-oh.gov/streetcar/>.

24. Safety Risk Management

SRM is vital to the success of the SMS. And before an SMS can be effectively built or improved, safety hazards must be identified and mitigations in place to manage the safety risk. SRM is a continuous process, which includes the following activities: Safety hazard identification, safety risk assessment, and safety risk mitigation.

25. Safety Risk Management Process

The SRM Process identifies and analyzes hazards and potential consequences. It then expresses safety risks for each consequence in terms of probability and severity to determine if the risk is acceptable and if not utilizes safety risk mitigation to lower the safety risk. The process also includes interaction with safety assurance to ensure hazards are tracked after safety risk mitigation has taken place. In all cases safety risk mitigation activities are documented.

26. Safety Hazard Identification

Effective Hazard Identification is supported by sources, training on proper identification and reporting and promotion of the safety reporting program to employees and the public. Potential sources for hazard identification and their consequences include the following: Safety Reporting System (employee program and public reporting), safety event (accidents, incidents occurrences), internal audits, safety committees, government sources (ODOT, FTA, NTSB), industry partners (American Public Transit Association - APTA) operational observations, review of historical data, scenario development and review, Job Hazard Analysis (JHA)/Job Safety Analysis (JSA), accident/incident investigations data review and ad hoc hazard reporting.

As referenced in Section 3.5 Reporting to the State Safety Oversight Agency (SSOA) of the Hazard Management Plan, Cincinnati Streetcar has established a Hazard Tracking Log, which reflects the consolidation of information in the hazard management process. The Hazard Tracking Log will contain all hazards identified through the methods applied by Cincinnati Streetcar. The Hazard Tracking Log will be submitted to ODOT's designated point of contact on the 15th day after the end of the month.

For more information see the Cincinnati Streetcar Hazard Management Plan.

26.1. Safety Certification Process

The Safety and Security Certification Plan ensures that any design or operating hazards/threats are identified, monitored, and properly controlled or mitigated, prior to the commencement of revenue service. The Safety and Security Certification Plan addresses all systems and equipment, which may reasonably be expected to pose hazards/threats to customers, employees, contractors, emergency responders, and the general public. The plan identifies the technical and managerial tasks required during the design, supply, construction, and commissioning of any project or equipment.

The City of Cincinnati certifies that all safety critical systems and major capital projects that may impact passenger, employee, or public safety are operationally ready to enter safe and secure revenue service as further delineated in Cincinnati Streetcar's Safety and Security Certification Plan provided. Safety and security operational readiness is demonstrated through a safety and security certification program that is developed and implemented for each subsequent operating segment and phase.

The goals of the safety and security certification program are to verify that identified safety and security requirements have been met and to provide evidence that the new or rehabilitated equipment, systems and facilities are safe to use by passengers, employees, contractors, emergency responders, and the public by:

- Verifying that appropriate codes, standards, and guideline, including the most recent Safety and Security Design Criteria, have been incorporated into the specifications.
- Ensuring that a thorough and complete system safety/security engineering process is followed throughout the acquisition process.
- Ensuring that all identified hazards/threats have been eliminated or controlled.
- Ensuring that normal and emergency hazard resolution methodologies have been implemented.
- Ensuring that all training required for the safe/secure operation of the new vehicles is complete.
- The objectives of the safety and security certification program that support the above goals include:
 - Identify specific safety and security requirements to ensure the most comprehensive specification possible to avoid inadvertent hazards/threats.
 - Verify that all documentation identified as safety critical has been reviewed to ensure compliance with safety criteria.
 - Facilities and equipment have been constructed, manufactured, inspected, installed, and tested, in accordance with safety and security requirements in the Design Criteria and contract documents.

- Assure that operations and maintenance manuals reflect appropriate procedures necessary for control of hazards and include appropriate warnings, hazards, and cautions required for safety critical operations.
- Training documents have been developed for the training of operating personnel, and emergency response personnel.
- Transportation and maintenance personnel have been properly trained and qualified regarding potentially hazardous operations.
- Emergency response agency personnel have been prepared to respond to emergency situations in or along the alignment system.
- Verify that testing associated with elimination of control of hazards has been completed.
- All security related issues have been addressed and resolved.
- Create a verification-tracking log to track all safety related closures that are not complete at the time of revenue operations.

An outline of the certification process is shown below. The process began with system design and continued through the start of revenue operation. The process is ongoing for continuous improvement.

1. Identify those safety and security related elements to be certified
2. Establish Safety & Security Design Criteria
3. Prepare the Design Criteria Conformance Checklists
4. Verify conformance with Design Criteria
5. Prepare the Specification Conformance Checklists
6. Verify conformance with Specifications
7. Perform testing, training, and emergency response coordination
8. Manage Integrated Testing
9. Resolve all Open Items
10. Perform Pre-Revenue Testing
11. Approve completed checklists and issue Project Safety & Security Certificate

Each critical system element receives a written safety/security certificate. When all required system elements are certified, a system-wide safety/security certificate is issued along with a safety/security verification report. Final authority to approve certification of extensions for revenue service rests with the City Manager.

The City of Cincinnati and Southwest Ohio Regional Transit Authority certified the project in 2016. Formal safety certification is required for all new, extended, rehabilitated or modified systems or components including replacement vehicles and equipment. A complete program description can be found in the Safety and Security Certification Plan.

26.2. System Modifications

The City of Cincinnati ensures that safety concerns are addressed in modifications to the existing system by a formal process of notification to O&M Contractor. The O&M Contractor is responsible for coordinating changes to existing systems, including vehicles, trackway, signals, and switches. All changes are to be reflected in a modification log for each system or subsystem. Modifications or changes will be disseminated through various means and will follow the process laid out in Section 38.0 Management of Change Process.

26.3. Train Orders and Special Instructions

Operations personnel will be informed of changes or modifications through either Train Orders or Special Instructions. Permanent modifications or changes will be written into the Recertification program and be accepted as a normal condition of operation.

26.4. Memorandum

The O&M Contractor may elect to address modifications or changes to the System in memo form. The O&M Contractor will ensure that information posted has been read and understood by Operations personnel prior to operation through modified or changed systems.

26.5. Tracking

The O&M Contractor is delegated the responsibility of ensuring that any hazards associated with system modifications of any kind are worked into the Hazard Management Process. Any accepted risks associated with system changes will be tracked from the outset.

26.6. Procurement

26.6.1. Overview

Procurement of new systems such as facilities, equipment, cars, and non-revenue vehicles or the modification of existing systems include safety requirements in specifications, design reviews, testing, configuration control and periodic safety evaluations. These procurements include consultation with the Chief Safety Officer to ensure basic system safety principles.

26.6.2. Program Responsibility

The City of Cincinnati will appoint a Project Engineer for new rail contracts and is responsible for all matters relating to this contract, except changes to the contract involving scope, cost or time. Such changes shall be made with the approval of the Project Engineer. The Maintenance Manager is also responsible for coordinating the effort to assure that all specifications to new streetcar vehicles, equipment, and parts meet the technical specifications and provisions in the document "Vehicle Technical Specifications."

26.6.3. Safety-Related Procurement Process and Procedures

For Rail the Maintenance Manager must approve modifications, or parts changes to any vehicle. The SSRC and Department of Transportation and Engineering office will review modifications to original specifications; however, the Maintenance Manager has the authority to approve the purchase of parts manufactured by a non-OEM supplier. The Maintenance Manager maintains a change and modification record.

26.6.4. New or Modified Systems Specifications

Basic safety and user requirements are included in procurement specifications and coordinated with appropriate departments. As new facility, system, or equipment specifications are proposed, responding contractors are required to resolve hazards in accordance with the established order of precedence:

- Design for Minimum Hazard. The major effort during the design phase of a contract shall be to select appropriate safety design features (e.g., fail-safe and redundancy).
- Safety Devices. Hazards, which cannot be eliminated through design, shall be reduced to an acceptable level using appropriate safety devices.
- Warning Devices. Where it is not possible to preclude the existence or occurrence of a hazard, devices shall be employed for the timely detection of the condition and the generation of an adequate warning signal.
- Special Procedure. Wherever it is not possible to reduce the magnitude of an existing or potential hazard through design, or the use of safety and warning devices, the development of special procedures to control the hazard shall be required.

Specification includes the requirement that contractors who provide systems, subsystems, or equipment that affect safe movement of vehicles or passenger/employee safety, establish and maintain a safety program in accordance with the approved safety program plan which defines objectives, tasks, procedures, schedules, and data submittals for the safety activities that will be performed by the contractor. The contractor's safety program plan and supporting documentation is approved by the designated management representative subject to review by the Chief Safety Officer.

26.6.5. New or Modified Systems Safety Design Reviews

Safety design reviews are an integral part of all acquisition processes for facilities, systems and equipment. Safety design reviews are conducted to assess the compliance of facility or equipment design with safety requirements in specifications and to ensure that the safety of existing equipment is not degraded by the addition of new facilities or equipment. Safety reviews are normally carried out as an integral part of engineering design reviews coordinated by the Department of Transportation and Engineering.

26.6.6. New or Modified Systems Acceptance Testing and Inspection

Acceptance testing and inspections are included in procedures that assess compliance with the safety requirements of the procurement specification. The project manager verifies and certifies to the Chief Safety Officer that the modified system and facility documents follow the specified safety requirements for the issuance of the Final Certification Report.

26.7. Minimizing Infectious Disease Exposure

The Cincinnati Streetcar has adopted strategies to minimize the exposure of the public, personnel, and property to hazards and unsafe conditions, including infectious diseases. The Cincinnati Streetcar has installed 2 hand sanitizing stations on each streetcar and can dispense face masks to passengers if

recommended by the Centers for Disease Control or the local Health Department. Operators can also stop at every station and open the doors to allow fresh air inside the streetcar.

27. Safety Risk Assessment

To assess risk, Cincinnati Streetcar has adopted Military Standard 882-E. A comparative risk assessment process is utilized which is based on the principles, descriptions and definitions of MIL-STD-882E, but enhances the risk assessment and prioritization to include the cost of corrective action. The process codifies the hazard severity, hazard probability of occurrence, and the cost of eliminating or controlling the hazard and rates each element using established hazard rating tables. The process then determines which hazards are unacceptable or undesirable based on their severity and probability of occurrence. The hazard severity, probability and cost combination for unacceptable and undesirable risk is then ranked on a Hazard Priority Rating Table whereby Cincinnati Streetcar Management can prioritize and allocate the resources available to eliminate or correct the unacceptable and undesirable hazards. For information about the safety risk assessment process see the Cincinnati Streetcar Hazard Management Plan.

28. Safety Risk Mitigation

To reduce the likelihood and severity of consequences related to hazards Cincinnati Streetcar will employ the following risk mitigation strategies as appropriate: hazard elimination, reduction of risk through alteration, incorporation of engineered features or devices, provision of warning devices or the incorporation of signage, procedures, training and personal protective equipment. Safety risk mitigation for infectious diseases includes, but is not limited to social distancing, face mask requirements, opening all the doors at station stops. Safety risk mitigation may include more than one measure to achieve the most acceptable result. Any employed risk mitigation measure will be monitored for its effectiveness. This will be accomplished through regular review of performance measures and event reports to determine recurrence and (or) trends.

28.1 Safety Risk Reduction Program Measures

The Safety Risk Reduction Program will monitor 8 Safety Performance Measures and Targets and attempt to reduce the number and rates of safety events, injuries, and assaults on transit workers.

The measures that will be monitored are:

- Major Events and Major Event Rates (divided by VRM), including all major events as defined by the NTD
- Collisions and Collision Rates (divided by VRM) including all collisions reported to the NTD
- Injuries and Injury Rates (divided by VRM) including all injuries defined by the NTD
- Assaults on Transit Workers and Rate of Assaults on Transit Workers including all assaults on transit workers as defined by the NTD including mitigations consistent with § 673.25(d)(4)

- When the Safety Committee, as part of the transit agency's safety risk reduction program, identifies and recommends under § 673.19(c)(6) safety risk mitigations, including mitigations relating to vehicular and pedestrian safety events involving transit vehicles or assaults on transit workers, based on a safety risk assessment conducted under § 673.25(c), the Cincinnati Streetcar will include or incorporate by reference these safety risk mitigations in its ASP pursuant to § 673.11(a)(7)(iv).
- When identifying safety risk mitigations for the safety risk reduction program related to assaults on transit workers, including to address a missed safety performance target set by the Safety Committee under § 673.19(d)(2), the Cincinnati streetcar and its Safety Committee must consider deployment of assault mitigation infrastructure and technology on transit vehicles and in transit facilities. Assault mitigation infrastructure and technology includes barriers to restrict the unwanted entry of individuals and objects into the workstations.

29. Safety Assurance

Safety Assurance, in SMS, gives Cincinnati Streetcar the ability to know if and how well our mitigations are working by providing key information for data-driven informed decision making, by the collection and analysis of safety performance data, and the provision of timely safety performance information. Finally, it provides safety performance verification and validates the effectiveness of our safety risk mitigation activities. At Cincinnati Streetcar, this is accomplished through safety performance monitoring and measurement as discussed in Section 30.

30. Safety Performance Monitoring and Measurement

Safety Performance Measurement is a subcomponent of SMS and there are three things that it accomplishes. First of all it provides critical indicators to Executive Management and any oversight authority. Secondly, it provides assurance that Cincinnati Streetcar is meeting its safety objectives. Thirdly, it provides assurance that SMS and safety risk controls are working as anticipated and if not a process is in place to continually improve. Cincinnati Streetcar monitors safety performance through the following activities: the Employee Safety Reporting Program, Service Delivery Activities and Operational and Maintenance Data. It also conducts safety surveys, safety audits and inspections, and safety investigations.

30.1. Safety Data Acquisition

30.1.1. Roles and Responsibilities

The O&M Contractor has the responsibility to monitor the safety performance of operations. Safety data is collected and analyzed to determine if safety performance meets established safety goals. This data includes injuries to passengers, O&M Contractor personnel, public; potentially hazardous equipment failures; unacceptable hazardous conditions, and rules and procedure violations. A closed-loop reporting system for identifying and monitoring safety-related items has been established. To close out each incident, safety verification activities and results are reviewed and audited by the Chief Safety Officer or their designee.

30.1.2. Data Acquisition process

The O&M Contractor is responsible for information regarding accidents, incidents, hazardous conditions and operations obtained from several different reporting mechanisms. These include but are not limited to: email and (or) text messages from the City, accident/incident reports, daily operations reports, and employee occupational injury reports. Employees are also encouraged to bring any safety-related issues to the attention of managers and supervisors.

30.1.3. Data Analysis

Tracking of hazard related data is used to identify trends. These trends are further analyzed and/or investigated to determine causal factors. This is accomplished by interviews with personnel in the affected department(s) and analysis of pertinent documentation. Identified hazards are submitted with corrective action recommendations or request for corrective action development.

30.1.4. Reports

Safety performance trend and analysis reports are provided to the SSRC for review and discussion. SSRC will receive safety trend, and analysis reports relative to the area of interest. The reports are the basis for determining achievement of the ASP safety goals and objectives and formulation of safety performance goals/objectives for the coming year. The safety trend and analysis reports are also the basis for the annual safety performance report to ODOT. The annual report includes collision data, passenger and employee injury data, injury data affecting the public, program audit findings and trends, and corrective action plans (CAP). The annual report also describes the strategies for achievement of the stated safety and security objectives.

30.1.5. Accident and Incident Notification, Accident and Incident Investigation Plan and Reporting Procedures

For Accident and Incident Notification, Accident and Investigation Plans and Reporting Procedures see the Cincinnati Streetcar Accident Investigation Procedure.

31. Corrective Action Plans

CAPs can be the result of safety events (e.g. accidents, near-miss incidents, auditing (internal or otherwise) and potentially National Transit Safety Board investigations. CAPs document the action taken and contain the following information: identification of the hazard, deficiency, or root causes, action(s) being taken to resolve or mitigate the hazard or deficiency, implementation schedule for the CAP, the individual or department responsible for implementing the corrective action(s) and any other critical information deemed necessary by Cincinnati Streetcar or ODOT. CAPs must be approved by ODOT and tracked through resolution. CAPs will be handled on a case-by-case basis by the City and the O&M contractor at the Safety and Security Review Committee (SSRC) with system safety being the top priority. After approval, a CAP closure form including all relevant information. Will be submitted to the SSOA and tracked in the CAP log. Any emergency action will be added to the Hazard Log and

followed up with one or more CAPs to be reviewed by ODOT and the SSRC. For additional information, please refer to the Cincinnati Streetcar CAP Development, Tracking and Closeout Procedure Review and Approval Plan.

32. Emergency Management Program

32.1. Emergency Planning Responsibilities and Requirements

Annually, the Chief Safety Officer, or designee, will coordinate, conduct or participate in safety/security related drills and exercises with the City of Cincinnati, Hamilton County EMA, Department of Homeland Security, and other agencies, such as Cincinnati Fire and Cincinnati Police. The purpose of participation is to ensure that all potential emergency responders are familiar with equipment and property. Participation may include hands-on training, demonstrations, video demonstrations, hand-outs, or any other media. Minimally, emergency responder training will include basics of streetcar vehicle and system electrification, familiarization with Streetcar operations and routing, and emergency entry methods into Streetcar vehicles.

32.2. Emergency Procedures and Plans

Cincinnati Streetcar has implemented several emergency response plans and procedures in support of Emergency Management including an EOP and a Continuity of Operations Plan (COOP). The purpose of the EOP is to ensure that in any event requiring emergency management there is effective coordination of response and restoration of normal operations between Cincinnati Streetcar personnel, First Responders and other responding organizations. The purpose of the COOP is to ensure that during and after an event the City and Cincinnati Streetcar personnel have a coordinated plan to safely continue operations.

Please see the EOP and COOP for additional information.

32.3. Required Meetings

The Chief Safety Officer is responsible to annually establish on-going meetings with local emergency responders. These meetings will include, but are not limited to: a review of emergency management plans, preparation for drills and coordination of familiarization or refresher training with first responders.

32.4. Emergency Exercises and Evaluation

A program for effective joint training exercises and drills involving and other external agencies including local police, fire, and emergency management agencies is maintained by the system the Chief Safety Officer. The Chief Safety Officer uses the Homeland Security Exercise and Evaluation Program (HSEEP). This program includes the creation and use of tabletop exercises (TTX) and Full-Scale Exercises (FSE). This program is followed annually and prior to opening new lines or as required.

TTX involve presenting various emergency scenarios to teams of participants with the purpose of allowing the teams to discuss the appropriate response actions. TTX are conducted to

prepare Cincinnati Streetcar, law enforcement, and emergency response personnel to respond to emergencies involving transit passengers and equipment. FSE differs from TTX in that they involve utilizing actual equipment, facilities, and personnel together to form a full-scale mock emergency.

The purpose of these exercises is to demonstrate that participants understand their individual roles and responsibilities and are familiar with the equipment and layout of facilities. Drills involve local law enforcement and emergency response personnel and are indicative of the types of emergencies typical of transit operations and services. Alternating exercises for natural and human caused scenarios is critical for satisfying federal requirements. Cincinnati Streetcar has adopted an after-action review (AAR) with a lessons learned sharing system (LLS). The key element of the LLS is where an assigned person tracks the results of the AAR and incorporates the recommendations into policy, procedure, SOP, training or mitigation.

The O&M Contractor will implement new findings from TTX and FSE and will ensure that appropriate and timely employee training occurs, as necessary. Furthermore, to ensure that personnel are trained to perform satisfactorily during emergency conditions, annual recertification will incorporate discussion and refresher training regarding procedures, practices, actions, and responsibilities during emergency situations.

32.5. Employee Training

An important aspect of every employee's job is his or her individual responsibility for safety and security. As a result, the O&M contractor develops, maintains, and updates the security-related training curriculum for all employees. Targeted security training incorporates such security and emergency management concepts as terrorism awareness, continuity of operations and the National Incident Management System (NIMS). Security-awareness training is required for all personnel and is considered an essential and proactive element of the security program. De-escalation training for operations and maintenance employees is also a required and essential part of the safety training conducted by the O&M contractor. This program is administered by the O&M contractor, the operator of Cincinnati Streetcar. It is designed to reinforce security roles and responsibilities for all employees by doing the following:

- Preparing employees for the requirements of their jobs with appropriate security training. Train employees on de-escalation methods and tactics.
- Increasing the level of security awareness throughout the organization.
- Reinforcing any applicable security policies and procedures, including standard operating procedures (SOPs).
- Providing each employee with an opportunity to take part in the security program by asking questions and voicing any concerns.
- Increasing employee understanding pertaining to the potential threats and vulnerabilities within the system and what measures can be taken to eliminate, control, mitigate, and prepare for those threats and vulnerabilities.

32.6. First Responder Familiarization Training

The Cincinnati Fire Department has hands-on familiarization for fire companies working in or will be responding to emergencies on the alignment, which has been and will continue be provided on an as-needed basis coordinated by the Chief Safety Officer or Designee.

33. Internal Safety Audit Program

The purpose of internal system safety audits is to inform management if programs and activities are meeting planned and published requirements. Audits are authorized by management to verify compliance with requirements and policy. Elements of the ASP will be reviewed over a three-year period. ODOT will be notified and presented with the review checklist thirty days prior to each review. The annual report must be submitted to ODOT each year. The Chief Safety Officer must certify compliance of the ASP each year or define the areas of non-compliance with an appropriate CAP. The Accountable Executive will review, evaluate, and sign off on the results of any internal safety review. An approved designee conducts internal system safety reviews. The Chief Safety Officer is responsible for the direction of the audits. For more information see the Cincinnati Streetcar Internal Audit Plan.

34. Rules Compliance

34.1. General

All Cincinnati Streetcar personnel are responsible for the prevention of accidents, identification of hazards, and resolution of such hazards. Reports of all accidents, incidents, deficiencies, and defects will be maintained by the Manager of the appropriate department.

34.2. Review

34.2.1. Directives, Rules, and Standard Operating Procedures

The Streetcar Operators Rule Book, SOPs, Communications Center Procedures, Emergency Operating Procedures, Bulletins and Operating Orders all govern operations procedures during normal and abnormal conditions and are considered safety-critical documents. Additionally, the Maintenance SOPs govern maintenance practices (Inspection and Maintenance Manual). All of these documents are subject to configuration management and formal document control procedures.

34.3. Rule Book

The Streetcar Operators Rule Book is reviewed and analyzed annually, to ensure it provides for the safe operation of the system in normal, abnormal (e.g. brake failure, bypassed door) and emergency conditions, and to ensure compliance with appropriate governing bodies. Revisions to the Rule Book are done by the Cincinnati Streetcar General Manager, or designees annually, through the SSRC and submission to ODOT before implementation. All Streetcar Operators Rule Book revisions are tracked via a revision page that is updated following revisions. All are signed for by every operator and must be carried with them when operating streetcars. The Streetcar Operations Manager will keep a log for rules compliance and update the committee annually.

34.4. Process for Ensuring Rules Compliance

The Rail Operational Safety Checks Program serves as the foundation for observing, correcting, and documenting safety related behaviors and activities. It is also used to re-enforce positive safety behaviors. Operations Managers/Supervisors and Training Instructors are responsible for conducting periodic field and on-board operations safety checks. Supervisors and Training Instructors travel along the right-of-way and/or board streetcars to observe and evaluate adherence to rules, policies and procedures, verbal, or written instructions such as Train Operating Orders, and speed limit compliance. Operator safety checks are recorded on the “Supervisor Rail Safety Ride Check” and “Supervisor/Check forms.” Operations Supervisors and Training Instructors are authorized to take appropriate and immediate actions if indicated by the situation. Each Streetcar Operator receives a monthly operations safety check.

The Cincinnati Streetcar General Manager organizes a program of unannounced safety inspections and field observations. All members of the senior management team participate in at least one such inspection every calendar month. These Safety Inspections and Field Observations fortify the safety processes, procedures and plans we have implemented for Streetcar Operators, Operations Control personnel, Wayside personnel, Streetcar Technicians, and Facilities Maintenance personnel. The Streetcar Operations Manager monitors rules compliance through the Rules Compliance Log. The streetcar Operations manager also uses SmartDrive to monitor and review Streetcar Operators and incidents along the alignment.

The results of Safety Checks will be reported to the Chief Safety Officer, or Designee, for incorporation into the Hazard Management Plan.

34.5. Systems Inspections

An essential element of the System Program is regular inspection of all system elements that can affect safe operation. Major elements in the system that directly affect safety are: vehicles, right-of-way, overhead power distribution, signal system, and streetcar stations and facilities. Preventive maintenance activities on wayside equipment and other safety critical equipment are performed in accordance with manufacturers’ recommended practice and the APTA Manual of Standards and Recommended Practices for Transit Systems and are documented. Checklists are used in conducting inspections of facilities and equipment. See the Cincinnati Streetcar Maintenance Plan, Revision 5 for additional information including checklists utilized.

34.6. Coordination with Hazard Management Process

Deficiencies noted during inspections are logged into Cincinnati Streetcars asset management system and submitted for repair or corrective action to applicable managers. The Chief Safety Officer receives copies of all deficiency reports for tracking through the Hazard Management process. The adequacies of control measures for safety critical equipment and systems are evaluated to ensure the proper corrective actions are in place to control potentially hazardous conditions to passengers, employees, and the general public.

34.7. Resolution of Audit/Inspection Findings

Safety critical equipment that does not meet established requirements is removed from service and/or tagged or locked-out. Vehicles or equipment involved in accidents are inspected by qualified personnel prior to being placed back into service

34.8. Compliance with Local, State and Federal Safety Requirements

The City of Cincinnati is committed to the safety and health of its employees and contractors who work within the system. Additionally, the City of Cincinnati ensures a safe and healthy work environment through adherence to all applicable Federal standards, BWC standards and local codes. The O&M Contractor ensures that employees are aware of job related hazards through training, posters and notices located in affected areas. Employees will receive appropriate training when new materials, chemicals, or potentially hazardous materials are brought into their working environment.

The O&M Contractor, in coordination with the Chief Safety Officer, evaluates and creates solutions to ensure that employees are educated to potential hazards in their working environment. Procedures and practices employed to minimize exposure to workplace conditions that may jeopardize their safety and health are periodically reviewed and updated.

34.9. Working On or Near Transit Controlled Property

34.9.1. Contractor and Non-Transit Agency Personnel

All Contractors and Non-Transit Agency Personnel must have a Track Access Permit to perform work on or near the alignment. Furthermore, all Contractor and Non-Agency Personnel must complete a safety orientation as part of the permitting process

34.9.2. Employees

All employees who work on or near the rail alignment will receive safety training during New Hire Orientation or any time there is a change on the alignment.

34.10. Hazardous Materials Program

The goal of any Occupational, Safety and Health Program is to ensure a safe work environment free from recognized hazards. To that, the Hazardous Materials Program places emphasis on recognition, evaluation, and control of material hazards arising in and from the occupational environment. Several tools are employed which include, but are not limited to: industrial hygiene surveys, JHA, chemical inventories and employee training. There is one SOP that governs the Hazardous Materials Program: Cincinnati Streetcar Hazard Communication Program.

34.11. Responsibility

34.11.1. Chief Safety Officer

The Chief Safety Officer is responsible for maintaining and communicating the expectations within this procedure and ensuring the program is adequate. At least annually, the Chief Safety Officer or designee will conduct an audit of the HCP and update the program as necessary.

34.12. O&M Contractor

The O&M Contractor is responsible for ensuring that personnel and sub-contractors comply with all Safety and Environmental programs.

34.13. Hazardous Materials Process

A chemical inventory is conducted annually. The results of this inventory are documented in the Chemical Inventory List (CIL). During this task chemicals are identified and evaluated based upon their Safety Data Sheet. Other tools may be used to identify hazardous materials such as industrial hygiene surveys and JHA.

34.14. Drug and Alcohol Program

34.14.1. Overview

All drug and alcohol testing for employees classified as “safety sensitive” is covered by the Drug and Alcohol policy. All drug and alcohol testing for Cincinnati Streetcar employees classified as “safety sensitive” is covered by the O&M Contractor Drug and Alcohol program.

34.14.2. Decision Tree

The Drug Testing Decision Tree is used by supervisory personnel to make drug-testing determinations following all accidents involving employees. The completed form will be forwarded to the Drug and Alcohol Test Program Administrator.

34.14.3. Compliance

FTA drug testing regulations require that all supervisors must undergo a minimum of sixty minutes of training on the signs and symptoms of drug use before they are qualified to make reasonable suspicion determination. A similar provision in the FTA alcohol testing regulation requires supervisors to undergo an additional sixty minutes of training on the signs and symptoms of alcohol use. The Drug and Alcohol Program Manager will ensure supervisory staff meet these minimum qualifications and will provide or arrange for refresher training when requested.

34.14.4. Program Responsibility

The O&M Contractor has primary responsibility for administering the Drug and Alcohol Program.

34.14.5. Drug and Alcohol Abuse Program

For Cincinnati Streetcar, the O&M Contractor has primary responsibility for administering the Substance Abuse Testing Program in accordance with 49 CFR Part 40: Procedures for Transportation Workplace Drug and Alcohol Testing Programs and 49 CFR Part 655: Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations.

35. Operational and Maintenance Procedure Compliance Monitoring

The Streetcar Operator Rule book, SOPs, Operations Control Procedures, Emergency Operating Procedures, and Bulletins all govern operations procedures during normal and abnormal

conditions and are considered safety-critical documents. Additionally, the Maintenance SOPs govern maintenance practices (Inspection and Maintenance Manual). All these documents are subject to configuration management and formal document control procedures. Operations Supervisors conduct audits to ensure compliance of rules and procedures. This is accomplished through service audits. Safety performance issues are documented and tracked to determine if remedial action is required. The Streetcar Operations Manager will keep a log for rules compliance and update the committee annually.

The Maintenance Department is responsible for inspections of the facilities, equipment, and infrastructure. These safety inspections include life safety (alarm, fire doors and carbon monoxide monitoring), suppression systems and equipment lifts (portable and fixed). Streetcars are maintained at a minimum in accordance with manufacturer recommendations or at a higher level. Most of the preventative maintenance intervals are time driven based. Maintenance is tracked and coordinated through time schedules, which are maintained by the maintenance personnel using Maintenance Information Systems software. All maintenance is scheduled through work orders and completed within a twenty-percent requirement of the schedule maintenance activity. The Maintenance Department maintains a Quality Assurance Program to ensure audits and inspections are conducted. See the Cincinnati Streetcar Management Plan.

36. Risk Mitigation Monitoring

The purpose of Risk Mitigation monitoring is to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended. At Cincinnati Streetcar this is accomplished through safety performance monitoring.

37. Safety Event Investigation

Safety Events are investigated in the context in which they occur. Collision events are investigated by qualified investigators. For more information see the Cincinnati Streetcar Accident and Incident Investigation Procedure.

38. Management of Change

Change management is activities through which Cincinnati Streetcar ensures that any changes or proposed changes don't introduce new hazards, and if changes have introduced new hazards, measures to mitigate their potential consequences are instituted.

The process for identifying and assessing changes is contained in the Cincinnati Streetcar Configuration Management Plan. The purpose of configuration management plan is to ensure that changes to safety-critical systems and subsystems are reviewed prior to implementation. This assures there are a set of practices and procedures of identifying all components and their relationship in a dynamic and continually evolving system for the purpose of maintaining integrity, traceability and control over change throughout the cradle to grave lifecycle of the component. These practices will ensure that appropriate personnel have been provided accurate reference documentation for maintaining components and any modifications to

components are properly and systematically documented. A change in configuration refers to a modification that may result in a change to physical and/or operational features of any asset.

For additional information, see the Cincinnati Streetcar Configuration Management Change Procedure.

39. Continuous Improvement

Continuous improvement is a process in which Cincinnati Streetcar works towards revising current processes in response to changing needs, operational environment, or standards. In the case of safety, this is accomplished through monitoring and evaluation of SMS performance to ensure we meet our safety performance targets. This is accomplished through internal/external audits and self-assessments.

40. Safety Promotion

Safety Promotion improves safety performance by increasing awareness through communication and training. It also displays continuous management commitment to communication. In fact, one of management's most important responsibilities of management is to encourage and motivate others to want to communicate openly, authentically, and without concern of reprisal. Training also documents executive management responsibilities to allocate resources to training and maintain the relationship between safety training and SRM and safety assurance.

41. Training and Certification Program

Safety training is conducted on equipment. Operating Rules and SOPs will be prepared by the O&M Contractor and provided to all operating personnel. The O&M Contractor oversees the formulation of training programs and records, SOPs, and Rules and maintains all records, which are kept at the streetcar office. The O&M contractor's training plan is maintained in an Operations and Maintenance plan for frontline employees. The City of Cincinnati commits to continuous training for the Streetcar Director, Chief Safety Officer and Transit Coordinator.

41.1. City of Cincinnati

The Streetcar Director, Chief Safety Officer and Transit Coordinator will attend TSA sponsored classes provided by the U.S. Department of Transportation's Transportation Safety Institute (TSI). The PTSCTP requires that the 4 classes be completed over a 3-year period. When completed, this training results in a certificate for the Transit Safety and Security Program (Transit Rail Program).

41.2. Rail Vehicle Operators

All Streetcar Operators will be required to successfully complete the streetcar operations training program prepared by the O&M Contractor and approved by the SSRC, ODOT, and the City of Cincinnati. The O&M Contractor's training plan is contained within the Operations and Maintenance Plan. The O&M Contractor also has a fully developed Streetcar Operator Training plan with a recently updated Training syllabus.

All new Streetcar Operators are given the Streetcar Operator Training Course. This course covers SOPs and Operator Rules that govern the Streetcar alignment and operation. Operators are issued manuals for safe operation and troubleshooting of Streetcar vehicles.

New Streetcar Operators are also evaluated by established Operators using an Observation Report Form. New Operators must meet criteria satisfactorily or will receive additional training. O&M Contractor, on a separate occasion prior to certification, will determine whether the Operator demonstrates safe control of the Streetcar or needs additional training. Each Operator is certified with both written and practical testing to validate operational readiness.

41.2.1. Extensions and Major Modifications

Updated training materials will be developed under coordination by the General Manager, Operations and Safety Manager, Maintenance Manager, and Streetcar Supervisors prior to the opening of any new rail extension or major modification to the existing Streetcar line. Operations personnel will be certified by written and practical testing.

41.2.2. Rail Vehicle Operator Compliance

Streetcar Operators are subject to periodic in-service evaluations by Streetcar Supervisors who monitor their compliance to rules and procedures outlined in the Rule Book and SOP manual. The Supervisor completes an Observation Report Form after completion of the in-service evaluation and will review the information in the report with the Operator. Operators observed violating any rule or procedure are subject to progressive discipline. The O&M Contractor will maintain a Rule Violation Log that chronicles violations each month and administers all disciplinary actions, retraining, re-instructions, and determines the consequence to rule violations.

41.3. Maintenance

Maintenance requirements, methods and procedures of equipment and systems are described in manuals, handbooks, and other documentation developed for the training and certification of maintenance personnel. Use of personal protective equipment (PPE), emergency equipment, and safety instruction are included within the training program.

Maintenance personnel who are required to operate Streetcars, hi-rail equipment, heavy equipment, or other specialized vehicles/equipment/apparatus are certified by both written and practical testing in order to document the employee's knowledge of safety and operating procedures and skill in the proper and safe operation and procedures.

41.4. Refresher Training

41.4.1. Rail Vehicle Operators

Annually, each Operator is given a refresher course on the rules and procedures and will re-certify with written and practical testing. The re-certification may consist of one or more of the following: a quiz, a checklist, a test, and a demonstration of troubleshooting techniques. Any person who fails the annual examination is given special retraining

41.4.2. Maintenance Personnel

Annually, each employee will re-certify in the proper and safe use of the equipment/vehicles with written and practical testing. Each person who fails the annual examination is given special retraining.

41.5. Contractor Training

Construction safety and project management is privately contracted in accordance with City of Cincinnati procedures. Contractors must first seek approval, in writing, to perform work on or near property and infrastructure.

Contractors will contact the City to apply for a Track Access Permit for rail-related projects. The request is forwarded to the O&M Contractor for review. Contractor requests must be submitted, at a minimum, one week in advance of scheduled work. Once approved, the O&M Operations Manager will provide a Track Access Permit to the requesting party. The Access Permit details the work to be performed, the time the work will be performed, and contact information for the on-site contractor Supervisor. The City of Cincinnati will receive a copy of the access permit.

The O&M Contractor must ensure that the requesting party abides by the safety requirements established by Cincinnati Streetcar. Requirements include, but are not limited to: reflective safety vests, proper hand signaling to Streetcar Operators, and understanding of inherent dangers of the live and hot overhead contact system.

Contractors are required to attend safety certification classes prior to approval and issuance of a Track Access Permit; this requirement depends on the work request. The O&M Contractor will make arrangements for contractors to attend such classes and receive certification prior to the approval and issuance of an Access permit, when necessary.

42. Recordkeeping

Per 49 CFR Part 673.31 Cincinnati Streetcar must maintain the documents utilized to create the ASP, including those related to the implementation of the SMS, and results from SMS processes and activities. Cincinnati Streetcar must also maintain documents (e.g. procedures, plans) that are included in whole, or by reference, that describe the programs, policies, and procedures that are used to carry out the ASP. These documents will be made available upon request by the FTA or other Federal entity, or the ODOT SSO. All these documents require a minimum retention of three years after creation.

43. Risk Based Inspections by ODOT

Pursuant to the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (49 U.S.C. § 5329), the Cincinnati Streetcar adds the following citations to the Agency Safety Plan to facilitate and comply with Special Directive No. 22-41, Required Actions to Implement a Risk-Based Inspection Program at the Ohio Department of

Transportation, the ODOT SSO Program Standard Section 1.8, and Reference Guide Section 5.6.

Risk-Based Inspections – A risk-based inspection program uses qualitative and quantitative data analysis to inform ongoing inspection activities. Risk-based inspection programs are designed to prioritize inspections to address safety concerns and hazards associated with the highest levels of safety risk.

Inspection Access – The Cincinnati Streetcar provides ODOT with the authority and capability to enter the rail facilities that ODOT oversees to inspect infrastructure, equipment, records, personnel, and data, including the data that the Cincinnati Streetcar collects when identifying and evaluating safety risks.

Inspection Access Policies and Procedures – ODOT, in consultation with Cincinnati Streetcar, has established policies and procedures regarding the access for ODOT to conduct inspections of Cincinnati Streetcar, including access for inspections that occur without advance notice to Cincinnati Streetcar.

Data Collection – The Cincinnati Streetcar provides ODOT with the data that the Cincinnati Streetcar collects when identifying and evaluating safety risks, such as:

- Safety program data
 - Records of safety events
 - Hazard records
 - Safety risk mitigation records
 - Corrective actions plans
 - Records of near misses
- Maintenance data
 - Inspection and maintenance records and report forms
 - Work orders
 - Records of failures and defects
 - Records of revenue vehicles out of service, including causal information
 - Major maintenance activity schedule and progress
 - Adherence to maintenance schedules, including reports and documentation of deferred maintenance
- Inspection data
 - Inspection records and report forms
 - Records of failure and defects
 - Records of speed restrictions
 - Event and safety risk mitigation verification
 - Adherence to inspection schedules including reports and documentation of inspections not performed
 - Capital project schedules and progress

Data Collection Policies and Procedures – ODOT, coordinating with the Cincinnati Streetcar, has established policies and procedures for collecting data described in the Data Collection requirements, including with respect to frequency of collection, that is commensurate

with the size and complexity of the Cincinnati Streetcar, see the ODOT/Cincinnati Streetcar Data Products List/Table.

Incorporation of These Requirements – Policies and procedures established by ODOT for Risk-Based inspections remain incorporated into the Cincinnati Streetcar Agency Safety Plan.

44. References

49 CFR 673 – Final Rule

Cincinnati Streetcar Safety and Security Review Committee procedure

Cincinnati Streetcar Configuration Management Change Procedure

Cincinnati Streetcar Hazard Management Plan

Cincinnati Streetcar Internal Audit Plan

Cincinnati Streetcar Accident and Incident Investigation Procedure

Cincinnati Streetcar Corrective Action Plan (CAP) Development, Tracking and Closeout
Procedure Review and Approval Plan

Cincinnati Streetcar Maintenance Plan

Appendix A

Definitions of Special Terms Used in the Safety Plan

Accident means an Event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.

Accountable Executive means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation ASP of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation ASP, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326.

Chief Safety Officer means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

Consequence means a potential outcome of a safety hazard.

Equivalent Authority means an entity that carries out duties similar to that of a Board of Directors, for a recipient or sub recipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or sub recipient's Public Transportation ASP.

Event means any Accident, Incident, or Occurrence.

FTA means the Federal Transit Administration, an operating administration within the United States Department of Transportation.

Hazard means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Incident means an event that involves any of the following: A personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

Investigation means the process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.

National Public Transportation Safety Plan means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.

Occurrence means an Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.

Operator of a Public Transportation System means a provider of public transportation as defined under 49 U.S.C. 5302(14).

Performance Measure means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Performance Target means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.

Public Transportation Agency Safety Plan means the documented comprehensive ASP for a transit agency that is required by 49 U.S.C. 5329 and this part.

Rail Fixed Guideway Public Transportation System means any fixed guideway system that uses rail, is operated for public transportation, is within the jurisdiction of a State, and is not subject to the jurisdiction of the Federal Railroad Administration, or any such system in engineering or construction. Rail fixed guideway public transportation systems include but are not limited to rapid rail, heavy rail, light rail, monorail, trolley, inclined plane, funicular, and automated guideway.

Rail Transit Agency means any entity that provides services on a rail fixed guideway public transportation system.

Risk means the composite of predicted severity and likelihood of the potential effect of a hazard.

Risk Mitigation means a method or methods to eliminate or reduce the effects of hazards.

Safety Assurance means processes within a transit agency's SMS that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

Safety Deficiency means a condition that is a source of hazards and/or allows perpetuation of the hazards in time.

Safety Management Policy means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.

Safety Management System (SMS) means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.

Safety Management System (SMS) Executive means a Chief Safety Officer or an equivalent.

Safety Performance Target means a performance target related to safety management activities.

Safety Promotion means a combination of training and communication of safety information to support the SMS as applied to the transit agency's public transportation system.

Safety Risk Assessment means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.

Safety Risk Management means a process within a transit agency's Public Transportation ASP for identifying hazards and analyzing, assessing, and mitigating safety risk.

Serious Injury means any injury which:

1. Requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received;
2. Results in a fracture of any bone (except simple fractures of fingers, toes, or noses);
3. Causes severe hemorrhages, nerve, muscle, or tendon damage;
4. Involves any internal organ; or
5. Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Small Public Transportation Provider means a recipient or sub recipient of Federal financial assistance under 49 U.S.C. 5307 that has one hundred (100) or fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.

State means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.

State of Good Repair means the condition in which a capital asset is able to operate at a full level of performance.

State Safety Oversight Agency means an agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and the regulations set forth in 49 CFR part 674.

Transit Agency means an operator of a public transportation system.

Transit Asset Management Plan means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625.

List of Acronyms Used in the Safety Plan

AAR – After Action Review
APTA – American Public Transit Association
ASP – Agency Safety Plan
CAP – Corrective Action Plan
EOP – Emergency Operations Plan
FSE – Full Scale Exercises
FTA – Federal Transit Administration
HSEEP – Homeland Security Exercise and Evaluation Program
JHA – Job Hazard Analysis
LLS – Lessons Learned Sharing System
MOF – Maintenance Operations Facility
MPO – Metropolitan Planning Organization
NIMS – National Incident Management System
O&M – Operations & Management
ODOT – Ohio Department of Transportation
OKI – Ohio Kentucky Indiana council of governments
PPE – Personal Protective Equipment
PTSCPT – Public Transportation Safety Certification Training Program
SEPP – Security and Emergency Preparedness Plan
SMS – Safety Management Systems
SOP – Standard Operating Procedures
SRM – Safety Risk Management
SSO – State Safety Oversight
SSOA – State Safety Oversight Agency
SSPP – System Safety Program Plan
SSRC – Safety and Security Review Committee
TSI – Transportation Safety Institute
TTX – Tabletop Exercises

City Council Resolution/Ordinance

Reserved for formal resolution

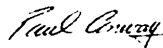
Cincinnati Streetcar Safety Management Policy Statement

Cincinnati Streetcar recognizes that the management of safety is a core value of our business. The management team at Cincinnati Streetcar will embrace the Safety Management System (SMS) and is committed to developing, implementing, maintaining, and constantly improving processes to ensure the safety of our employees, customers, and the public. All levels of management and frontline employees are committed to safety and understand that safety is the primary responsibility of all employees. Cincinnati Streetcar is committed to:

- Communicating the purpose and benefits of the SMS to all managers, supervisors, and employees. This communication will specifically define the duties and responsibilities of each employee throughout the organization and all employees will receive appropriate information and SMS training.
- Providing appropriate management involvement and the necessary resources to establish an effective reporting system that will encourage employees to communicate and report any unsafe work conditions, hazards, or at-risk behavior to the management team.
- Identifying hazardous and unsafe work conditions and analyzing data from the employee reporting system. After thoroughly analyzing the provided data, the transit operations division will develop processes and procedures to mitigate safety risk to an acceptable level.
- Ensuring that no action will be taken against employees who disclose safety concerns through the reporting system, unless disclosure indicates an illegal act, gross negligence, or deliberate or willful disregard of regulations or procedures.
- Establishing safety performance targets that are realistic, measurable, and data driven.
- Continually improving our safety performance through management processes that ensure appropriate safety management action is taken and is effective.

Signature by the Accountable Executive

 Date 2/6/25



Signature by the Chief Safety Officer _____ Date 12/30/2024

202500335
Date: February 26, 2025

To: Councilmember Mark Jeffreys
From: Emily Smart Woerner, City Solicitor *EESW/mbh*
Subject: **Ordinance – Bus Rapid Transit Zones**

Transmitted herewith is an ordinance captioned as follows:

MODIFYING Chapter 723, “Streets and Sidewalks, Use Regulations,” by **ORDAINING** new Section 723-77, “Trespass in a Designated Bus Rapid Transit Zone,” and by **AMENDING** Section 723-26, “Designated Streetcar Transit Zone,” to promote the safe and efficient operation of a bus rapid transit system in the public right-of-way.

EESW/JRS(dmm)
Attachment
413897

City of Cincinnati
An Ordinance No. _____

JRS

EESW/m66
- 2025

MODIFYING Chapter 723, “Streets and Sidewalks, Use Regulations,” by **ORDAINING** new Section 723-77, “Trespass in a Designated Bus Rapid Transit Zone,” and by **AMENDING** Section 723-26, “Designated Streetcar Transit Zone,” to promote the safe and efficient operation of a bus rapid transit system in the public right-of-way.

WHEREAS, the Southwest Ohio Regional Transit Authority (“SORTA”) is designing and constructing a bus rapid transit system in and through the City of Cincinnati; and

WHEREAS, the Cincinnati Municipal Code currently provides for bus stops in the public right-of-way but does not provide for separate bus rapid transit zones in the public right-of-way; and

WHEREAS, the City and SORTA have a strong interest in promoting and protecting the safety and welfare of the traveling public by designating areas for the bus rapid transit system; and

WHEREAS, Council wishes to provide for the designation of bus rapid transit zones and to ensure these zones promote the safe and efficient operation of the bus rapid transit system; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That new Section 723-77, “Trespass in a Designated Bus Rapid Transit Zone,” of Chapter 723,” Streets and Sidewalks, Use Regulations,” of the Cincinnati Municipal Code is hereby ordained to read as follows:

Sec. 723-77. – Trespass in a Designated Bus Rapid Transit Zone.

No person shall enter or remain upon, occupy, or use a designated bus rapid transit zone established pursuant to Section 723-26 of this Chapter for purposes other than boarding or disembarking a bus rapid transit vehicle, waiting for a bus rapid transit, or purchasing a fare. A person is in violation of this section only after having occupied a designated bus rapid transit zone for a period of time that exceeds that which is necessary to purchase a fare and to wait for, board, or disembark a bus rapid transit vehicle. It shall be prima facie evidence of a violation of this section if a person remains in a designated bus rapid transit zone after two bus rapid transit vehicles stop and the person does not board either of the bus rapid transit vehicles.

A person violating this section shall be guilty of a misdemeanor of the fourth degree and shall be fined not more than \$250 or imprisoned not more than 30 days, or both.

Section 2. That existing Section 723-26, “Designated Streetcar Transit Zones,” of Chapter 723, “Streets and Sidewalks, Use Regulations,” of the Cincinnati Municipal Code is hereby amended to read as follows:

Sec. 723-26. - Designated ~~Streetcar~~ Transit Zones.

- (a) Streetcar Transit Zones. The Director of the Department of Transportation and Engineering may designate a streetcar station platform located in the public right-of-way as a designated streetcar transit zone, which area shall be accessible exclusively by persons for the limited purposes of boarding or disembarking a Cincinnati streetcar vehicle, waiting to board a Cincinnati streetcar vehicle, or purchasing a fare. Designated streetcar transit zones shall be clearly marked and contain readily visible signage indicating “Streetcar Transit Zone” or other similar notification.
- (b) Bus Rapid Transit Zones. The Director of the Department of Transportation and Engineering may designate a bus rapid transit station platform located in the public right-of-way as a designated bus rapid transit zone, which area shall be accessible exclusively by persons for the limited purposes of boarding or disembarking a bus rapid transit vehicle, waiting to board a bus rapid transit vehicle, or purchasing a fare. Designated bus rapid transit zones shall be clearly marked and contain readily visible signage indicating “Bus Rapid Transit Zone” or other similar notification.

Section 3. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

Additions indicated by underline; Deletions indicated by strikethrough.

February 26, 2025

To: Mayor and Members of City Council

202500317

From: Sheryl M.M. Long, City Manager

Subject: Emergency Ordinance: Behavioral Health Specialist and Supervising
Behavioral Health Specialist

Attached is an Emergency Ordinance captioned:

ESTABLISHING the salary schedules and classification titles for the classifications of Behavioral Health Specialist and Supervising Behavioral Health Specialist by enacting Sections 297 and 298 of Division 0C, Chapter 307 of the Cincinnati Municipal Code, consistent with the organizational changes described herein.

The Cincinnati Health Department, through a market analysis that included local industry trends, has determined the necessity of the creation of classification specifications of Behavioral Health Specialist and Supervising Behavioral Health Specialist and new salary schedules to recruit and retain quality employees. The Human Resources Director has reviewed the conclusion of the market analysis and concluded that the recruitment of a Behavioral Health Specialist and Supervising Behavioral Health Specialist for the Cincinnati Health Department may benefit from a new classification titles and salary range schedules.

The Administration recommends passage of this Emergency Ordinance.

cc: Latisha Hazell, Director of Human Resources

EMERGENCY

IMD

- 2025

ESTABLISHING the salary schedules and classification titles for the classifications of Behavioral Health Specialist and Supervising Behavioral Health Specialist by enacting Sections 297 and 298 of Division 0C, Chapter 307 of the Cincinnati Municipal Code, consistent with the organizational changes described herein.

WHEREAS, Cincinnati Municipal Code (“CMC”) Chapter 307, “Classified Compensation Schedules,” currently does not contain a salary schedule or classification title for the positions of Behavioral Health Specialist or Supervising Behavioral Health Specialist; and

WHEREAS, a Behavioral Health Specialist is responsible for performing a variety of professional treatment services, such as making behavioral health diagnoses using diagnostic tools and sound clinical judgment; and

WHEREAS, a Supervising Behavioral Health Specialist is responsible for providing leadership and reviewing the assessments, diagnoses, treatment plans, and documentation of Behavioral Health Specialists as required by the State of Ohio Licensing Board; and

WHEREAS, the mission of the Cincinnati Health Department (“CHD”) is to promote the health and wellness of Cincinnati citizens, employing methods that include disease surveillance, assessment, disease prevention, health education, and assuring access to public health services; and

WHEREAS, creation of the positions of Behavioral Health Specialist and Supervising Behavioral Health Specialist is necessary for the continued operation of CHD and furtherance of its mission; and

WHEREAS, the City’s Human Resources Department recommends the creation of salary schedules and classification titles of Behavioral Health Specialist and Supervising Behavioral Health Specialist to recruit and retain qualified employees in CHD; and

WHEREAS, based upon the City’s market analysis and the level of responsibility, liability, and scope of work performed by a Behavioral Health Specialist and a Supervising Behavioral Health Specialist, the proposed Division 0C salary schedule is necessary for both positions to ensure competitiveness within the industry; and

WHEREAS, it is recommended that future cost of living adjustments for the Behavioral Health Specialist and Supervising Behavioral Health Specialist positions are aligned with the salary adjustments for Cincinnati Organized and Dedicated Employees, Inc. (CODE) as approved by Council; and

WHEREAS, Council wishes to establish a salary schedule and classification title for the positions of Behavioral Health Specialist and Supervising Behavioral Health Specialist within CMC Chapter 307; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That Section 297 of Division 0C, Chapter 307, Behavioral Health Specialist, of the Cincinnati Municipal Code is established as follows:

Classification	Minimum Annual Salary	Maximum Annual Salary
Behavioral Health Specialist (297)	\$67,019.43	\$90,068.51

Section 2. That Section 298 of Division 0C, Chapter 307, Behavioral Health Specialist, of the Cincinnati Municipal Code is established as follows:

Classification	Minimum Annual Salary	Maximum Annual Salary
Supervising Behavioral Health Specialist (298)	\$79,504.27	\$106,847.10

Section 3. That the proper City officials are authorized to do all things necessary to carry out Sections 1 and 2, including updating any applicable rules and regulations or policies and procedures in accordance with these modifications.

Section 4. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to establish new salary schedules and classification titles for the positions of Behavioral Health Specialist and Supervising Behavioral Health Specialist to recruit and retain qualified employees in the Cincinnati Health Department.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

February 20, 2025

To: Mayor and Members of City Council

202500274

From: Sheryl M.M. Long, City Manager

Subject: Emergency Ordinance: Finance Director Salary Range

Attached is an Emergency Ordinance captioned:

MODIFYING Chapter 307, “Classified Compensation Schedules,” of the Cincinnati Municipal Code by **AMENDING** Section 012 of Division D5 to ensure that the classification title and salary range schedule for the Director of Finance are consistent with the position’s level of responsibility and competitive with similar positions across internal and external job markets.

The Department of Human Resources has done its due diligence and conducted appropriate internal comparisons to ensure that the new salary range is consistent with the scope of services and the level of responsibility. Adopting a new salary schedule for the position of Finance Director is based upon an evaluation of job factors associated with the position, and a review of the Division D5 salary structure to ensure competitiveness within the industry.

The Administration recommends passage of this Emergency Ordinance.

cc: Latisha Hazell, HR Director

EMERGENCY

MSS

-2025

MODIFYING Chapter 307, “Classified Compensation Schedules,” of the Cincinnati Municipal Code by **AMENDING** Section 012 of Division D5 to ensure that the classification title and salary range schedule for the Director of Finance are consistent with the position’s level of responsibility and competitive with similar positions across internal and external job markets.

WHEREAS, Chapter 307, “Classified Compensation Schedules,” of the Cincinnati Municipal Code provides the current classification title and salary range schedule for the position of Director of Finance; and

WHEREAS, the classification title and salary range for the position of Director of Finance require amendment to reflect the knowledge, skill, and abilities required to carry out the duties and tasks prescribed to the position and to attract and retain qualified candidates; and

WHEREAS, the City’s Human Resources Department completed its due diligence and conducted appropriate internal comparisons to ensure that the new classification title and salary range are consistent with the level of responsibility and scope of services associated with the position; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That Section 012 of Division 5 of Chapter 307, “Classified Compensation Schedules,” of the Cincinnati Municipal Code (“CMC”) is amended as follows to update the classification title and salary range schedule for the position of Director of Finance:

Section	Classification	Annual Minimum	Annual Maximum	Division
012	Director of Finance	\$123,638.95	\$186,466.53 <u>\$202,243.00</u>	D5

Section 2. That the proper City officials are authorized to do all things necessary and proper to carry out the provisions of Section 1, including updating applicable rules and regulations and policies and procedures in accordance with the modifications to the CMC provided by this ordinance.

Section 3. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to adjust the classification title and salary range schedule for the Director of Finance classification to be consistent with the classification's level of responsibility and competitive with similar positions across internal and external job markets in order to recruit and retain qualified employees.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

Deletions are indicated by strikethrough; additions are indicated by underline.

February 20, 2025

To: Mayor and Members of City Council 202500275

From: Sheryl M.M. Long, City Manager

Subject: **Emergency Ordinance: Modify Environmental Services Director Salary**

Attached is an Emergency Ordinance captioned:

MODIFYING Chapter 307, “Classified Compensation Schedules,” of the Cincinnati Municipal Code by **AMENDING** Section 259 of Division D8 to update the salary schedule range for the classification of Environmental Services Director.

The Department of Human Resources has done its due diligence and conducted appropriate internal comparisons to ensure that the new salary range is consistent with the scope of services and the level of responsibility. Adopting a new salary schedule for the position of Environmental Services Director is based upon an evaluation of job factors associated with the position, and a review of the Division D8 salary structure to ensure competitiveness within the industry.

The Administration recommends passage of this Emergency Ordinance.

cc: Latisha Hazell, HR Director

EMERGENCY

KKF

-2024

MODIFYING Chapter 307, “Classified Compensation Schedules,” of the Cincinnati Municipal Code by **AMENDING** Section 259 of Division D8 to update the salary schedule range for the classification of Environmental Services Director.

WHEREAS, the City’s Human Resources Department (“HR Department”) finds that the salary schedule range for the classification of Environmental Services Director requires amendment based on the level of responsibility, liability, and scope of work performed for the position; and

WHEREAS, the HR Department recommends modification of the current salary schedule range for the Environmental Services Director classification to enhance marketability and competitiveness in the job market; and

WHEREAS, the HR Department’s recommendation for adoption of a new salary schedule range for the position of Environmental Services Director is based upon an evaluation of job factors associated with the position and a review of the Division D8 salary structure to ensure competitiveness within the industry; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That Section 259 of Division D8, Chapter 307 of the Cincinnati Municipal Code is amended as follows:

Classification	Annual Minimum	Annual Maximum
Environmental Services Director (259)	\$77,432.88 <u>\$81,821.62</u>	\$110,896.10 <u>\$118,982.27</u>

Section 2. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is

the immediate need to adjust the salary schedule range of the Environmental Services Director classification to ensure competitive recruitment and retention for the position.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

Deletions are indicated by strikethrough; additions are indicated by underline.

February 20, 2025

To: Mayor and Members of City Council

202500277

From: Sheryl M.M. Long, City Manager

Subject: Emergency Ordinance: Zoning Career Ladder

Attached is an Emergency Ordinance captioned:

MODIFYING Chapter 307, “Classified Compensation Schedules,” of the Cincinnati Municipal Code by **ORDAINING** Sections 444 and 445 of Division 0C to establish the classification titles and salary range schedules for the positions of Zoning Technician and Senior Zoning Plan Examiner; and **AMENDING** Section 441 of Division 0C to update the salary range schedule for the position of Zoning Plan Examiner.

The Department of Human Resources has done its due diligence and conducted appropriate internal comparisons to ensure that the new classification titles and salary ranges align with the scope of services and level of responsibility required. These changes establish a structured career pathway, support employee retention, and maintain market competitiveness.

The Administration recommends passage of this Emergency Ordinance to facilitate immediate implementation, ensuring the City can effectively recruit and retain qualified personnel to support its planning and zoning objectives.

cc: Latisha Hazell, HR Director

EMERGENCY

CNS

-2025

MODIFYING Chapter 307, “Classified Compensation Schedules,” of the Cincinnati Municipal Code (“CMC”) by **ORDAINING** new Sections 444 and 445 of Division 0C to establish the classification titles and salary range schedules for the positions of Zoning Technician and Senior Zoning Plan Examiner; and **AMENDING** Section 441 of Division 0C to update the salary range schedule for the position of Zoning Plan Examiner.

WHEREAS, the mission of the City’s Planning and Engagement Department (“Planning Department”) is “[t]o utilize creative planning principles, to guide land use while ensuring excellent customer service and fostering safe and sustainable building development”; and

WHEREAS, Planning Department responsibilities include long-range and strategic planning, including creating neighborhood plans, developing and administering the Zoning Code and Subdivision Regulations, and other land use regulatory processes; and

WHEREAS, the City’s Human Resources Department (“HR Department”) recommends creation of the new Zoning Technician and Senior Zoning Plan Examiner classification titles and salary range schedules to increase City effectiveness, provide a clear pathway for continued growth and career progression for Planning Department employees, and assist with the recruitment and retention of quality employees; and

WHEREAS, the HR Department recommends modifying the salary range schedule for the Zoning Plan Examiner position to be consistent with the scope of services and level of responsibility required of the position, including the exercise of independent judgment and accountability relating to preliminary design review and other zoning plan processes, and such modification will further assist with the recruitment and retention of quality employees; and

WHEREAS, the HR Department’s recommendations for the creation of the new Zoning Technician and Senior Zoning Plan Examiner classification titles and salary range schedules, and adoption of the new salary range for the position of Zoning Plan Examiner, are based upon market analysis, evaluation of job factors associated with the positions, and a review of the Division 0C salary structure to ensure competitiveness within the industry; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That new Sections 444 and 445 of Division 0C, Chapter 307 of the Cincinnati Municipal Code (“CMC”) are ordained as follows to establish the classification titles and salary range schedules for the positions of Zoning Technician and Senior Zoning Plan Examiner:

Classification	Minimum Annual	Maximum Annual
Zoning Technician (444)	\$56,560.11	\$76,012.05
Senior Zoning Plan Examiner (445)	\$70,279.55	\$106,847.10

Section 2. That Section 441 of Division 0C, Chapter 307 of the CMC is amended as follows to update the salary range schedule for the position of Zoning Plan Examiner:

Classification	Minimum Annual	Maximum Annual
Zoning Plan Examiner (441)	\$65,971.75	\$88,660.51 <u>\$90,068.51</u>

Section 3. That the proper City officials are authorized to do all things necessary to carry out the provisions of Sections 1 and 2, including updating applicable rules and regulations and policies and procedures in accordance with the modifications to the CMC provided by this ordinance.

Section 4. That this ordinance shall be an emergency measure necessary for the preservation of public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to establish the Zoning Technician and Senior Zoning Plan Examiner classification titles and salary range schedules and update the salary range schedule for the position of Zoning Plan Examiner in order to recruit and retain qualified employees.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

Deletions are indicated by strikethrough; additions are indicated by underline.

mm503772
Date: February 26, 2025

To: Vice Mayor Jan-Michele Lemon Kearney
From: Emily Smart Woerner, City Solicitor *EESW/mx*
Subject: **Ordinance – Street Renaming – Jim Scott Way**

Transmitted herewith is an ordinance captioned as follows:

DECLARING that the intersection of Race Street and Liberty Street in the Over-the-Rhine neighborhood shall hereby receive the honorary, secondary name of “Jim Scott Way” in honor of Jim Scott, and in recognition of his many years of volunteer service to the Findlay Market Opening Day Parade and his legacy of giving, volunteering, and spreading joy.

EESW/AEP(dbr)
Attachment
415624

EMERGENCY

City of Cincinnati

AEP

ESSW/mbh

An Ordinance No. _____

-2025

DECLARING that the intersection of Race Street and Liberty Street in the Over-the-Rhine neighborhood shall hereby receive the honorary, secondary name of “Jim Scott Way” in honor of Jim Scott, and in recognition of his many years of volunteer service to the Findlay Market Opening Day Parade and his legacy of giving, volunteering, and spreading joy.

WHEREAS, Jim Scott served as a spokesperson for the Findlay Market Opening Day Parade, leading the annual press conference each year and marching in the parade for more than fifty years; and

WHEREAS, Jim Scott was a Cincinnati radio legend with more than forty years on the airwaves and served as the voice of several generations; and

WHEREAS, Jim Scott was a public servant and volunteer, helping to raise funds and awareness for local charities and organizations including the Salvation Army Kettle Campaign, Cincinnati Public Radio, Cincinnati United Way, the March of Dimes, Big Brother Big Sisters, and Cincinnati Playhouse in the Park; and

WHEREAS, Jim Scott was recognized with many awards, including being named a “Community Hero” by the United States Olympic Committee; and

WHEREAS, Jim Scott served as the Honorary Grand Marshal of the 2024 Findlay Market Opening Day Parade where he rode the parade route in a convertible alongside his wife, Donna, with thousands of fans holding signs saying, “We love you, Jim”; and

WHEREAS, Jim Scott welcomed every person in Cincinnati to come together in celebration of our town and the incredible event that is Opening Day in Cincinnati; and

WHEREAS, Jim Scott never forgot a face or a name and will be remembered for his brightness and his kindness; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the intersection of Race Street and Liberty Street in the Over-the-Rhine neighborhood shall hereby receive the honorary, secondary name of “Jim Scott Way” in honor of Jim Scott.

Section 2. That the appropriate City officials are hereby authorized to do all things necessary and proper to implement the provisions of Section 1 herein, including the generation and installation of appropriate secondary street signage, which shall designate the intersection of Race Street and Liberty Street in the Over-the-Rhine neighborhood as “Jim Scott Way” in accordance with the Department of Transportation and Engineering’s procedures relating to street designation and related signage.

Section 3. That a copy of this ordinance be sent to the family of Jim Scott via the office of Vice Mayor Jan-Michele Lemon Kearney.

Section 4. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to allow the Department of Transportation and Engineering to move forward with the administrative requirements related to the honorary naming of streets to provide for the ceremony and dedication of the honorary street name at the earliest possible time.

Passed: _____, 2025

Aftab Pureval, Mayor

Attest: _____
Clerk

City of Cincinnati



801 Plum Street, Suite 356
Cincinnati, Ohio 45202

Phone (513) 352-5205
Email Jan-Michele.Kearney@
cincinnati.oh.gov
Web www.cincinnati-oh.gov

February 5, 2025

MOTION

WE MOVE that Cincinnati City Council approve the establishment of an LGBTQIA+ Commission to advise City Council and the administration on an ongoing basis about issues of concern and policy recommendations. The members of the commission would be appointed by the Mayor and commissioners would not receive any remuneration for their service. A draft of the proposed Ordinance is attached.


Vice Mayor Jan-Michele L. Kearney

STATEMENT

Students at the University of Cincinnati College of Medicine as well as members of the Cincinnati community expressed the need for the City of Cincinnati to establish a commission to assist the City in identifying and addressing needs and concerns of the LGBTQIA+ community.

According to GLAAD (Gay & Lesbian Alliance Against Defamation), a non-governmental organization that advocates for LGBTQ+ people, hate crimes against the LGBTQIA+ community increased in Ohio by 189% between 2022 and 2023. It was reported that from June 2022 to June 2024, GLAAD tracked 70 anti-LGBTQ+ incidents that took place in Ohio including arson, assault, a bomb threat, vandalism, and harassment. Eighteen of the incidents occurred from June 2022- June 2023, while 52 incidents took place from June 2023-June 2024 (a 189% increase). It must be noted that many hate crimes are not reported.

The commission would be a resource to further the City's strong commitment to being a welcoming, inclusive community.

DRAFT ORDINANCE

Amending [Title II of Cincinnati's Municipal Code that address boards, commissions, and committees] by enacting a new [section] entitled "Cincinnati's Lesbian, Gay, Bisexual, Transgender, Queer/Questioning, Intersex, Asexual and other sexual identities and gender identities that are not included in the acronym (LGBTQIA+)" to formally establish such Commission.

WHEREAS, the Mayor and City Council are committed to working with the Cincinnati LGBTQIA+ community to address their concerns and needs; and

WHEREAS, a formally-appointed Cincinnati LGBTQIA+ Commission will help broaden the perspectives of those presently serving in City government; and

WHEREAS, the City values enacting legislation, policies, programs, procedures or administrative actions that advance social, economic and political equality for the Cincinnati LGBTQIA+ community and believes incorporating those ideas will make the City a better place; and

WHEREAS, the Commission will provide LGBTQIA+ individuals the opportunity to play a productive role within the entire community; and

WHEREAS, the City values the input of agencies and organizations who work on LGBTQIA+ issues and has a desire to have such groups represented on the Commission;
NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF CINCINNATI, OHIO:

Section 1. [Title II of the Cincinnati's Municipal Code that addresses boards, commissions, and committees and the affected sections are referenced here] to formally establish such Commission, said sections to read as follows:

Sec. 2-970.60. Purpose.

The Cincinnati LGBTQIA+ Commission will assist and support city leadership by serving as an advisory body to the Mayor, City Council and City Manager on LGBTQIA+ matters and recommending legislation, policies, programs, procedures or administrative actions that advance social, economic and political equality for the LGBTQIA+ community, or oppose those that do not and making the City a better place for all in which to live.

DRAFT ORDINANCE

(a) The Commission shall:

- (1) Serve as an advisory body to the City Council regarding issues actually or potentially affecting persons within the LGBTQIA+ community or the LGBTQIA+ community as a whole;
- (2) Serve in an advisory and consultative capacity to the City Council and any identified City departments with the aim of improving the ability of the City and its vendors, contractors, and consultants to serve, support, and employ the LGBTQIA+ community;
- (3) Recommend to the City Council measures designed to enhance the health, safety, economic opportunity and affordability, mobility, cultural and learning opportunities, and government access and accountability for the LGBTQIA+ community;
- (4) Coordinate and/or participate in educational programs to promote equal treatment, opportunity, and understanding of persons within the LGBTQIA+ community, and facilitate gatherings such as meetings, institutes, forums, or courses of instruction designed to lead to greater understanding and crafting of solutions for issues of concern of the LGBTQIA+ community;
- (5) Work with other City Commissions to address issues of intersectionality; and
- (6) Create, guide, support, and evaluate LGBTQIA+ quality of life initiatives.
- (7) Collaborate with other commissions and committees as appropriate.
- (8) The commission shall report in person at least twice annually to the Healthy Neighborhoods Committee.

(b) The Commission shall provide an annual report to the Mayor, City Council and City Manager on its activities and recommendations on matters and City programs affecting the LGBTQIA+ community in the City.

Sec. 2-970.63. Meetings; Rules and Procedures.

(a) The Commission shall meet a minimum of six (6) times per year at a time and place determined by the commission.

(b) A quorum shall consist of a majority of seated members present in-person and/or virtually.

2024102279

Date: October 30, 2024

To: Vice Mayor Jan-Michele Lemon Kearney
From: Emily Smart Woerner, City Solicitor EESW
Subject: Ordinance – Street Renaming – Beverly Kinney Way

Transmitted herewith is an ordinance captioned as follows:

DECLARING that Realistic Avenue at Dana Avenue in the Evanston neighborhood shall hereby receive the honorary, secondary name of “Beverly Kinney Way” in honor of Beverly Kinney, who was in a fatal pedestrian accident, and as a reminder of the necessity for drivers to always observe road and traffic regulations.

EESW/JRS(dmm)
Attachment
409986

EMERGENCY

City of Cincinnati

JRS

EESW

An Ordinance No. _____

- 2024

DECLARING that Realistic Avenue at Dana Avenue in the Evanston neighborhood shall hereby receive the honorary, secondary name of “Beverly Kinney Way” in honor of Beverly Kinney, who was in a fatal pedestrian accident, and as a reminder of the necessity for drivers to always observe road and traffic regulations.

WHEREAS, Beverly J. Kinney was born in Toledo, Ohio and moved to Cincinnati where she was a valued member of the community for over 50 years; and

WHEREAS, Mrs. Kinney retired from Princeton City Schools where she worked as a gifted education teacher; and

WHEREAS, Mrs. Kinney was a patron of the arts, being a dedicated donor and patron of the Cincinnati Shakespeare Company; and

WHEREAS, Mrs. Kinney was devoted to helping others succeed and volunteered for arts organizations, civic groups, poll duties, and at her church; and

WHEREAS, Mrs. Kinney’s love of humanity and equal opportunities compelled her to build lasting relationships with the people she served; and

WHEREAS, on Thursday, January 11, 2024, Mrs. Kinney was crossing the street at Duck Creek Road and Dana Avenue, when she was tragically struck and killed; and

WHEREAS, Mrs. Kinney, a devoted wife and mother, was known for her loving and kind spirit, and her impact to the Cincinnati community as a teacher, volunteer, and friend will be greatly missed; and

WHEREAS, Council, together with Mrs. Kinney’s loving and dedicated family, her friends, and all who knew her, wish to honor her memory by placing an honorary, secondary name at the intersection of Realistic Avenue at Dana Avenue in the Evanston neighborhood; and

WHEREAS, by this action, Council and Mrs. Kinney’s family further seek to increase education and awareness of consequences and the fatal ramifications for failing to observe road and traffic regulations in the hope that future tragedies of this type are prevented; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That Realistic Avenue at Dana Avenue in the Evanston neighborhood shall hereby receive the honorary, secondary name of “Beverly Kinney Way” in honor of Beverly

Kinney and to serve as a reminder of the dangers of driving and the fatal ramifications for failing to observe road and traffic regulations.

Section 2. That the appropriate City officials are hereby authorized to do all things necessary and proper to implement the provisions of Section 1 herein, including the generation and installation of appropriate secondary street signage, which shall designate Realistic Avenue at Dana Avenue in the Evanston neighborhood as “Beverly Kinney Way” in accordance with the Department of Transportation and Engineering’s procedures relating to street designation and related signage.

Section 3. That a copy of this ordinance be sent to the family of Beverly Kinney via the office of Vice Mayor Jan-Michele Lemon Kearney.

Section 4. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to allow the Department of Transportation and Engineering to move forward with the administrative requirements related to the honorary naming of streets to provide for the ceremony and dedication of the honorary street name at the earliest possible time.

Passed: _____, 2024

Aftab Pureval, Mayor

Attest: _____
Clerk