



BOARD OF DIRECTORS MEETING

May 5, 2016

9:00 AM

AGENDA

<u>Item</u>	<u>Topic</u>	<u>Page</u>	<u>Est. Time</u>	<u>Presenter</u>
I.	Introductions		9:00	C. Graff
II	Pledge of Allegiance		9:02	C. Graff
* III.	Approval of April 7, 2016 Meeting Minutes	1	9:03	C. Graff
IV.	Public Comment Period on Action Items		9:04	C. Graff
V.	RPC (REGIONAL PLANNING COMMISSION) ACTION ITEMS			
* A.	Resolution of Board of Directors of the Miami Valley Regional Planning Commission to:	5	9:05	T. Gilliland
	1. Adopt the MVRPC Fiscal Year 2017 Budget			
	2. Establish the Calendar Year 2017 MVRPC Membership Assessment Rate			
	3. Adopt the MVRPC Fiscal Year 2017 Work Program			
VI.	MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS			
* A.	Adoption of 2040 Long Range Transportation Plan Update and Summary of Public Participation Meeting	109	9:15	A. Ramirez
VII.	INFORMATION ITEMS			
A.	Update on TRAC Solicitation *Postponed until further notice*		9:25	B. Daniel
B.	MVRPC Agency Outreach Efforts.		9:30	L. Loges
C.	Update on Dayton Metro Library Improvements (T. Kambitsch)		9:40	B. Martin
* VIII.	EXECUTIVE DIRECTOR'S REPORT		10:00	B. Martin
IX.	ADJOURNMENT		10:05	C. Graff

* Attachment

**Handout

Interpreters for hearing-impaired individuals are available upon request; requests should be made at least one week ahead.

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
BOARD OF DIRECTORS MEETING
APRIL 7, 2016
MINUTES**

Members/Voting Alternates

Richard Barnhart, City of West Carrollton
John Beals, City of Centerville
Michael Beamish, City of Troy
Katelyn Berbach, City of Tipp City
Dale Berry, Washington Township
Judy Blankenship, City of Huber Heights
John Bruns, City of Union
Steven Byington, City of Oakwood
Sherry Callahan, Municipality of Carlisle
Dale Church, Village of Jamestown
Philip Cox, Monroe Township in Miami County
Georgene Dawson, DPL Inc.
Mark Donaghy, Greater Dayton RTA
Elmer Dudas, City of Springboro
Andrew Fluegemann, ODOT District 8
Georgeann Godsey, Harrison Township
Carol Graff, Beaver Creek Township
Michael Gray, Time Warner Cable
Walt Hibner, Vectren Energy
Jerome Hirt Sr., Bethel Township
Mary Johnson, Jefferson Township
Dan Kirkpatrick, City of Fairborn
Sonny Lewis, City of Franklin
Sara Lommatzsch, City of Riverside
Dale Louderback, City of Xenia
Michael Martin, Dayton Area Board of Realtors
Julia Maxton, South Metro Chamber
James McGuire, Jefferson Township
Chris Mucher, Miami Township-Greene Co.
John O'Brien, Miami County
Matt Parrill, ODOT District 7
Greg Rogers, Miami Township-Mont. Co.

Chris Schmiesing, City of Piqua
David Seagraves, City of Brookville
Arlene Setzer, City of Vandalia
Gary Shoup, Montgomery Co. Engineer's Office
Woodrow Stroud, Greene County Transit
Patrick Titterington, City of Troy
Charles Vaughn, City of Trotwood
Deborah Wallace, City of Beavercreek
J.C. Wallace, Troy Chamber of Commerce
Karen Wintrow, Village of Yellow Springs

Other Alternates/Guests

Gary Burkholder, City of Brookville
Tim Eggleston, Tipp City
Steve Finke, City of Dayton
Richard Henry, LWV
Jeff Mutter, Harrison Township
Janell Smith, City of Huber Heights
Joe Vogel, FTC&H
Jeff Wallace, Parsons Brinckerhoff

Staff Present

Ann Burns
Brad Daniel
Tim Gilliland
Laura Henry
Martin Kim
Aaron Lee
Matt Lindsay
Laura Loges
Brian Martin
Bob Steinbach
Rob Uhlhorn

I. INTRODUCTION

Chair Graff called the meeting to order. Self-introductions were made. The Pledge of Allegiance was recited.

II. APPROVAL OF MARCH 3, 2015 MEETING MINUTES

Mr. Beamish made a motion to approve minutes. Ms. Wallace seconded. The motion passed unanimously.

III. PUBLIC COMMENT PERIOD ON ACTION ITEMS

None

IV. RPC (REGIONAL PLANNING COMMISSION) ACTION ITEMS)

A. Approval of Resolution Adopting the Regional Open Space Plan

Mr. Lindsay presented the staff recommendation for the Regional Open Space Plan. The plan report is now in final draft form thanks to the helpful input of the Land Team (Partners for the Environment), park districts, land trusts, the Ohio Department of Natural Resources and the Miami Conservancy District.

The public participation process was run through the month of February and included a presentation at the Fairborn Community Library, a public open house at the MVRPC offices and informational presentations to TAC and the Board of Directors. He explained that comments received resulted in several changes to the prior draft, including the addition of MCD deed-restricted properties to the easements data set, some wordsmithing of the open space definition, and rearranging the table of contents. Mr. Lindsay explained that the open space data covers seven counties – 2,000,000 acres, of which approximately 8 percent are in some category of open space. He reviewed how the region's more urbanized counties (Montgomery, Warren and Greene) also have the most open space. Nearly two-thirds of open space acres are in the parks and preserves category, with landfills and mineral extraction sites the second largest category, followed by schools.

Mr. Lindsay stated that the plan report recommendations include emphasizing the Little Miami, Mad and Stillwater River corridors for future open space conservation; using the composite and factor data in local decision-making; joining this plan with other Going Places tools in local planning; allowing conservation design in future development; employing green infrastructure and consider a code review process to build conservation into local practices. The plan lists numerous funding sources for open space protection. He stated that staff and TAC both recommend adoption.

Mr. Gorman asked what the total acreage of open space in all 7 counties. Mr. Lindsay explained there were almost exactly 2 million acres, with 138,000 acres of protected open space. Mr. Hankins asked if large municipal parks were eligible for these grants/loans. Mr. Lindsay explained there are certain categories of funding sources that are available to municipalities, and staff can assist with this. Mr. Beals asked if golf courses are included in open space. Mr. Lindsay explained they are included in the recreation category, and are constrained by their current use. Mr. Patterson made a motion to approve the resolution on page 7. Ms. Wintrow seconded the motion. The motion passed unanimously.

V. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

A. Adoption of Amendment to MVRPC's SFY2016-2019 Transportation Improvement Program (TIP)

Mr. Daniel referred to a memo on page 8 of the mailout explaining that numerous modifications to the programming documents for various projects has resulted in the need for a TIP amendment. He referred to the project tables for each county as well as the statewide line item projects. Mr. Daniel stated that staff as well as TAC recommends adoption of this TIP amendment, and referred to a resolution on page 20 of the mailout. Mr. Gorman made a motion to recommend adoption. Mr. Martin seconded the motion. The motion passed unanimously.

VI. INFORMATION ITEMS

A. 2040 Long Range Transportation Plan Public Participation Meeting and Final Draft Congestion Management (CM) Projects.

Ms. Ramirez referred to a memo on page 21 of the mailout reporting that there is a public participation meeting scheduled for Wednesday, April 6th to present the Final Draft 2040 Long Range Transportation Plan. The Final Draft Congestion Management Projects list is also included on page 15 for review. Ms. Ramirez explained that project costs have been inflated to Year of Expenditure using the FY 2016 U.S. Office of Management and Budget U.S. Budget Economic Assumptions for Consumer Price Index for FY 2019 and beyond of 2.3 percent per year.

Following the public comment period (March 15-April 12), the 2040 Long Range Transportation Plan will be presented at the May MVRPC Board Meeting for final adoption.

B. Update on the Greater Dayton Housing Market.

Mr. Michael Martin from the Dayton Area Board of Realtors provided information on the status of the housing market in the Greater Dayton area.

He reported that 2015 was a strong year for the Dayton area housing market. In fact, the number of sales recorded for December 2015 was higher than any other December on record. That translates to 1,073 single-family homes and condominiums sold in December 2015 versus 988 in December 2014. December 2015 posted a total sales volume of \$144,156,741 vs. a December 2014 total sales volume of \$133,418,336. This was an 8% increase in 2015.

Mr. Martin explained that several factors which contributed to a strong year were consumer confidence, low inventory and low interest rates. He reported that so far, 2016 has continued the trend of strong activity in the market. The total sales volume in January this year was almost 9% better than January 2015. Mr. Martin stated there was an increase in new construction as well, which can be partially attributed to the short supply of homes for sale and the construction industry responding to the need. He also provided some statistics for the commercial and industrial markets in the region indicating growth in the region. Mr. Martin pointed out that the investments made by our communities have also contributed to the health of the market, including new businesses, more available housing as well as upgrading of infrastructure. Mr. Martin reported that it is predicted that the market will remain strong for the remainder of 2016; however, he did mention several areas that are hampering the market such as lack of availability and affordability. He also noted concern about wages which have not kept pace with the economy.

VI. EXECUTIVE DIRECTOR'S REPORT

Mr. Brian Martin congratulated the new Executive Committee members. He reminded the Board that Annual Spring Dinner is next Thursday, April 14th, so any new reservations need to be made today. He referred to his April report announcing that the Eldean Bridge project won the Ohio Conaway award, provided safety tips for pedestrian safety, shared upcoming grant opportunities and referred to a list of upcoming meetings.

VII. ADJOURNMENT

Mr. Peters made a motion to adjourn. Mr. Donaghy seconded the motion. The motion passed unanimously.

Brian O. Martin, AICP
Executive Director

Carol Graff
Chairperson

Date



MIAMI VALLEY

Regional Planning Commission

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MEMORANDUM

TO: MVRPC Board of Directors

FROM: Brian O. Martin, Executive Director

DATE: April 28, 2016

SUBJECT: SFY 2017 Budget and Work Program

Enclosed is a copy of the SFY 2017 Budget and Work Program, as well as a Resolution adopting the document and authorizing its submission to various grantor agencies. As budget information is finalized, this document may require revisions, which will be presented to the Executive Committee for action.

Your approval of the attached authorizing resolution is respectfully requested.



A RESOLUTION BY THE MIAMI VALLEY REGIONAL PLANNING COMMISSION

1. Adopting the MVRPC State Fiscal Year 2017 Budget (Resources, Expenditures & Staffing)
2. Establishing the Calendar Year 2017 MVRPC Membership Assessment Rate
3. Adopting the MVRPC State Fiscal Year 2017 Work Program

WHEREAS, the Bylaws of the Miami Valley Regional Planning Commission (the Commission) require the preparation and adoption of a budget and work program for each fiscal year; and

WHEREAS, Agreement No. 17658 between the Commission and the State of Ohio requires the Commission to prepare an annual budget and work program for a continuing, comprehensive and cooperative urban transportation planning process; and

WHEREAS, the SFY2017 Draft Budget and Work Program has been approved by the Executive Committee of the Miami Valley Regional Planning Commission; and

WHEREAS, the Commission's Executive Director has attached the recommended SFY2017 Budget and Work Program.

NOW, THEREFORE BE IT RESOLVED that the Commission approves the Miami Valley Regional Planning Commission SFY2017 Budget and Work Program as attached, adopting the MVRPC SFY2017 Budget (Resources and Expenditures - Schedules A, B and F; and Staffing - Schedules C and D), establishing the calendar year 2017 membership fee rate using 2010 census populations (Schedule E), and adopting the MVRPC SFY2017 Work Program.

BE IT FURTHER RESOLVED that the Commission authorizes the Executive Director and other officers of the Commission to take any and all actions that in their judgment are necessary to carry out the purposes of this Resolution and the Budget, and Work Program approved thereby. These actions include, but are not limited to, applying for grants, entering into contracts and providing any related information requested by the various funding agencies.

Brian O. Martin
Executive Director

Carol Graff
Chairperson

May 5, 2016

**MIAMI VALLEY REGIONAL
PLANNING COMMISSION**



MIAMI VALLEY

Regional Planning Commission

BUDGET & WORK PROGRAM

FY 2017

July 1, 2016 - June 30, 2017

May 5, 2016

Prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, the Ohio Environmental Protection Agency, and Miami Valley Regional Planning Commission. The contents of this document reflect the views of the Miami Valley Regional Planning Commission, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of ODOT and/or the U.S. DOT. This document does not constitute a standard specification or regulation.

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SCHEDULE A

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
CONSOLIDATED GOVERNMENTAL FUNDS BUDGET
- ALL REVENUES AND EXPENDITURES
July 1, 2016 - June 30, 2017**

	Original Budget FY 2016	Proposed Budget FY 2017
Revenues		
Federal Grants	\$ 3,340,171	\$ 3,971,809
Other Grants	219,072	165,160
Other Revenues	<u>56,827</u>	<u>54,282</u>
Subtotal	3,616,070	4,191,252
Membership Dues	<u>460,570</u>	<u>461,570</u>
Total Revenues	<u><u>\$ 4,076,640</u></u>	<u><u>\$ 4,652,822</u></u>
Other Financing Sources		
From undesignated fund balance	\$ 33,255	\$ 0
Total Revenues & Other Financing Sources	<u><u>\$ 4,109,895</u></u>	<u><u>\$ 4,652,822</u></u>
Expenditures		
Personnel	\$ 2,435,982	\$ 2,519,288
Contractual	452,677	976,557
Other Costs	1,180,486	1,114,726
Capital	<u>40,750</u>	<u>42,250</u>
Total Expenditures	<u><u>\$ 4,109,895</u></u>	<u><u>\$ 4,652,822</u></u>

SCHEDULE B

Submitted by GDRTA, Miami Transit and Greene CATS

FTA Section 5307 Planning Budget

July 1, 2016 - June 30, 2017

	Section 5307
Funding Budget	
FTA	84,000
Local matching	<u>21,000</u>
Total Funding Budget	<u><u>105,000</u></u>
 Task Budget	
Service Analysis and Planning	<u>105,000</u>
Total Task Budget	<u><u>105,000</u></u>
 Object Budget	
Personnel	70,000
Contractual	<u>35,000</u>
Total Object Budget	<u><u>105,000</u></u>

SCHEDULE C

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
STAFFING PROFILE
July 1, 2016 - June 30, 2017**

Executive Staff

Executive Director
Executive Assistant

Program Staff

Director of Sustainable Solutions and Transportation Alternatives
Director, Regional Planning
Director, Marketing and Public Affairs
Director, Long Range Planning and Engineering
Manager, Environmental Planning
Manager, Short Range Programs
Program Manager
IT Manager/Web Manager
GIS Coordinator
Senior Planner (IV)
Senior Planner (IV)
Senior Planner (IV)
Planner III
Planner III
Planner III
Planner III
GIS Specialist/Planner
Research Associate
Planner II
Planner II
Planner II
Planner II
Planner II
Marketing & Public Outreach Associate
Planner I
Planner I
Planner I
Planning Interns/Co-ops

Program Support Staff

Director, Finance & Administration
Accounting Technician
Production Coordinator
Receptionist/Secretary

SCHEDULE D

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
SALARY SCALE PLAN AND POSITION CLASSIFICATION**

July 1, 2016 - June 30, 2017

PAY GRADES	PAY RANGES		POSITIONS
	MINIMUM	MAXIMUM	
1	23,738	28,427	Co-op Intern
2	22,052	34,209	Receptionist/Secretary
3	26,139	46,132	Production Coordinator
4	37,097	53,676	Planner I
5	38,091	61,795	Accounting Technician Executive Assistant
6	43,260	70,926	GIS Specialist/Planner Planner II Marketing & Public Outreach Associate
7	49,687	76,016	Planner III
8	58,097	93,754	GIS Coordinator, Research Associate Planner IV & Senior Planner IT Manager/ Web Manager
9	64,997	102,434	Program Manager
10	70,366	119,681	Program Director Director of Finance & Administration

SCHEDULE E
MIAMI VALLEY REGIONAL PLANNING COMMISSION
MEMBERSHIP SUMMARY CY 2017

Governmental Members	2010 POPULATION BASE	MVRPC \$0.46/capita
Beavercreek	45,193	\$ 20,788.78
Beavercreek Township (Gr Co)	5,762	\$ 2,650.52
Bellbrook	6,943	\$ 3,193.78
Bethel Township (Mi Co)	4,843	\$ 2,227.78
Brookville	5,884	\$ 2,706.64
Carlisle	4,915	\$ 2,260.90
Centerville	23,997	\$ 11,038.62
Clay Twp (Mo Co)	3,617	\$ 1,663.82
Clayton	13,209	\$ 6,076.14
Concord Township (Mi Co)	5,295	\$ 2,435.70
Covington	2,584	\$ 1,188.64
Dayton	141,527	\$ 65,102.42
Englewood	13,465	\$ 6,193.90
Fairborn	32,352	\$ 14,881.92
Farmersville	1,009	\$ 464.14
Franklin	11,771	\$ 5,414.66
Germantown	5,547	\$ 2,551.62
Harrison Township (Mo Co)	22,397	\$ 10,302.62
Huber Heights	38,101	\$ 17,526.46
Jefferson Township (Mo Co)	6,972	\$ 3,207.12
Kettering	55,696	\$ 25,620.16
Miami Township (Gr Co)	1,199	\$ 551.54
Miami Township (Mo Co)	29,131	\$ 13,400.26
Miamisburg	20,181	\$ 9,283.26
Monroe Township (Mi Co)	5,864	\$ 2,697.44
Moraine	6,307	\$ 2,901.22
New Lebanon	3,995	\$ 1,837.70
Oakwood	9,202	\$ 4,232.92
Perry Township (Mo Co)	3,355	\$ 1,543.30
Phillipsburg	557	\$ 256.22
Piqua	20,522	\$ 9,440.12
Riverside	25,201	\$ 11,592.46
Springboro	17,409	\$ 8,008.14
Tipp City	9,689	\$ 4,456.94
Trotwood	24,431	\$ 11,238.26
Troy	25,058	\$ 11,526.68
Union	6,369	\$ 2,929.74
Vandalia	15,246	\$ 7,013.16
Washington Township (Mo Co)	32,610	\$ 15,000.60
West Carrollton	13,143	\$ 6,045.78
West Milton	4,630	\$ 2,129.80
Xenia	25,719	\$ 11,830.74
Yellow Springs	3,487	\$ 1,604.02
Greene County	161,573	\$ 18,580.90
Greene County Engineer		

SCHEDULE E
MIAMI VALLEY REGIONAL PLANNING COMMISSION
MEMBERSHIP SUMMARY CY 2017

Governmental Members	2010 POPULATION BASE	MVRPC \$0.46/capita
Miami County	102,506	\$ 11,788.19
Miami Couty Engineer		
Montgomery County	535,153	\$ 61,542.60
Montgomery County Engineer		
Preble County ***	42,270	\$ 2,641.88
Subtotal Governmental		\$ 441,570.21
<u>Other Governmental Members</u>		
Five Rivers Metro Parks		\$ 1,000.00
Greater Dayton RTA		\$ 1,000.00
Greene County Transit		\$ 1,000.00
Miami Conservancy District		\$ 1,000.00
Miami County Transit		\$ 1,000.00
Miami County Park District		\$ 1,000.00
Montgomery Co. Trans Improvement District		\$ 1,000.00
Sinclair Community College		\$ 1,000.00
Warren County Trans Improvement District		\$ 1,000.00
Wright State University		\$ 1,000.00
ODOT - District 7		\$ 0.00
ODOT - District 8		\$ 0.00
WPAFB		\$ 0.00
Subtotal Other Governmental Members		\$ 10,000.00
<u>Non Governmental Members</u>		
Dayton Area Chamber of Commerce		\$ 1,000.00
Dayton Power & Light		\$ 1,000.00
Dayton Development Coalition		\$ 1,000.00
Dayton Area Board of Realtors		\$ 1,000.00
Dayton Metro Library		\$ 1,000.00
South Metro Chamber of Commerce		\$ 1,000.00
Time Warner		\$ 1,000.00
Troy Area Chamber of Commerce		\$ 1,000.00
University of Dayton		\$ 1,000.00
Vectren Energy		\$ 1,000.00
Subtotal Non Governmental		\$ 10,000.00
TOTALS		\$ 461,570.21

Note: The population base for is the U.S. Bureau of the Census of 4/1/2010.

*** Members outside of MPO boundary fees calculated at 25¢/capita.

County dues are calculated based upon 25% of total county population.

Schedule F-1
MIAMI VALLEY REGIONAL PLANNING COMMISSION
SPECIAL REVENUE FUND GRANTS & GENERAL FUND RESOURCES
July 1, 2016 - June 30, 2017

Source of Funds	Revenues			Gen'l Fund Transfers	Total Resources
	Grantor	Other	Total		
SPECIAL REVENUE FUND					
Federal Grants					
Dept. of Transportation/ODOT					
Transportation Planning	\$ 1,271,804	\$ 158,976	\$ 1,430,780	\$ 158,975	\$ 1,589,755
Transportation Planning - Carryover	398,140	52,679	450,819	46,855	497,674
Supplemental Planning	372,630		372,630	-	372,630
Supplemental Planning - Carryover	17,800		17,800	4,450	22,250
Landuse Regional Plan	188,681	-	188,681	-	188,681
Landuse Regional Plan - Carryover	-	-	-	-	-
Rideshare/Vanpool	421,075	-	421,075	-	421,075
Rideshare/Vanpool Carryover	536,854	-	536,854	-	536,854
Air Quality & Alt Transp Programs	399,579	-	399,579	-	399,579
Air Quality & Alt Transp Carryover	-	-	-	-	-
FTA Human Services Transit	99,479	-	99,479	-	99,479
Total Transportation Federal Grants	3,706,042	211,655	3,917,697	210,280	4,127,977
USEPA/OEPA					
OEPA - Water Quality Mgmt Planning - 604b	134,424	-	134,424	-	134,424
	-		-		-
Subtotal - Federal Grants/SR Fund	3,840,465	211,655	4,052,121	210,280	4,262,401
General Fund					
MGCLERC	7,118		7,118	-	7,118
Regional Projects	90,778		90,778	28,391	119,169
Administrative & Other Contract Programs		41,235	41,235	222,899	264,134
Subtotal - General Fund	\$ 97,896	\$ 41,235	\$ 139,131	\$ 251,290	\$ 390,421
Total	\$ 3,938,361	\$ 252,890	\$ 4,191,252	\$ 461,570	\$ 4,652,822

Schedule F-2
MIAMI VALLEY REGIONAL PLANNING COMMISSION
CAPITAL BUDGET
July 1, 2016 - June 30, 2017

Note	General Equipment and Leasehold Improvement	
1	Annual PC replacement (7 desk top and 2 laptops machines)	\$9,000
2	File Server	7,000
3	Storage Area Network disk server	4,000
4	Traffic Modeling Computer Hardware	<u>22,250</u>
	Total Capital	<u><u>42,250</u></u>
	Software Replacement	
5	Contingency - updates for Administrative systems	10,000
	Software System updates expenditure	<u><u>10,000</u></u>

Note:

- 1 Routine annual computer replacements.
- 2 Virtual File Server Enterprise
- 3 Storage Area Network disk server data management and redundancy
- 4 Traffic Modeling Computer Hardware
- 5 Contingency for updates of Administrative systems.

WORK PROGRAM NARRATIVE

Though our Region is made up of diverse entities, each with unique qualities, we are united by our similarities. Together, we comprise one community – **the Greater Miami Valley Region**. Founded upon the principles of regional collaboration, cooperation, and consensus building, the Miami Valley Regional Planning Commission (MVRPC) serves as the common ground where area partners come together to work toward a shared vision across the Region. Together, public and private partners develop and implement innovative and sustainable strategies that enhance the Region’s quality of life and economic vitality.

Vision:

Our Board of Directors’ decisions, through strategic partnerships and staff efforts, contribute to the advancement of the Region’s economic vitality, enhanced quality of life, strong sense of place, and expanded opportunities that attract and retain talented individuals and organizations to the Miami Valley Region.

Mission:

MVRPC promotes collaboration among communities, stakeholders, and residents to advance regional priorities. MVRPC is a forum and resource where the Board of Directors identifies priorities and develops public policy and collaborative strategies to improve quality of life throughout the Miami Valley Region.

Values:

Our values describe how MVRPC conducts business:

- **Integrity** – We maintain high ethics, a fair and balanced approach to issues, and strong standards of professionalism in all aspects of the agency’s work for the betterment of the Region.
- **Transparency** – We ensure that the public has the opportunity to observe, debate, question, and participate in the agency’s planning process.
- **Inclusion** – We seek the active participation and contribution of all groups in the regional planning process.
- **Diversity** – We welcome alternate views and seek input from participants of diverse race, income, jurisdiction, age, or ability.
- **Innovation** – We seek and offer creative and innovative solutions in the regional planning process through expanded use of technology, improved processes, and adapted methods from other fields or regions.

Goals:

1. **Regional Stewardship** – We think regionally while discussing and making decisions on issues that affect the Miami Valley Region. Our members collaborate on regional topics that improve service delivery and quality of life in our communities.

Actions:

- Foster Regional Thinking – We conduct planning studies and provide outreach opportunities for education, collaboration, and discussion of topics as a Region.
- Transcend Boundaries – We facilitate and provide technical support to local communities to assist their efforts to coordinate development and infrastructure design for the benefit of everyone.

- Discover Shared Solutions – We develop, advocate, and promote responsive and collaborative approaches to specific regional problems.
- Develop Regional Priorities – We address regional needs that further the shared social, economic, transportation and environmental goals of the Region.

2. **Vibrant Communities** – We leverage the considerable resources of the Miami Valley Region, public and private funding to nurture and enhance our Region as well as our communities.

Actions:

- Promote Transportation Choices – We pursue continued development of a strong multi-modal network in the Region to ensure that people and goods reach their destinations safely, securely and efficiently.
- Attract Infrastructure Funding – We maintain and upgrade the regional transportation system by setting funding priorities and providing funding for safety, security, congestion relief, aesthetic, and capacity improvements.
- Promote the Transportation and Land Use Vision – We promote MVRPC’s adopted policies for regional land use, transportation, and other topics.
- Support local planning efforts – We support local planning efforts and offer technical expertise, when requested, to expand planning capabilities across the Region.

3. **Partnerships** – We partner with business, civic, and governmental organizations and jurisdictions resulting in relationships and synergies leading to shared initiatives and engagement.

Actions:

- Expand our partnerships with business and development organizations – We partner with business organizations such as the Dayton Development Coalition and area chambers of commerce in support of efforts to attract and retain business in the Region by addressing transportation needs and providing planning services that enhance economic development and improve quality of life in the Miami Valley Region.
- Expand our partnerships with civic organizations and professional associations – We partner with civic organizations and associations including American Planning Association, Ohio’s Great Corridor, Ohio Association of Regional Councils and others to network and bring solutions and opportunities that add value to the Miami Valley Region.
- Expand our existing partnerships with government – We work with numerous local, state, and federal government partners and other organizations such as the Region’s transit authorities, Miami Conservancy District, and park districts to implement projects and related services.

4. **Sustainable Solutions and Environment** – MVRPC will focus on preserving and enhancing the valuable ecosystem services that benefit the residents of the Miami Valley Region. The natural environment provides valuable ecosystem services to our Region that when properly preserved and protected, help to filter our water and air, moderate temperature extremes, store carbon and protect valuable topsoil.

Actions:

- Effective clean air programs – We encourage alternative fuels and transportation to reduce emissions and reliance on petroleum-based products.

- Protect water resources – By working with our partners, we endeavor to protect the buried valley aquifer and the recharge systems which sustain it.
- Protect the natural environment – We will expand our partnerships to provide best practices and innovative solutions to preserve the vital services of natural systems, such as open spaces, riparian corridors, floodplains, wetlands and forested areas.
- Encourage eco-friendly design practices – We will encourage infrastructure designs that support ecosystem services such as green storm water management, urban forestry and stream restoration while protecting the infrastructure from natural disasters.
- Promote energy efficiency – We promote and practice reducing the Region’s carbon footprint through energy efficiency and use of low- and no-carbon energy sources.

MVRPC’s MAJOR AREAS OF CONCENTRATION

Regional and Community Planning - Understanding that transportation issues and land use practices are closely tied together, and are greatly impacted by each other, MVRPC emphasizes sustainability philosophies and better integration of land use planning and transportation planning. Working with regional partners, MVRPC’s Regional Planning Program carries out regional planning activities, including technical supports for various MVRPC led planning initiatives, coordination with local jurisdictions on planning initiatives, providing planning assistance to members, and developing tools that were recommended by Going Places initiative for use by our member jurisdictions and throughout the Region.

Environmental Planning - Whether it’s the air we breathe or the water we use, MVRPC plays a part in helping the Region meet the standards established by the U.S. Environmental Protection Agency. MVRPC maintains the *Area-wide Water Management Plan* in its role as the Designated Water Quality Planning Agency for the five-county Miami Valley Region. This Plan is not just one document, but a series of linked documents, reports, studies, and maps that describe the Region’s water resources, identify sources of surface and groundwater pollution, and recommend strategies for addressing them. This plan, along with other efforts, helps preserve the natural environment and minimize the harmful impacts on nature while managing public resources wisely, for the benefit of this and future generations

Transportation Planning - MVRPC develops plans that ensure the continued successes of this Region - plans that enhance this area’s competitive position, promote integration of systems, stimulate the economy, improve your own personal mobility, and preserve our environment. The two primary responsibilities of MVRPC’s Transportation Program are the development of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), also known as the Short Range Transportation Plan. Working closely with our member jurisdictions, both plans outline what transportation improvements lay ahead. Alternatives to “traditional” transportation are also integrated into the department’s activities. These include: Human Services Transportation Coordination, Biking, Walking, Carpooling/Vanpooling, and Transit. Since transportation planning is at the core of the MVRPC mission, and vehicle emissions are significant contributors to the Region’s air pollution, MVRPC addresses this issue from a number of directions. The LRTP and TIP must each “conform” to the regional air quality plan and not contribute to a violation of air quality standards. The alternative transportation options help reduce air pollution caused by single-occupancy vehicles.

MVRPC's GOVERNANCE

On February 25, 2004, the policy-making process of MVRPC's Transportation Committee (TC) was merged with the full Commission into a new Board of Directors. A summary of the provisions of the revised policy-making structure is listed below. The changes were effective March 24, 2004.

Board of Directors

- Merges the Commission and Transportation Committee into a newly created Board of Directors
- All policy responsibility is vested with the merged body
- Retains the current weighted voting structure of the Transportation Committee
- Weighted voting can only be used by the Board of Directors
 - Will not occur at the initial meeting when the request is made unless $\frac{3}{4}$ of the members present approve
 - Otherwise, will occur at the next scheduled meeting
- Primary delegate appointed by each governmental member is an elected official
- Only governmental members located within MPO boundary (Greene, Miami, and Montgomery Counties and parts of northern Warren County) may vote on transportation issues
- County Engineers, ODOT representatives, and urban transit operators may be members of the Board and vote on transportation issues
- One non-governmental member may be appointed to the Board for every 3 governmental members; the non-governmental members caucus to select 3 members to vote on MPO issues

Effective January 4, 2007 the following revisions were approved to the Bylaws:

- Board quorum requirement is 1/3 of the total members.
- Executive committee responsible for selection and employment of Executive Director.

Effective December 3, 2009 the following revisions were approved to the Bylaws:

- Defined mid-term vacancy appointment process
- Updated and clarified various technical definitions
- As an advisory body, defined Technical Advisory Committee (TAC) quorum as members present.

CERTIFICATION OF INDEPENDENT AUDIT

MVRPC arranges the annual financial and compliance audit within the prescribed audit reporting cycle. In conformance with OMB Circular A-133, a fiscal year 2015 audit was submitted to the State Auditor's Office in February, 2016. The State Auditor approved the audit report in May and the approved copies of the audit were submitted to the cognizant agency, the Single Audit Clearinghouse, and a copy is available on MVRPC's website.

100. ADMINISTRATION
(Funded by indirect cost allocations)

MVRPC administration provides responsive and effective administration of MVRPC central support services and Executive management of all MVRPC program areas, current and future funding needs, information, maps, and data to members and the public.

PREVIOUS RELATED WORK

Staff has provided central administrative support for MVRPC programs, and members. Work program and budgets have been submitted. Annual compliance processes have been completed. Provided support for staff goal setting processes.

PERFORMANCE PLAN

100.1: MVRPC Administration:

Perform activities associated with the Office of the Executive Director. Maintain Commission/Committee structures, including MVRPC Constitution and Bylaws, etc. Provide Executive Assistant, Information Technology, Production Coordinator and Receptionist services.

Provide Budget and Work Program coordination.

Perform agency planning, budgeting, accounting, contracting, purchasing, public participation database maintenance and human resources functions.

Provide computer hardware maintenance, software maintenance, information technology support for agency programs, administration of telephone and information network. Provide web site update support.

Provide office management, including development and implementation of internal procedures. Perform printing functions, including document reproduction and distribution of aerial photographs. Administer and maintain the agency office and meeting facilities.

Develop an end-of-year Return on Investment (ROI) outline for member jurisdictions to outline the benefits of MVRPC membership in conjunction with the Marketing & Public Affairs Department.

Implement a new administrative software system effective July 1, 2016.

WORK ELEMENT		PRODUCT	SCHEDULE
100.1	Administration	Perform administrative and personnel support services	On-going
		Committee staff support	On-going
		Draft Transportation Budget and Work Program	March 2017
		Final Transportation Budget and Work Program	April 2017
		Annual audit support	August – Dec. 2017
		Contract support	As needed
		Implement new administrative software systems	May – Sept. 2016
		Annual computer updates	June 2017
		Develop end-of-year ROI outline for members	Fall/Winter 2016

125. AGENCY-WIDE PUBLIC AFFAIRS
(Funded by local sources)

Plan, coordinate and implement the development of all communication pieces and outreach activities regarding various agency-wide initiatives to ensure current and accurate information is being disseminated to the public, members, media and stakeholders. MVRPC strives to provide complete information to all audiences so they can become more aware of pertinent issues that affect their daily lives.

PREVIOUS RELATED WORK

Since 1998, MVRPC staff has been involved with enhancing our communication methods and specifically integrating the Internet into the mix. Our website was originally developed in-house in 1998, updated in 2003, and then in 2009, it was re-designed by an outside consultant. In the fall of 2014, MVRPC issued a Request for Proposal (RFP) with the goal of selecting the most qualified firm to develop and implement a comprehensive communication/branding strategy to ensure agency-wide consistency reflecting MVRPC's mission, vision and values. Seven (7) proposals were received; three (3) agencies presented in-person to MVRPC staff and Executive Director. Upward Marketing and Public Relations was chosen. Their scope of work included several communication elements: research/brand development; a new agency logo with tagline and style guide for its usage; corporate stationary; electronic newsletter template; PowerPoint template; agency-wide brochure, Annual Spring Dinner Program/materials; agency-wide Annual Report. As a result, the agency website (www.mvrpc.org) and electronic and printed documents are completely redesigned and enhanced.

With the addition of a Marketing & Outreach Associate position, a Social Media Policy was expanded and, MVRPC's Facebook and Twitter posts were more frequent and relevant to Miami Valley Region.

PERFORMANCE PLAN

125.1: Agency-wide Public Affairs and Activities (non-transportation):

Overall, agency-wide outreach to elevate the agency's profile and public awareness will continue. Television ads regarding Transportation Planning, Environmental Planning and Regional Land Use Planning will inform residents about MVRPC's core activities.

"Sponsored content" sections, in the Dayton Daily News, will include feature articles about MVRPC's programs and services.

Facebook ads to boost awareness of the agency will be purchased periodically.

A quarterly electronic newsletter (Executive Director's Update), which features articles relevant to agency-wide activities, will continue to be disseminated.

An agency-wide leave piece and its companion materials will be distributed, as needed.

An MVRPC one-page template/flier, which can be customized, as needed, will be used to disseminate information about the agency's programs and services.

An enhanced agency-wide presence on Facebook and Twitter will continue following the implemented Social Media Plan.

Maintain a photo tag/search system within the network to allow easy access to archived photos.

Plan, coordinate and implement the Annual Spring Dinner. Solicitations of sponsorships and donations of door prizes will be conducted.

An Annual Report will be developed and include highlighted jurisdictions which were directly impacted by the efforts of MVRPC. A consultant will be utilized.

An end-of-year Return on Investment (ROI) outline will be developed for member jurisdictions to outline the benefits of MVRPC membership. Developed in conjunction with the Finance & Administration Department.

Staff will develop and maintain regular communication with relevant parties to convey the mission of MVRPC.

The media database will be updated, as appropriate.

WORK ELEMENT		PRODUCT	SCHEDULE
125.1	Agency-wide Public Affairs and Activities	Overall, agency-wide outreach to elevate the agency's profile and public awareness	On-going
		Sponsored content articles in the Dayton Daily News	Biannually
		Facebook ads to boost awareness of the agency	Periodically
		Continue to disseminate the agency-wide electronic newsletter (Executive Director's Update)	Monthly
		Distribute the agency-wide leave piece and companion materials	As needed
		Customize and distribute one-page template flier	As needed
		An enhanced agency-wide presence on Facebook and Twitter will continue following the expanded Social Media Plan	As necessary
		Maintain a photo tag/search system to allow easy access to archived photos	On-going
		Plan, coordinate and implement the agency-wide Annual Spring Dinner. Solicitation of sponsorships and door prizes will be conducted	April 2017
		Coordinate the development of the Annual Report. A consultant will be utilized	June 2017
		Develop end-of-year ROI outline for members	Fall/Winter 2016
		Develop and maintain regular communication with members, the media and staff	On-going
		Update media database	As appropriate

300. REGIONAL AND COMMUNITY PLANNING
(Funded through local and state sources)

The Miami Valley Regional Planning Commission undertakes various services identified by the MVRPC Board of Directors that are important to the Region. These activities are funded by the MVRPC local assessment.

PREVIOUS RELATED WORK

MVRPC has convened and facilitated sessions on a variety of non-transportation topics since 2005. Topics have included inter-jurisdictional cooperation, the local food system, bicycle tourism and the relationship between local government and schools, to name a few. Efforts also include seeking grant funding when appropriate, and those efforts led to the Pathways out of Poverty grant program in 2009, which helped employ ex-offenders in the deconstruction of vacant structures in several member jurisdictions.

MVRPC is also represented on several task forces and committees, including the Montgomery County Public Health Chronic Disease Prevention Committee, the Dayton Regional Hazardous Materials Team (DRHMT), and the Montgomery County Office of Emergency Management.

PERFORMANCE PLAN

300.1: Regional Cooperative Initiatives:

Provide intergovernmental forum for discussion and development of solutions to regional problems and assist jurisdictions, as requested, to identify opportunities for collaboration, shared service delivery, etc.

Provide MVRPC's facilitation capabilities to member jurisdictions and regional organizations which promote cooperative solutions to regional issues and opportunities.

Participate in the Dayton Regional Green Initiative, particularly with the Air, Water, and Active Transportation teams.

Plan and convene Regional Sustainability Roundtables for member jurisdictions.

300.2: Technical Assistance:

Participate in digital orthophotography and planimetric projects in the region as needed.

300.3: Interagency Coordination:

Interagency Liaison and Coordination.

Maintain communication with Montgomery County Office of Emergency Management (MCOEM) and the Greene County Emergency Management Agency (GCEMA).

Coordinate with Dayton Regional Hazardous Materials Team (DRHMT), and others.

Serve on various committees, such as MCOEM Technical Advisory Committee, and DRHMT Advisory Board, Montgomery County Public Health Chronic Disease Prevention Committee and other committees as requested.

300.4: Assist Montgomery County Public Health with implementation of the Department of Health grant “Communities Preventing Chronic Disease.” (Funded by ODH Grant)

WORK ELEMENT		PRODUCT	SCHEDULE
300.1	Regional Cooperative Initiatives	Provide intergovernmental forums for discussion and development of solutions to regional problems	As requested/ necessary
		Provide MVRPC’s facilitation capabilities to member jurisdictions and regional organizations	As requested
		Participate within the Dayton Regional Green Initiative, particularly on Air, Water, Active Transportation Teams	As needed
		Convene and staff Sustainability Roundtable for member jurisdictions	Minimum of one per year
300.2	Technical Assistance	Participate in digital orthophotography and planimetric projects	As needed
300.3	Interagency Coordination	Serve on various community committees, such as Montgomery County Public Health Chronic Disease Prevention Committee and other committees as needed	As needed
		Maintain communication with various emergency management agencies in the Region	As needed
		Coordinate with Dayton Regional Hazardous Materials Team (DRHMT)	As needed
300.4	Public Health Prevention Grant	Develop Active Transportation Infrastructure Reports for CPCD target communities and PHDMC	Summer 2016
		Conduct Complete Streets workshops for interested target communities within Montgomery County (continuing)	Summer 2016
		Provide assistance with development of local Complete Streets policies for target communities within Montgomery County as requested (continuing)	Summer 2016

400. ENVIRONMENTAL PLANNING
(Funded by Ohio EPA contracts)

The Miami Valley Regional Planning Commission undertakes various planning efforts to guide protection and preservation of natural features and resources that sustain vital ecosystem services for the region.

PREVIOUS RELATED WORK

A complete update of the Areawide Water Quality Management Plan was adopted in 2011 (original plan adopted in 1982), including chapters on regional wastewater collection and treatment, on-site wastewater treatment, ground water protection, and urban and rural non-point pollution (storm water).

MVRPC maintains two water quality stakeholder committees, the Areawide Facility Planning Subcommittee (Wastewater DMAs) and the Great Miami River Watershed Network (storm water managers, agricultural organizations and citizen activists) to provide on-going review of water quality planning efforts.

MVRPC completed the Unsewered Communities Project in June 2015. The UCP provided preliminary engineering plans for sanitary sewer systems and wastewater treatment for five small communities in the Miami Valley: Wayne Lakes and Jackson Township in Darke County, Glenwood in Preble County, Ludlow Falls in Miami County and Bowersville in Greene County. These communities were selected from a list of priority areas for failed septic systems provided by Ohio EPA.

MVRPC completed the Regional Open Space Plan in spring 2016 in coordination with the Greater Dayton Partners for the Environment. The plan details the current state of open space in the Region and identifies priority locations for future conservation.

PERFORMANCE PLAN

401.1: Areawide Water Quality Management Plan (AWQMP):

Coordinate with local jurisdictions and publicly owned treatment works (POTWs) on 201 Facility Plan updates, including multi-jurisdictional or Regional 201 Plan updates.

Convene the Areawide Facility Planning Sub-Committee (AFPSC) as needed to revise 201 Facility Plan and Planning Area update process, review proposals and make recommendations to MVRPC Board.

Maintain content of the Areawide Water Quality Management Plan to reflect current projects and needs.

Participate in water quality planning projects as contracted with Ohio EPA.

401.2: Groundwater Protection:

Maintain Sole Source Aquifer (SSA) Designation support services, including distribution of SSA maps and completion of SSA project reviews.

Support and assist the MCD Site Planning Roundtable and Code Review project to encourage adoption of codes that support water resource protection.

401.3: Watershed Planning:

Support watershed planning efforts of the Middle Great Miami River Watershed Alliance, Inc. as part of contracted services with Ohio EPA.

401.4: Communication, public information and technical assistance on environmental topics:

Committee Support/Participation: Coordinate the MCD/MVRPC Great Miami Watershed Network, the Little Miami River Watershed Network, and the Upper Little Miami River Total Maximum Daily Load Implementation Group.

Water Resource Technical Assistance: Respond to requests for water resource data and assistance.

Conduct 208 Plan Consistency Reviews of proposed developments and facilities.

401.5: Interagency Liaison and Coordination:

Maintain communication with Areawide Agencies in Ohio, Ohio EPA and U.S. EPA.

Coordinate with County Soil and Water Conservation Districts and County Health Districts.

Serve on various committees, such as Ohio Water Resources Council, Dayton Water Roundtable, Greater Dayton Area Chamber of Commerce Energy and Environment Committee, OPWC District 4 NRAC, Montgomery and Greene Counties Local Emergency Response Council, and the Dayton Regional Hazardous Materials Response Team Advisory Board.

In partnership with the MGCLERC, conduct Hazardous Material Truck Survey.

WORK ELEMENT		PRODUCT	SCHEDULE
401.1	Areawide Water Quality Management Plan	Coordinate with local jurisdictions and publicly owned treatment works (POTWs) on 201 Facility Plan updates, including multi-jurisdictional or Regional 201 Plan updates	As needed
		Convene the Areawide Facility Planning Sub-Committee (AFPSC) as needed to revise 201 Facility Plan and Planning Area update process, review proposals and make recommendations	Spring 2017
		Maintain content of the Areawide Water Quality Management Plan to reflect current projects and needs	On-going
		Participate in water quality planning projects as contracted with Ohio EPA	As needed
401.2	Groundwater Protection	Maintain Sole Source Aquifer (SSA) Designation support services, including distribution of SSA maps and completion of SSA project reviews	On-going
		Support and assist the MCD Site Planning Roundtable and Code Review project to encourage adoption of codes that support water resource protection	As needed
401.3	Watershed Planning	Support watershed planning efforts of the Middle Great Miami River Watershed Alliance, Inc. as part of contracted services with Ohio EPA	As needed

401.4	Communication and Technical Assistance on Environmental Topics	Coordinate the MCD/MVRPC Great Miami Watershed Network, the Little Miami River Watershed Network, and the Upper Little Miami River Total Maximum Daily Load (TMDL) Implementation Group	Every Quarter
		Respond to requests for water resource data and assistance	As needed
		Conduct 208 Plan Consistency Reviews of proposed developments and facilities	As needed
401.5	Interagency Liaison	Maintain communication with Areawide Agencies in Ohio, Ohio EPA and U.S. EPA	On-going
		Coordinate with County Soil and Water Conservation Districts and County Health Districts	As needed
		Serve on related committees	On-going
		Conduct hazardous material truck survey, in coordination with the MGCLERC	Summer/Fall 2016

600. TRANSPORTATION

MVRPC's goal is to provide a regionally coordinated approach to address the problems of mobility of people and goods in such a way as to provide: equal accessibility, alternative choices, and economical transportation to the entire Region and its citizens.

The continuing scarcity of capital and operating dollars available for all forms of transportation creates the challenge to better utilize existing Federal, State, and local resources. The trend toward short term, low capital, and quick action provides the opportunity to develop a more responsive planning process with the production of more immediately visible results.

The problems of the environment, energy, and land consumption resulting from transportation modes must be minimized. A continuing effort is essential in order to amend, update, supplement, and improve upon the transportation plan in such a way as to respond to evolving national, state, and local goals and to support economic development within the Region.

MVRPC AS METROPOLITAN PLANNING ORGANIZATION

The Miami Valley Regional Planning Commission (MVRPC) is the Metropolitan Planning Organization (MPO) for the Montgomery, Greene, and Miami County Region. MVRPC is designated as a TMA (Transportation Management Area), an urbanized area over 200,000 in population. The metropolitan planning boundaries were extended in 1992 to incorporate the Clean Air Act non-attainment area (excluding Clark County). MVRPC's MPO boundary was further expanded in 2003 and 2006 to include the northern Warren County communities of Carlisle, Franklin, and Springboro.

TRANSPORTATION PLANNING PROCESS POLICY OBJECTIVES

Long Range Transportation Plan Goals:

1. Regional Stewardship
 - Develop Regional Priorities – Continue to address regional transportation needs that further the shared social, economic, transportation, and environmental goals of the Region.
2. Vibrant Communities
 - Transportation Choices – Encourage a stronger multi-modal network in the Region to ensure that people and goods reach their destination safely, efficiently, and conveniently.
 - Transportation System Management – Continue to maintain and upgrade the regional transportation system by providing safety, security, aesthetic, and capacity improvements as needed.
 - Transportation and Land Use – Incorporate regional land use strategies into the transportation policy and the investment decision making process.
3. Vigorous Economy
 - Transportation – Continue to address regional transportation needs to enhance economic development in order to attract and retain businesses in the Region while improving the quality of life of its residents.
4. Sustainable Solutions
 - Clean Air – Encourage the pursuit of alternative fuels and transportation to reduce emissions and our reliance on petroleum-based products.

CERTIFICATION OF PLANNING PROCESS

On December 13, 2013, the Federal Highway Administration and Federal Transit Administration jointly certified MVRPC's MPO metropolitan transportation planning process. Self-certification is expected to occur in the intervening years until the next formal certification review, anticipated to begin in SFY2018.

PRIVATE PARTICIPATION IN THE PLANNING PROCESS

MVRPC has historically solicited input from private participants (e.g., taxi cab operators, utility companies, chambers of commerce, freight companies, citizen groups, etc.) into the transportation planning process via their representation on standing committees, task forces, TAC and MVRPC Board, as well as through the MVRPC Public Participation Process.

PLAN REVIEWS

Reviews are performed of plans by other organizations and jurisdictions to ensure consistency with regional transportation plans. These reviews are performed upon request. In addition, reviews are performed, as a service for members, of transportation aspects of their development plans and projects if the review is limited in scope and commitment of time.

ODOT SUPPORT AND ASSISTANCE

ODOT supports and assists MVRPC in the performance of the transportation planning process in a number of ways, including, but not necessarily limited to, the following:

1. District Representatives provide advice and assistance, and monitor technical activities and financial transactions related to the program.
2. The Office of Transit and Division of Planning both provide advice and assistance on planning and programming procedures and processes.
3. The Office of Technical Services provides a traffic count program through the ODOT Districts and advice and assistance in travel demand forecasting and related computer services.
4. Both the Central Office and the District Offices provide information, assistance and advice in the development and monitoring of MVRPC's biennial TIP update and long range transportation plan update.

601. SHORT-RANGE PLANNING
(Funded by CPG)

Short Range Planning details the 2040 Long Range Transportation Plan by the development of solutions to existing and evolving transportation problems requiring actions within the next four-year period. The problems generally involve more than one unit of government.

PREVIOUS RELATED WORK

The Fixing America's Surface Transportation (FAST) Act provides for an enhanced role of short range planning, which is incorporated in this Work Element. As a result of the FAST Act and its predecessors and the Clean Air Act Amendments, MVRPC's short-range planning efforts were expanded to include Miami County, in addition to Montgomery and Greene Counties.

The area consisting of Montgomery, Greene, Miami, and Clark counties was designated as a non-attainment area for 1-hour ozone pursuant to the 1990 Clean Air Act Amendments. The Region was re-designated to a maintenance area in 1995, based on recent air quality data. MVRPC first developed the Region's portion of the State Implementation Plan (SIP) in 1979. MVRPC, in coordination with the Clark County/Springfield Transportation Coordinating Committee and the Regional Air Pollution Control Agency, prepared a SIP update to reflect the 1990 Clean Air Act Amendments. This SIP update was approved by the State and Federal agencies, and included an enhanced I/M program.

The same area was designated as non-attainment for 8-hour ozone and fine particulates in 2004. Since then the area has been re-designated to attainment/maintenance for ozone, August 2007 and fine particulates, December 2013. MVRPC provided mobile emissions inventories for both SIP re-designation requests.

US EPA has adopted new software, MOVES2014, for modeling emissions. Starting in October 2016, all regional emissions analysis, including future amendments of the 2040 Long Range Transportation Plan conformity, must use MOVES2014.

PERFORMANCE PLAN

601.1: Air Quality, Access control/corridor plans and management systems:

Conduct air quality planning, including: monitor and coordinate air quality compliance issues as they pertain to transportation planning and conduct air quality conformity determinations as needed. Address SIP development coordination by providing mobile source inventories or other relevant model input/output to ODOT, OEPA, or LADCO. Conduct regional emissions analyses based on new SIP Mobile Budgets and determine consistency/conformance of significant TIP and 2040 Long Range Transportation Plans amendments/update as needed. Continue the in-house use of the latest air emissions model.

Prepare a summary of Transportation System Management (TSM) activities.

601.3: Transit and Human Service Transportation:

On an annual basis apply FTA Section 5307 Urban Transit Formula to reflect transit funding formula allocations. MVRPC will also continue to work with the transit agencies to re-evaluate the existing federal funding agreement to sub-allocate federal transit formula funding within the Dayton Urbanized Area, as needed, to reflect updated census information.

Take citizen calls and respond to inquiries made through www.miamivalleyridefinder.org regarding transportation needs of seniors and other individuals seeking transportation. Assist individual citizens to brainstorm transportation options and direct them to resources when possible.

Continue working to centralize and standardize a volunteer driver recruiting, screening, training, and placement function for Montgomery County. Expand those efforts to include other interested agencies in Greene, Miami, and northern Warren counties.

Assist in developing a regional mobility management perspective that will work to direct riders to lowest cost appropriate providers. Help coordinate efforts among Miami, Greene, and Montgomery County mobility management efforts. Convene regional mobility managers working group.

Continue coordination with GDRTA, Greene CATS, Miami County Transit, ODOT, private transportation providers and human services transportation providers to increase their cooperation in providing a variety of transportation services to transportation disadvantaged populations. Provide facilitation and technical assistance to help those agencies explore ways to enhance coordination. Serve on the Consumer Advocacy Group (CAG) hosted by GDRTA.

Provide technical assistance to senior transportation providers to improve the efficiency of their operations. Work with human services agencies to refine their systems of transportation referral and record-keeping. Encourage agencies to consider up-to-date scheduling and recordkeeping options, including but not limited to on-board tablets, web-based scheduling systems, and one-call, one click efforts. Involve senior-serving agencies in Greene, Montgomery, Miami, and northern Warren counties in the Regional Transportation Coordination Council. Assist additional jurisdictions or organizations interested in starting or expanding a senior transportation program.

Assist with the launch of the Rides4Seniors Program which began serving select low-income neighborhoods in East Dayton in the Spring of 2016. This program is administered by the Life Enrichment Center and is acting as a pilot of a web-based volunteer dispatching model that may be useful throughout the Region to provide transportation in communities that have no local senior transportation service. This model may also make it possible to provide service in the evening and on weekends, which would fill a significant gap identified in the Regional Coordination plan.

Coordinate training opportunities for human service transportation providers on collecting and using productivity data and quality measures.

Continue best practice research to identify sustainable, cost-effective solutions to the challenge of improving senior mobility. Incorporate findings from the Human Services Coordinated Transportation Plan into the long range plans for STEP.

Assist advocates for individuals with mental health and addiction disabilities to devise innovative transportation alternatives suited to the unique needs of those clients. Work with advocates for other special populations, including ex-offenders and other low-income job seekers to devise strategies for getting individuals to job opportunities.

Seek additional partner organizations to provide community-based transportation for seniors, especially in communities which currently have no local alternatives.

In support of GDRTA and the Regional Coordination Council, continue discussions of a regional One Call, One-Click transportation referral system and offer facilitation assistance to move those discussions forward.

Research and disseminate information on evolving technologies such as Transportation Network Companies (TNCs – Uber, Lyft, etc.) and advanced in-car safety technologies which may prolong safe driving and which may provide greater transportation options for some seniors.

601.31: Senior Transportation Coordination:

Keep records and prepare reports as required by the Montgomery County Senior Transportation Expansion Project grant. Pass local operating funds through to participating senior transportation providers in Montgomery County. Complete all required grant applications and reports. Complete application process for Human Service Levy Funding to be passed through to Montgomery County senior transportation programs.

601.4: Safety Planning and Engineering Studies (Funded by SFY2017 CPG):

In SFY2017, regional roadway safety will remain a priority at MVRPC. Upon request, MVRPC will coordinate with ODOT and local stakeholders to apply for federal and/or state roadway safety funds for project implementation.

MVRPC will continue to coordinate with ODOT to ensure consistency with the Ohio Comprehensive Highway Safety Plan, including the FAST Act related changes.

Use the latest available crash data to support transportation programs. Safety data will be provided to local jurisdictions upon request.

601.5: Federal and State legislation, regulations and funding:

Monitor all federal and transportation legislation and regulations and air quality-related legislation/regulations. Assist ODOT, FHWA, FTA and member jurisdictions in the effective implementation of FAST Act and develop local responses/recommendations. Work under this activity will also include energy and disability legislation and regulations for highways, transit, airports, railroads, etc.

WORK ELEMENT		PRODUCT	SCHEDULE
601.1	Air Quality, Management systems and Access Control/corridor plans	Monitor and coordinate air quality compliance	As needed
		TIP and LRTP conformity analysis (amendments/updates or new regulations)	As needed
		Prepare conformity determination for the SFY 2018-2021 TIP	April 2017
		Coordinate development of the State Implementation Plans (SIPs) by providing mobile source inventories	On-going
		Continue use of latest model in-house	As needed
		Monitor TSM activities in the Region	On-going
601.3	Transit and Human Service Transportation	Continue work on updated 5307 Formula Allocation. If necessary, develop similar methodology for 5339 funding. Dependent on final FAST Act guidance.	On-going
		Provide technical assistance to human services agencies	On-going

		Assist in developing a regional mobility management perspective by convening regional Mobility Managers group	Quarterly
		Continue coordination with GDRTA, Greene CATS, Miami County Transit, ODOT, private transportation providers and human services transportation	On-going
		Work with additional jurisdictions or organizations to expand supplemental transportation for seniors in Greene, Miami, Montgomery and northern Warren Counties. Build on the Rides4Seniors model if feasible and appropriate	On-going
		Integrate findings and recommendations for HSTCP study with long range senior transportation plans	On-going
		Take citizen calls regarding individual senior transportation needs and refer callers to appropriate resources. Help callers brainstorm other options if no existing transportation program is appropriate	As needed
		Respond to public inquires made through www.miamivalleyridefinder.org	As needed
		Continue work to centralize and standardize a volunteer driver recruiting, screening, training and placement function for Montgomery County. Expand those efforts to include interested agencies in Greene, Miami and northern Warren counties. Encourage agencies to consider new and emerging technologies for scheduling and recordkeeping	On-going
		Assist in developing appropriate transportation solutions for individuals with mental health- and addiction-related disabilities. Work with advocates of other special populations	As needed
		Support GDRTA in the development and expansion of a One Call, One Click transportation referral system	On-going
		Research Transportation Network Companies and onboard technology that may impact the mobility of seniors and people with disabilities	On-going
601.31	Staff Senior Transportation Coordinator Position for Montgomery County STEP	Senior Transportation Coordinator functions to provide assistance and support to Montgomery County senior transportation agencies and manage local operating pass-through funding	On-going
		Conduct outreach to Montgomery County jurisdictions which currently do not have a supplemental senior transportation program to encourage local initiatives to address the transportation needs of seniors. Build on Rides4Seniors model if feasible and appropriate	On-going
601.4	Safety Planning and Engineering Studies	Assist ODOT District 7 and 8 and local jurisdictions with funding requests and applications	As needed
		Use the latest available crash data to support transportation programs. Safety data will be provided to local jurisdictions upon request	On-going
601.5	Federal and State Legislation, regulations & funding	Monitor transportation and air quality related legislation, regulations and funding	On-going

**602. TRANSPORTATION IMPROVEMENTS PROGRAM (TIP) AND PROJECT
MONITORING AND ASSISTANCE**
(Funded by CPG and MVRPC controlled 100% STP PID # 93332)

To ensure a close relationship between the urban transportation planning process and projects advanced for implementation utilizing Federal funds, the SFY2016-SFY2019 TIP (which was adopted in SFY2015) will be updated, as appropriate, for Montgomery, Greene, and Miami Counties including the jurisdictions of Carlisle, Franklin, and Springboro in Warren County. The program contains a prioritized list of all highway and transit projects. Highway, bikeway, transit capital expenditures, and transit operating subsidies are included. A financial plan for the program is also included.

With the FAST Act and ODOT's new project management initiative, transportation project monitoring is important in expediting the processing of projects (to fully utilize the available increased Federal and State funding), reducing project costs by reducing project delays, and comprehensively accounting for all State and local transportation projects (for TIP conformance with air quality goals).

PREVIOUS RELATED WORK

The Region's TIP and 2040 Long Range Transportation Plan were found to be in conformance with the STIP and Clean Air Act. The 1990 Clean Air Act Amendments required an update of the SIP, which was submitted in November 1993.

The RTA's Environmental Strategic Plan and Vehicle Replacement Schedule (ESPVRS) was adopted as the basis for the transit section of the TIP. The RTA's capital plan is updated annually. These and other documents from Greene CATS (Greene County Transit) and Miami County Transit are used as input to MVRPC's planning and programming efforts.

Due in part to changes in ODOT's funds management strategies, MVRPC now has less flexibility in shifting the regionally controlled STP, CMAQ, and TA funds from year to year; as a result, MVRPC has eliminated the one-time 10% cost overrun allowance. MVRPC now caps project funding at the original amount approved.

In SFY2016, MVRPC updated its STP/CMAQ and TA Program Policies and Procedures. In SFY2011 the MVRPC Board of Directors adopted the Regional Complete Streets Policy. The policy was implemented starting with STP/CMAQ project solicitations in SFY2012.

PERFORMANCE PLAN

602.1: Develop the SFY2018-SFY2021 TIP and amendments to the SFY2016-SFY2019 TIP:

Prepare a new SFY2018-SFY2021 TIP for highways, bikeways, and transit capital and transit operating improvements. Additional planning documentation and appendices will be included. The TIP will be coordinated with ODOT's STIP. Local projects will be listed for information.

Prepare amendments to the SFY2016-SFY2019 TIP, as necessary, with input from and coordination with affected jurisdictions and agencies. MVRPC will submit TIP amendments on a quarterly basis.

602.2: Regional Transportation Planning Program and Project Development and Planning Assistance – Supplemental Funding for TIP Management (Funded by 100% MVRPC – controlled PID # 93332):

Implement, and update as necessary, the Policies and Procedures for STP/CMAQ and TA Programs to evaluate new projects in the TIP and the long-range plan.

Update MVRPC's Major New Capacity Project (TRAC) Policies and Procedures.

Prepare short-range projections of new FAST Act funds and, if recommended by the Board, utilize and update as necessary, MVRPC's Program Policies and Procedures to program new projects in the TIP and long-range plan.

Prepare and publish annual listing of projects for which federal funds have been obligated in the preceding year, including investments in walkways and bicycle transportation facilities (To be published on the MVRPC web page).

Implement the FAST Act application process for the STP/CMAQ and TA Programs including any needed changes to comply with the Ohio MPO Statewide Discretionary CMAQ Program.

Assist member jurisdictions to implement Complete Street elements into their STP/CMAQ applications in accordance with the Regional Complete Streets Policy. Convene and provide support to the Complete Streets Appeals committee as necessary.

Distribute and enter results of the annual local project sponsor survey.

Assist ODOT, FHWA, and local jurisdictions by providing appropriate programming information and related document development requirements, including field reviews. Follow through with jurisdictions, consultants, and State and Federal agencies on agreed-upon project schedules to help promote more effective communication.

Use the regionally developed monitoring program to maintain a tight schedule adherence during the project development phase of the Region's important projects (i.e., I-75 Dayton Subcorridor, US35 projects, etc.).

Assist member jurisdictions in implementing the ODOT Local-let non-traditional development process (an ODOT process that allows the local agency to assume project administration duties).

Assist in preparing appropriate programming information and related project development requirements.

Update the TELUS TIP database system, TELUS Web enhancements and coordinate with ODOT's ELLIS system as appropriate.

Develop SFY2018 and SFY2019 Lock-down Lists.

Provide staff assistance to the ODOT STIP/TIP Guidelines Subcommittee and ODOT Electronic STIP/TIP Subcommittee, as needed.

Conduct project status reviews with sponsors and ODOT District Offices to monitor project progress and to aid in project implementation.

Assist interested jurisdictions with project funding application processes (ODOT, ODNR, OPWC, etc).

Assist interested jurisdictions with the ODOT Transportation Review Advisory Council (TRAC) Major New Construction Program and Railroad Grade Separation application process, provide input to the ODOT TRAC, as appropriate, and rank local applications.

Participate in the Ohio MPO Statewide Discretionary CMAQ Program, as needed to manage the program.

Correlate the TIP with the 2040 Long-Range Transportation Plan (LRTP) and State Implementation Plan (SIP).

Work with ODOT and local jurisdictions to implement or expedite 2040 Long Range Transportation Plan projects, including coordination of the Dayton Region Priority Development and Advocacy Committee.

Provide data input, general assistance, and review functions on corridor studies, Environmental Impact Statements (EIS) or Environmental Assessments (EA), Interchange Justification/Modification Studies (IJS-IMS), Access Management Plans, or other on-going regional studies and projects under development. This assistance would include projects such as the Montgomery US 35 widening, the Greene US 35 interchanges and the I-75 widening projects, in addition to others as appropriate.

Specific tasks include but are not limited to:

- Coordinating with member jurisdictions and ODOT Technical Services on the development of specific "design year" traffic projections for projects.
- Providing traffic assignment information to member jurisdictions and their consultants for detailed project development.
- Coordination and Review of Environmental Documents.

Conduct funding eligibility determinations for potential new Congestion Mitigation/Air Quality (CMAQ) projects.

Continue to work with local jurisdictions and ODOT to implement the Dayton-Springfield Area Freeway Management System and Regional ITS Architecture initiatives. In cooperation with work element 610.1 (CMP), staff will continue discussions with I-75 sub corridor jurisdictions and ODOT to develop operational and management strategies during the on-going reconstruction of this major corridor. These strategies could include options for improving signal coordination along alternative parallel roadways.

Update and maintenance of Miami Valley Regional ITS Architecture and TURBO Architecture for project development.

WORK ELEMENT		PRODUCT	SCHEDULE
602.1	Develop the SFY2018-SFY2021 TIP and amendments to the SFY2016-SFY2019 TIP	Draft Report	February 2017
		Final Draft Report	March 2017
		Final Report	May 2017
		Amendments	As needed
602.2	Regional Transportation Planning Program and Project Development and Planning Assistance – Supplemental Funding for TIP Management	Update STP/CMAQ and TA Policies	August 2016
		Update Major New Program Policies	As needed
		FAST Act funding availability memo	August 2016
		Prepare and publish annual listing of obligated projects	July 2016
		Implement FAST Act application process for STP/CMAQ and TA Programs	September 2016 - February 2017
		Assist jurisdictions and coordinate the implementation of the Regional Complete Streets policy	As needed

	Act as a clearinghouse of resources on Complete Streets by forwarding information, hosting webinars, and disseminating resources related to Complete Streets to support the Regional Complete Streets Policy	On-going
	Conduct review of project application for compliance with Complete Street Policy and provide sign-off on approved projects	Fall 2016
	Convene Complete Streets Appeals Committee	If necessary
	Annual project sponsor survey	December 2016
	General assistance to ODOT and project sponsors assistance	On-going
	Schedule adherence for regionally significant projects	On-going
	Assist member jurisdictions in implementing the ODOT Local Public Agency (LPA) non-traditional project development process	As needed
	Assist in preparing appropriate programming information and related project development requirements	As needed
	TELUS Updates and Coordinate with ELLIS	As needed
	Develop SFY2018 and SFY2019 Lock-down project listings	October 2016
	Staff assistance to ODOT STIP Subcommittee	As needed
	Project status reviews	Bi-annual
	Assistance to jurisdictions on project funding application processes	As needed
	Assistance with ODOT's TRAC Major New/Railroad Grade Separation applications, project ranking and providing input to TRAC	As needed
	Participate in the Ohio MPO Statewide Discretionary CMAQ Program	As needed
	Correlation of TIP with 2040 LRP and SIP	As needed
	Provide assistance to jurisdictions to implement and expedite LRTP projects	As needed
	Assistance with data, consultant selection, project development and miscellaneous review functions	As needed
	Generate traffic assignment information to aid in the development of "Design Year" traffic projections or other detailed project analysis	As needed
	Coordination and Review of Environmental Documents	As needed
	Conduct CMAQ project eligibility determinations	As needed
	Assist and Coordinate Implementation of the Dayton-Springfield Area Freeway Management System and Regional ITS Architecture initiatives	On-going
	Maintenance of Miami Valley Regional ITS Architecture: Research potential updates to the Regional Architecture with respect to Connected Vehicle technologies	Spring 2017

605. MONITORING AND SURVEILLANCE
(Funded by SFY2016 CPG Carryover and SFY2017 CPG)

Basic information on the transportation system is collected and analyzed on a regular basis to identify issues, trends, and plans in need of revisions or amendments. Where feasible, this data is incorporated into MVRPC's Geographic Information System (GIS).

PREVIOUS RELATED WORK

MVRPC has been converting most of its databases to its GIS to facilitate transportation planning and engineering.

MVRPC has worked with a consortium of governments in Montgomery County in SFY2000, 2001, 2002 and 2003 to create an accurate digital map for its transportation planning information layer. Orthophotography was flown in SFY2000 and planimetric layers were digitized in SFY2001 and SFY2002. MVRPC has also assisted Greene and Miami Counties in their orthophotography projects and updates.

Traffic volumes have generally been taken on a three to four-year cycle. The counting program was updated to reflect land use development, the inclusion of Miami County and the incorporation of the traffic database into GIS. Recently, ODOT switched to a three-year counting cycle, with only the Interstates, US Routes, and State Routes to be counted. The traffic volume map was upgraded in SFY2006 to an interactive web source app, with counts taken between 1997 and 2005. In SFY2012, the online viewer was updated with traffic counts taken between 2009-2012 and in SFY 2017 it will be updated with 2013-2015 counts.

In SFY 2013, the Dayton Transportation Urbanized Area was updated to reflect changes as a result of the 2010 Census. The Dayton Area Highway Functional Classification System was updated in SFY2014 and we are currently working on finalizing changes to the NHS system.

MVRPC published the first version of the online Planning Atlas on SFY 2005, in SFY 2007 it was launched online as the GIS Online Planning Support System. In addition, GIS Metadata Explorer application was launched in SFY2009 to provide a new GIS data search engine available at MVRPC.

In SFY 2007, MVRPC completed converting the high priority GIS datasets to Enterprise geodatabase format, migrated Census data to MSSQL Server database, and added LRTP projects to WEB TELUS. In SFY2009, additional GIS dataset such as 2007 Existing Land Use, Future Land Use, and Zoning data was converted to Enterprise Geodatabase format. In SFY 2013, MVRPC launched the Map Gallery and regional GIS resource group using ArcGIS Online platform.

PERFORMANCE PLAN

605.1: Planning databases:

Continue the systematic update of MVRPC's transportation databases, including a current roadway inventory, rail, transit, bikeway, sidewalks, intermodal freight and passenger facilities, congestion management system, safety, traffic counts, and other databases as appropriate.

Begin implementation of Year 2 of the latest 3-year vehicle counting cycle (2015-2017) by taking supplemental in-house traffic counts. Continue implementation of the first bicycle counting program by counting bike lane and performing short term trail counts that can be used for calibrating existing trail counts.

Continue the systematic update of land use and socioeconomic databases, including census related data, employment, population and employment projections, zoning, development tracking, utilities, and other databases as appropriate. Continue collecting and providing data to SFY2013 model update and/or new DTA project.

Continue to update various environmental datasets per FAST Act requirements, including existing environmental, historical, and natural resource databases to address FAST Act environmental mitigation and consultation requirements.

Continue analysis and data summary of existing planning databases to support on-going transportation planning activities such as congestion management, long range transportation plan, transportation improvement program, public participation, other planning efforts as appropriate. Disseminate data and respond to information requests.

Continue incorporating Census 2010/ACS Annual data releases by updating geographic databases, providing information to local jurisdictions, or any other assistance as needed.

605.2: Planning Research, Data, and GIS Support:

Provide general planning research, data, and GIS support to various internal long- and short-term plan and/or policy development activities related to the built and natural infrastructures at the regional and sub-regional level, including databases described under 605.1 and planning studies described under 610.

- Conduct planning process reviews, research best practices, and provide recommendations.
- Monitor new grant opportunities and disseminate information under a Grant and Funding Opportunities web page on a monthly basis.
- Develop a new dataset as needed, compile various socioeconomic data, conduct data analysis and mapping, and present the analysis results for both spatial and non-spatial data.
- Provide GIS database management and technical support, including maintenance and update GIS software and hardware as needed.

Maintain and enhance MVRPC's current GIS Web Mapping applications, such as MVRPC's Web-TELUS (MVRPC TIP Management System), Traffic Count Viewer, Project Evaluation System, and Map Gallery, with additional and updated web maps, map services, kml files, and data layer packages to disseminate and share various Planning-GIS information.

Attend various training opportunities including participating and/or attending conferences, seminars, and workshops.

Coordinate functions of the Resource Center, including maintenance of online Resource Center, library collection, library/publications inventory, and data inventory.

Maintain agency liaison with the Bureau of U.S. Census and the Ohio Development Services Agency and provide program assistance as needed.

Respond to data/information and/or mapping requests, including Census data, other socioeconomic data, and planning documents.

605.3: Regional GIS:

Following the Regional GIS business plan, MVRPC provided GIS services to its member and non-member organizations during SFY2016. Two main services were: 1) GIS Professional Services Support (PSS) providing participating members a direct access to MVRPC's GIS system through MVRPC's ArcGIS Online platform for their mapping and data updates and 2) implementing projects through Regional Geospatial Coordination program based on regional needs assessment.

During SFY2017, MVRPC will expand its GIS services with specific work tasks as described below.

Continue to provide GIS support to SFY2016 PSS program participants, particularly with data analysis and cross-departmental data sharing capabilities.

Seek and provide GIS support to new participants (2-4 additional participants).

Form project-specific groups within ArcGIS Online, as needed.

Expand Regional Geospatial Coordination program with additional partners.

Continue to maintain and enhance regional web mapping application(s).

Implement a new high priority project with a project specific action plan following regional needs assessment results from SFY2015, including 1-2 pilot GIS training programs in partnership with higher education institution and Southwest Ohio GIS Users Group (SWOGIS).

WORK ELEMENT		PRODUCT	SCHEDULE
605.1	Planning Databases	Continue updating transportation databases	On-going
		Begin implementation of Year 2 of the latest 3-year counting cycle (2015-2017) by taking supplemental in-house traffic counts	December 2016
		Continue implementation of the first bicycle counting program by counting bike lanes and trails	December 2016
		Continue updating land-use and socio-economic databases	On-going
		Continue collecting and providing data to SFY2013 model update and/or new DTA project	On-going
		Continue updating environmental databases	On-going
		Summarize and analyze planning databases to support on-going planning efforts and disseminate data	As needed
		Assistance with Census 2010/ACS Data Releases	As needed
605.2	Planning Research, Data, and GIS Support	Provide general planning research, data and GIS support for internal planning activities	On-going
		Maintain and enhance MVRPC's current GIS Web Mapping applications	On-going
		Attend conferences, seminars, and workshops	As needed
		Coordinate Resource Center functions	On-going

		Coordinate with the U.S. Census Bureau and Ohio Development Services Agency to provide program assistance	As needed
		Respond to data/information requests	As needed
605.3	Regional GIS	Continue to provide GIS support to SFY2016 PSS program participants	On-going
		Seek and provide GIS support to new participants	As needed
		Form project-specific groups with ArcGIS Online	As needed
		Expand Regional Geospatial Coordination program with additional partners	On-going
		Continue to maintain and enhance regional web mapping application(s)	On-going
		Implement a new high priority project with a project specific action plan, including GIS training program	Summer 2017

610. CONTINUING PLANNING – REVIEW AND APPRAISAL

(Funded by SFY2016 CPG Carryover, SFY2017 CPG, 80% STP carryover PID # 88356 and MVRPC controlled 100% STP SFY2017 PID #93331)

MVRPC ensures, by continuing review, that MVRPC's 2040 Long Range Transportation Plan (referred to in this document as the LRTP) and planning process are based on current data and information, are reflective of regional needs and meet Federal (FAST Act/Clean Air Act Amendments) and State planning requirements. Amendments to the LRTP will be made as needed. The entire Plan and planning process are reaffirmed every four years.

PREVIOUS RELATED WORK

The Regional Transportation Plan was first adopted in 1979 and was amended several times in the 1980s. A comprehensive plan update (to meet ISTEA and Clean Air Act Amendments requirements) was adopted in July 1994, with a 20 year planning horizon of 2015 and has since been updated approximately every three/four years. The current Plan was adopted in May 2016 with a 2040 planning horizon.

Enhancement of MVRPC's travel demand forecasting modeling capabilities continued as an emphasis in SFY2006, including incorporating the results of the household interview survey and updating the model interface to Cube Voyager. In SFY 2009 the travel demand was updated to version 7.6 including use of Cube-Cluster to speed up model run times. OKI and MVRPC continue to evaluate the model to ensure that it reflects the most current data and technical procedures that can be accommodated. MVRPC's Cube-Voyager/Tranplan models for Montgomery, Greene, and Miami Counties were last validated based on 2005 traffic counts and were used to forecast traffic for the 2016 LRTP Update. Work to update the travel demand model in conjunction with the 2010 Census is underway through the use of a consultant contract and it is anticipated work will be completed in SFY 2017. Due to the increased computational requirements of the new activity based model a dedicated computer will be purchased to house the model (PID # 88356). All modeling work is done in close cooperation with ODOT.

In January 2007, MVRPC Board of Directors approved a new 4-year 3-phase Regional Land Use Planning initiative titled Going Places. Between SFY2008 and SFY2011, MVRPC completed the first two phases, the Existing Condition Assessment and Future Landscape Exploration. During the SFY2012, MVRPC Board of Directors endorsed the preferred future land use scenario – the Concentrated Development Vision. In SFY2014, MVRPC Board of Directors approved the regional land use plan, which outlines a series of implementation tools – specific programs and resources that would enhance local government and other organizations their planning capacity and facilitate the implementation of Concentrated Development Vision.

PERFORMANCE PLAN

610.1: Long Range Transportation Planning:

Prepare LRTP amendments as needed including preparing and conducting all necessary public participation activities and outreach efforts.

Continue coordination efforts to maintain a regional OKI/MVRPC transportation model, including miscellaneous data updates, and on-going development and coordination efforts with ODOT, OKI, and CCS-TCC.

Run the Region's in-house travel demand forecasting models as needed for LRTP/TIP amendments, AQ conformity, other special studies, and in support of the regional land use plan.

Develop a yearly (2016) transportation network including highway and transit network.

Continue analysis of newly collected data such as speeds from INRIX and HERE¹.

Review and update the 2040 socio-economic forecast for use with the new activity based travel demand model. Any variation from the ODSA county level population control totals, for the Transportation Plan and Conformity Determinations will require substantial documentation, including interagency consultation.

Train staff in new transportation engineering and planning techniques both internally and by attending seminars, workshops, and conferences with special emphasis on topics regarding the FAST Act implementation.

Update new computer software, as needed.

Prepare for and attend various Long-Range planning related meetings including TAC and MVRPC Board meetings.

Continue to administer a new year of MVRPC's 3 year (2015-2017) traffic counting program by working with ODOT and local jurisdictions to implement and maintain an accurate and up-to-date traffic count database.

Continue implementation of a regional bikeway traffic counting program by working with local trail entities to implement and maintain an accurate and up-to-date bike count database.

Continue participating in Regional and Statewide Transportation Initiatives by providing input, reviewing documentation, aiding with public and stakeholder coordination, or other activities as needed.

Address FAST Act implementation by developing performance measures. In SFY 2017, following U.S. DOT rule making, MVRPC will work with ODOT and regional transit providers to develop performance measures. Follow-up tasks, anticipated in SFY 2018 will include integrating the performance measures into the LRTP and TIP and developing a process to report progress on performance targets.

In SFY 2017 MVRPC will prepare a regional freight profile as an update and a supplement to the 2006 MVRPC Urban Freight Movement Study and freight related metrics in the 2015 CMP.

Conduct other transportation planning-related activities not otherwise mentioned as a separate item above. Examples include occasional participation on local jurisdictional updates of Thoroughfare or Comprehensive Plans and attending coordination or public involvement meetings to gain a better understanding of a particular issue or project.

610.2: Regional Planning (Funded by 100% MVRPC controlled SYF2017 STP PID # 93331 and CPG):

In SFY2016, MVRPC staff developed a 5-year implementation tools business plan and subsequently completed several work elements providing resources and support for regional coordination and collaboration efforts. In addition, MVRPC staff provided planning assistance to member jurisdictions and other organizations.

¹ INRIX and HERE are commercially available databases that provide a variety of travel reliability measures based on cellphone, other vehicle probes, and traditional road sensors. HERE is available from FHWA for the NHS network and INRIX can be accessed by the Ohio MPOs through an ODOT contract. INRIX covers a more extensive roadway network.

During SFY2017, MVRPC will continue its regional planning work elements following the business plan implantation tools. The work elements for the SFY2017 include:

Share, disseminate, and publicize outcomes of Going Places with regional stakeholders through various venues.

Implement regional planning initiative(s): Develop resources and tools to be used by member organizations, local and regional organizations, and the public. Examples include publishing 3 new regional profiles, seeking additional grant funding when feasible, and hosting workshops/seminars.

Participate and provide support on local initiative(s): Upon request, participate and partner in planning process following the agreed upon project scope.

Member services: Upon request, provide consultation, assistance, and planning service to local jurisdictions and other agencies as they conduct land use, comprehensive, or corridor planning activities. The type of assistance may vary depending on the nature of the project. Examples include project planning, data and mapping, serving in various committees, etc.

Provide status updates to MVRPC TAC and Board of Directors on a quarterly basis.

610.3: Long Range Transportation Plan-Executive Summary:

Publish and distribute the 2040 LRTP Executive Summary of the May 2016 update of the Long Range Transportation Plan.

WORK ELEMENT		PRODUCT	SCHEDULE
610.1	Long-Range Transportation Planning	Prepare 2040 LRTP amendments, including map generation and public meeting preparation	As needed
		Travel demand model coordination	On-going
		Develop a yearly transportation network: 2016 highway and transit network	Winter 2016
		Develop 2040 socioeconomic forecast	June 2017
		Update and analyze transportation performance metrics	As needed
		Continue staff training by attending seminars, workshops and conferences	As needed
		Update new computer software	As needed
		Prepare for and attend various Long Range planning related meetings including TAC and MVRPC Board meetings	As needed
		Administer vehicle traffic counting program	On-going
		Continue implementation of a regional bikeway traffic counting program.	On-going
		Update Online Traffic Count viewer with 2013-2015 Counts.	Spring 2017
		Participate in Regional and Statewide Transportation Planning efforts	As needed
		Work with ODOT and regional transit providers to develop performance measures	June 2017
		Prepare regional freight profile	June 2017
		Other transportation planning activities	As needed

610.2	Regional Planning	Share, disseminate, and publicize Going Places outcomes with regional stakeholders	On-going
		Develop resources and tools, including 3 new regional profiles	Summer 2017
		Participate and partner in planning process following the agreed upon project scope	As needed
		Upon request, provide consultation, assistance, and planning services to local jurisdictions and other agencies	As needed
		Provide status updates to MVRPC TAC and Board of Directors	Quarterly
610.3	LRTP Executive Summary	Publish the 2040 LRTP Executive Summary	Fall 2016

625. PUBLIC INFORMATION AND SERVICE
(Funded by SFY2017 CPG)

MVRPC informs and solicits input from regional residents in a variety of ways about transportation issues and plans. Transportation service to members is also provided through this activity.

PREVIOUS RELATED WORK

MVRPC's public participation practices follow those outlined in our *Public Participation for Transportation Planning Policy*. It is reviewed yearly and updated as necessary. In 2011, for example, the *Public Participation Policy for Transportation Planning* was updated again to include language relative to public participation meetings which include a NEPA component. Staff participates in the Ohio Association of Regional Councils (OARC) Communication and Public Participation Subcommittee and prepares materials as directed by the OARC Executive Directors.

Over the years, various evaluations of the public participation outreach tools have been conducted by local communication/PR firms. Key staff members have participated in media training to enhance communication skills and educated on how to answer questions clearly and concisely. Online enhancements have allowed attendees to interact and submit comments remotely.

MVRPC was the first MPO in Ohio to implement Web TELUS (Transportation Economic and Land Use System) an information-management and decision-support software program specifically designed for use by State, Regional, and Local Transportation Planning Organizations. It allows citizens and officials to see the latest, most accurate Transportation Improvement Program (TIP) information. A special feature of the application is the online mapping of all the TIP projects.

Past improvements to the MVRPC website have included a full redesign of the layout and look of the entire site in 2004. In 2011, a completely redesigned website was launched and the home page includes:

- Four "audience-based" boxes at the top so the user can choose the appropriate category;
- A "topic-based" navigation bar to direct the user to their topic of choice;
- News-worthy stories that update periodically; and
- A right-hand sidebar featuring a calendar and upcoming events.

Additionally, social media outlets (Facebook, Twitter, and YouTube) have been incorporated into the site. In January 2012, an MVRPC Facebook page was launched and specific staff members were assigned administrative rights in order to populate the page following the adopted Social Media Policy. The design will continue to be upgraded and new information added, as required.

In 2015, a redesigned website was launched which is much more interactive and menu-driven. It includes an easy to navigate calendar and news information section. A new blog page and e-newsletter was added to be updated each month by the Executive Director with a registration form for the e-newsletter on mvrpc.org. Both are elements used to educate and encourage public participation. An upgraded Spanish translation feature for mvrpc.org has been added to support translation for all pages. Expanded digital marketing efforts for public meetings has been added through digital banner ads on local news station websites, social media Q&A sessions aka "chat sessions" and contests to improve interaction of information, as needed.

In 2016, there will be a preliminary review of the Fixing America's Surface Transportation Act (FAST Act) to determine what adjustments, if any, need to be made to the *Public Participation Policy*. Social Media boosted posts will be used to elevate Social Media presence and gain more audience members.

MVRPC has routinely provided census, economic and other related transportation data to the general public, developers, local jurisdictions and the State.

PERFORMANCE PLAN

625.1: Public participation and media relations:

Review *MVRPC's Public Participation Policy for Transportation Planning* per FAST Act requirements. Update verbiage to local transit agencies request to reference their projects as part of the overall Program of Projects.

Coordinate all necessary outreach regarding public participation meetings. This includes:

- Public notices in the newspapers (Dayton Daily News, Troy Daily News, Greene County Dailies (includes Xenia and Fairborn), Dayton City Paper, and La Jornada Latina, as appropriate).
- Supplemental advertising (TV, radio, newspaper ads direct mail, newspaper inserts, etc.) as appropriate, for larger projects.
- Press releases to all local media, Board members/alternates, TAC members/alternates, and interested parties.
- Letters to interested groups, libraries, and project specific populations. Modify mailing lists, as necessary.
- Promotional posters for the GDRTA Transit Centers, Greene County Transit Board (Greene CATS), and Miami County Transit and other locations that attract/have large Environmental Justice (EJ) target populations. Translation of promotional posters into Spanish will be done as appropriate to the project location. The Latino Connection, a local group that coordinates with Hispanics, receives both the English and Spanish posters. GDRTA includes PDF of the posters on their website too.
- On-going maintenance of project specific info on website (i.e., TIP, LRTP, etc.).
- Social media actions to promote public meetings, as needed.
- On-going maintenance of web-based interactive project maps that will allow users to comment on proposed projects.
- On-going maintenance of calendar application, with public participation meeting dates, press release, and links to information for the meeting (i.e., agendas, directions to meeting, other pertinent info, etc.).

Coordinate with various consultants involved in studies/project implementation to ensure they follow *MVRPC's Public Participation Policy for Transportation Planning*, as required.

General oversight of the website will include:

- On-going maintenance of enhancements which allow mapping and GIS information to be more readily available to the public.
- On-going maintenance of Web TELUS.
- On-going processing and maintenance of public input via web-enabled surveys for Transportation projects and activities.
- Coordination with ODOT and other member jurisdictions to advertise their public participation meetings via MVRPC's website, as requested.

Update electronic-based media listing into Outlook system.

Incorporate other entities' mailing lists that include large under-served populations into MVRPC's announcement lists, as appropriate.

Produce various information publications (e.g., Long Range Transportation Plan Summary, Congestion Management Plan, etc.) regarding Transportation issues, as appropriate. Any printed materials will also be available via the MVRPC website (pdf format).

Produce various Public Participation Summary booklets, as required.

Participate in project-oriented public meetings, as needed.

Participate in the Ohio Association of Regional Councils' Communications & Public Participation Subcommittee, as needed.

Oversee the Ohio Association of Regional Councils' website and train other MPO staff members on its maintenance, as requested.

WORK ELEMENT		PRODUCT	SCHEDULE
625.1	Public participation and media relations	Review the recently updated <i>MVRPC's Public Participation Policy for Transportation Planning</i> per FAST ACT requirements	June 2017
		Coordinate all necessary outreach regarding public participation meetings	As required
		Coordinate with various consultants regarding public participation	As required
		Oversee and maintain website and highlight Transportation issues	On-going
		Update media contacts in Outlook	Annually
		Incorporate other entities' mailing lists	As available
		Produce various information publications	As appropriate
		Produce various Public Participation Summary booklets	As required
		Participate in project-oriented public meetings	As needed
		Participate in the Ohio Association of Regional Councils' Communications & Public Participation Subcommittee	As needed
		Oversee the Ohio Association of Regional Councils' website and train other MPO staff members on its maintenance	As requested

665.2 REGIONAL TRANSPORTATION PLANNING ORGANIZATION PILOT PROGRAM
(Funded by carryforward SFY2016 Federal and State Planning and Research Funds PID #99720)

ODOT is continuing the Regional Transportation Planning Organization (RTPO) pilot program to assist multi-county regional planning organizations in developing transportation plans and overall transportation planning expertise amongst RTPO staff. The new two-year program began in July 1, 2015. The resulting partnerships and transportation plans that will develop from the integration of RTPOs into the regional transportation process will benefit both ODOT and the member governments of the RTPOs.

Each selected RTPO is being paired with an existing, neighboring MPO to assist in the development of a regional transportation plan and MVRPC is working with the Logan-Union-Champaign Regional Planning Commission (LUC).

PREVIOUS RELATED WORK

Using technical expertise established over years of transportation planning in the Greater Dayton Region as the Metropolitan Planning Organization, MVRPC staff assisted LUC and ODOT with the implementation of the LUC regional transportation plan and the development of a local Transportation Improvement Program (TIP). This work will continue in SFY2017.

PERFORMANCE PLAN

665.2: RTPO Pilot Program:

Provide technical assistance by providing traffic or demographic data, suggesting appropriate analysis techniques, sharing reports and documentation, providing comments upon review, and attending meetings as requested.

WORK ELEMENT		PRODUCT	SCHEDULE
665.2	RTPO Pilot Program	Provide technical assistance by providing data, example reports and documentation, and attending meetings as requested.	As requested by LUC

667.1 RIDESHARE PROGRAM

(Funded by 100% MVRPC controlled CMAQ funds PID # 93330 and carryover PID # 98240)

MVRPC sponsors the local RIDESHARE Program which is available for **FREE** to anyone who lives, works or attends college or school in Montgomery, Greene, Miami, Preble, Darke, and Clinton Counties. When a commuter registers for RIDESHARE, they will be matched with others who live and work (or attend college/school) near them. A matchlist of people who have similar schedules and destinations is immediately generated via the Trapeze/RidePro software. Commuters can contact those people on the list and establish a carpool (or vanpool) based on their needs.

PREVIOUS RELATED WORK

The RIDESHARE Program was established in 1979 and it continues to evolve with the times. During 2015, we integrated a social media campaign entitled #WeRideshare. The television, radio, billboards, and print ads were geared to millennials, who, research has shown, are more willing to try alternative transportation, especially if they don't own a vehicle.

Also in 2015, members of the OARC Statewide RIDESHARE/Air Quality subcommittee began evaluating various ridematching software packages in anticipation of updating the service.

We marked the 35th Anniversary in 2014 with a cross-promotion with our sister agency, the Clark County-Springfield Transportation Coordinating Committee (CCSTCC) with a sweepstakes to give away a 2014 Toyota Prius courtesy of VOSS Toyota in Beaver Creek. Each month, a monthly winner was chosen and they received a \$50 gasoline card. Several monthly winners mentioned that they already felt like winners since they had won the gas card! On December 13, 2014, all the monthly winners gathered at VOSS Toyota. Each chose a wrapped gift out of "Santa's" bag. All the gifts were Matchbox cars and one of them was a Prius. Whoever selected the Prius won the actual vehicle. Ms. Ema McCarthy, from Beaver Creek, was the winner. Over the 333 days of the contest (January 2, 2014 – November 30, 2014), 6,187 entries were received; 43% from males and 57% from females. A short survey about commuting habits and air pollution reducing actions was also part of the entry form.

In addition, we developed a joint "Commuter Club Card" which offered discounts to local retailers in both MVRPC's and CCSTCC's coverage area. These were distributed with a mail-back survey to all the people in the RIDESHARE database which included commuting-based questions and an opportunity for them to provide feedback.

Past joint promotion of the RIDESHARE Program through private businesses such as Sam's Club, Time Warner Cable, Apple/Mac Town, and Tim Horton's Café and Bake Shoppes has increased awareness of the program and included incentives to try ridesharing.

During 2012 - 2013, ODOT District 7 encouraged staff to develop an advertising campaign regarding the I-75 Modernization Program through Downtown Dayton and incorporate messages regarding carpooling, delaying travel times to avoid rush hour traffic, and finding an alternate route. A website (www.I75commuting.com) was established and tied to ODOT D-7 project page. Television, radio, print, and digital ads were developed.

During the summer of 2012, the "Drive Less Live More" initiative was expanded to include special, reserved parking for cyclist and carpoolers (carpools of 4 people) who attended the City of Kettering's Frazee Pavilion \$2 Tuesday concert series, specific Dayton Dragons games and special carpool parking was made available at UD Men's Basketball games during 2013-2014 season. In 2014, as a nod to the 35th anniversary of RIDESHARE, the Frazee Pavilion developed a "Throwback Thursday" concert series which also included the special, reserved parking for cyclists and carpoolers.

In 2010, Brookings Institute's "State of Metropolitan America" report stated "... *as carpooling declined nationally in the 2000s, only Dayton, OH, among the 100 largest metro areas, saw its carpooling rate increase.*"

In 2008, staff coordinated with the Mid-Ohio Regional Planning Commission (MORPC) on the redesign of the overall RIDESHARE website (www.rideshareohio.org), which encompasses central, southwest and northwest Ohio. A new RIDESHARE logo was developed too.

We continue to coordinate with all the other Local RIDESHARE Agencies (LRAs) around the state via the Ohio Association of Regional Councils RIDESHARE & Air Quality subcommittee meetings held on a quarterly basis.

PERFORMANCE PLAN

667.1: RIDESHARE Program activities (Funded by 100% MVRPC CMAQ funds – PID #93330):

MVRPC will continue to contract with Mid-Ohio Regional Planning Commission (MORPC) to host a web-based, integrated computerized ridematching services (using an updated software package) that will allow commuters to generate their own matchlists via the Internet. Various software packages are being evaluated by the statewide OARC RIDESHARE/Air Quality subcommittee members and may be updated in 2016.

For commuters who don't have access to the Internet, staff will continue to provide quality computerized ridematching services for commuters who live or work/attend college in the service area. All information on the matchlists will be verified prior to sending it out to the applicant.

All general public requests via the RIDESHARE hotline will be processed within 24 hours. Requests from applicants who cross jurisdictional boundaries (i.e., Dayton resident commuting to Columbus) will be coordinated with the other Local RIDESHARE Agencies (LRAs).

Continue employer contacts/presentations and campaigns either on-site or off-site (via e-mail blasts, etc.) when appropriate.

Perform general advertising (television, radio, newspaper, billboards, brochures, etc.) and outreach efforts/special events and promote the overall concept of ridesharing. The website address and phone numbers will be included in the advertising. Cross-promote with air quality awareness program and ODOT construction projects, as appropriate.

Re-evaluate and re-focus the "Drive Less Live More" Initiative (www.drivelesslivemore.org), in conjunction with Five Rivers MetroParks and the Greater Dayton Regional Transit Authority.

Coordinate the Guaranteed Ride Home Program to those who enroll in the RIDESHARE Program. Participants are automatically eligible for Guaranteed Ride Home upon registering for RIDESHARE.

Participate in the statewide RIDESHARE/Air Quality OARC meetings.

Prepare and submit Annual Progress Report to ODOT in a timely manner.

667.12: Vanpool Administration and Seat Subsidy Program (Funded by 100% MVRPC carryover-CMAQ funds PID # 98240):

Coordinate with Vanpool Services Inc. (VPSI - AKA vRide), Enterprise Holdings, and various companies to promote the vanpooling program.

Participate in various Transportation Fairs with VPSI (AKA vRide), Enterprise Holdings, and various vanpool providers, as requested.

Geocode/plot potential vanpoolers on county maps and provide detailed visuals of home/work locations to help determine rendezvous points and commute routes, as requested.

Administer the Vanpool Seat Subsidy Program for any vanpools traveling into MVRPC's RIDESHARE Program service area and coordinate with VPSI (AKA vRide) and Enterprise Holdings regarding invoicing/payments.

WORK ELEMENT		PRODUCT	SCHEDULE
667.11	RIDESHARE program Activities/ Outreach	Continue contract with MORPC to host a web-based, integrated ride matching service for commuters to generate match lists	July 1, 2016 – June 30, 2017
		Provide quality computerized ride matching services (generate match lists)	Generate as requested
		Employer contacts/presentations and campaigns (on-site or off-site)	On-going
		General advertising and outreach to promote RIDESHARE	On-going
		Re-evaluate and re-focus the “Drive Less Live More” Initiative with partner agencies	On-going
		Coordinate and promote the Guaranteed Ride Home Program	On-going
		Participate in RIDESHARE/Air Quality OARC meetings	Three times a year
		Prepare and submit Annual Progress Report to ODOT in a timely manner	Yearly
667.12	Vanpool Administration and Seat Subsidy Program Vanpool	Coordinate with Vanpool Services Inc. (VPSI) (AKA vRide), Enterprise Holdings, and various companies to promote vanpooling as a commuter option for employees	On-going
		Participate in various Transportation Fairs with VPSI (AKA vRide), Enterprise Holdings, and various vanpool providers, as requested	As requested
		Geocode/plot potential vanpoolers and help determine rendezvous points. Geocode/plot potential vanpoolers and help determine rendezvous points	As requested
		Administer the Vanpool Seat Subsidy Program with VPSI (vRide) and Enterprise	As requested

667.2 AIR QUALITY AWARENESS PROGRAM
(Funded by MVRPC 100% CMAQ funds PID #93317)

The Miami Valley Region is required by the federal Clean Air Act to have a plan to keep the air clean. One part of the plan calls for residents to take the actions to reduce air pollution. Many local industries are already doing their part by upgrading their facilities, but everyone's help is needed to achieve clean air. That's where MVRPC's Air Quality Awareness Program comes into play. Through advertising and outreach efforts, the public is educated about "Air Pollution Advisories," what triggers them and what actions they can take to reduce air pollution.

PREVIOUS RELATED WORK

In 2015, staff updated ten (10):15-second television commercials to make them high-definition/better broadcast quality pieces. The Ohio-Kentucky-Indiana Council of Governments partnered with MVRPC to split the production cost of these spots.

Also in 2015, MVRPC partnered with the Regional Air Pollution Control Agency (RAPCA) to develop an Idle-Free Campaign aimed at schools. Printed materials and signage was developed and disseminated, as requested.

In 2014, MVRPC partnered with the Regional Air Pollution Control Agency (RAPCA) on OEPA grant applications to develop an "Anti-Idling Campaign." The campaign centered around school drop off/pick up points and encouraged parents/school bus drivers not to idle in those zones.

In 2011, staff coordinated with members of the Ohio Association of Regional Councils (OARC) RIDESHARE & Air Quality Subcommittee to develop a unified "Air Pollution Advisory" logo. In addition, two: 60 second TV/radio commercials were developed to educate the public regarding the Air Quality Index (AQI) and what triggers an Air Pollution Advisory. MVRPC staff coordinated with COX Media Group Ohio to ensure the inclusion of the new logo on the front page (above the masthead) of both the Dayton Daily News and Springfield Daily Sun so that it could be seen easily even if someone wasn't purchasing a paper. The weather page also included tips on how to reduce air pollution.

In 2007, MVRPC developed supplemental advertising for the "*It All Adds Up to Cleaner Air*" campaign and distributed them nationwide for other MPOs/Air Pollution Control Agencies use. MVRPC received a commendation from the Federal Highway Administration (FHWA) for these products. In 2009, two (2) additional TV/radio commercials were developed which focused on encouraging people with flexible schedules (i.e., retirees, etc.) to avoid peak travel times/rush hour and to offer elderly neighbors and friends a ride to reduce the amount of vehicle trips.

MVRPC's Air Quality Awareness Program was named "Community Partner Champion" in 2006 by the U.S. Department of Transportation/Federal Highway Administration for our extensive and innovative outreach efforts regarding air quality awareness/air pollution reduction.

We continue to coordinate with all the other air quality agencies around the state via the Ohio Association of Regional Councils RIDESHARE & Air Quality subcommittee meetings held on a quarterly basis.

The www.miamivalleyair.org website information was integrated into the updated www.mvrpc.org website, but the URL is still used in advertising.

PERFORMANCE PLAN

667.21: Miami Valley Air Quality Awareness:

Issue “Air Pollution Advisories” in coordination with the Regional Air Pollution Control Agency (RAPCA). The advisories will indicate which pollutant/pollution reading (ground-level ozone vs. PM 2.5/Particle Pollution) is rising and emphasize the actions residents can take to help reduce air pollution. Advisories will be issued to all media, jurisdictional members, top 100 area businesses, daycare centers, senior citizen centers, Ear, Nose and Throat doctors/specialists, and those people who have requested that notifications be e-mailed to them.

Coordinate with GDRTA, Clark County-Springfield TCC, Springfield City Transit, Miami County Transit, and Greene County Transit Board (Greene CATS) when the advisories are issued.

Continue to maintain the air quality website (www.miamivalleyair.org) to include ground-level ozone/PM 2.5 information and EnviroFlash option.

Advertise/promote various activities to the general public and specific interest groups. Incorporation of the “It All Adds Up to Cleaner Air” materials will be emphasized including the locally-produced radio, television, direct mail, newspaper, and billboards.

Special outreach efforts/special events that promote reducing air pollution (e.g., Dump the Pump, Bike-to-Work Day, “Drive Less Live More,” website contests, etc.) will be pursued.

Coordinate with RAPCA regarding an “anti-idling campaign” focusing on schools by using the Cincinnati region’s program as a template. RAPCA will take the lead on this program and MVRPC will assist with implementation/coordination with schools.

Participate in the statewide RIDESHARE/Air Quality OARC meetings.

Prepare and submit Annual Progress Report to ODOT in a timely manner.

667.22: Enhanced Air Quality Forecasting:

The Regional Air Pollution Control Agency (RAPCA) will continue to provide air quality forecasts to MVRPC as part of their overall function as the local air pollution control agency using the Sonoma Technologies forecasting subscription.

MVRPC will coordinate with the Regional Air Pollution Control Agency (RAPCA) regarding forecasting training, software, and educational conferences. Provide CMAQ funding to supplement these RAPCA activities.

WORK ELEMENT		PRODUCT	SCHEDULE
667.21	Miami Valley Air Quality Awareness Program	“Air Pollution Advisories” issued in coordination with RAPCA	As necessary
		Coordinate with GDRTA, Clark County-Springfield TCC, Springfield City Transit, Miami County Transit, and Greene CATS when the advisories are issued	As necessary
		Continue to maintain the air quality website (www.miamivalleyair.org) to include ground-level ozone/PM 2.5 information and EnviroFlash option.	On-going
		General advertising and outreach using “It All Adds Up to Cleaner Air” materials including the locally produced items	Quarterly
		Special outreach efforts/special events that promote reducing air pollution	On-going
		Coordinate with RAPCA regarding an “anti-idling campaign” focusing on schools	On-going
		Participate in RIDESHARE/Air Quality OARC meetings	Three times a year
		Prepare and submit Annual Progress Report to ODOT in a timely manner	Yearly
667.22	Enhanced Air Quality Forecasting	Contract with RAPCA/Forecasting Service/Consultant for enhanced, year-round air quality forecasting	July 1, 2016 – June 30, 2017
		Coordinate with RAPCA regarding forecasting training, software, and educational conferences	As needed

667.3 ALTERNATIVE TRANSPORTATION PROGRAM

MVRPC encourages residents of the Miami Valley to use alternative transportation, and Miami Valley jurisdictions to develop in ways that facilitate that choice. MVRPC promotes transportation alternatives such as biking, walking, and transit as proven congestion management strategies which reduce the demand for single occupancy vehicles. The Miami Valley is fortunate to have an extensive regional bike trail system, which acts as a “highway for bikes” for commuters in the Region. The trail system, and the increasingly complete streets that connect to it, make bike commuting a viable option for a significant portion of the Region’s population. The Region is also served by three transit agencies that provide fixed route and on-demand ride services. MVRPC works in cooperation with these agencies to make the systems more accessible and valuable to the Region’s residents.

PREVIOUS RELATED WORK

MVRPC has participated in the Safe Kids Coalition since 2007, planning and facilitating a Safe Routes to School Forum in June of 2013 and organizing a Crossing Guard training in September 2013. Additional Forums were held in June of 2014 and 2015, and staff will continue to provide events and workshops that allow community schools to come together to coordinate projects. Staff has served in an advisory capacity on state-level Safe Routes Committees since 2011. MVRPC has provided free bike helmet and/or bike light sets to the public through various outreach activities in 2012, 2013, 2014, and 2015.

The MVRPC Board approved the Comprehensive Local-Regional Bikeways Plan in December 2008 and the Update of that plan in November of 2015. The plan prioritizes improvements to the bikeway network, policies and programs intended to improve the cycling environment in all parts of the Region. Staff completed the update of the plan in the FY 2016, and will continue implementing the plan recommendations in FY2017.

MVRPC passed the Regional Complete Streets Policy in January 2011, fulfilling a recommendation of the 2008 Comprehensive Local Regional Bikeways Plan. The Complete Streets policy is used on an annual basis to ensure that MVRPC funded projects consider the needs of all users, including cyclists, pedestrians, and transit riders.

PERFORMANCE PLAN

667.31: Alternative Transportation Activities/Outreach (Funded by MVRPC-controlled CMAQ funds–PID # 93317):

- **Transit:**

Continue cross-promotion of the “Bike on Bus” program and emphasize the availability of bike racks on buses as part of the “Drive Less Live More” initiative.

Assist regional transit agencies to plan for improved connectivity between the three transit systems in the Region to minimize difficulty crossing county boundaries.

Continue to plan for and promote the completion of accessible pedestrian infrastructure along fixed and flex route bus lines, in coordination with funding available from FTA Sections 5310.

- **Cycling:**

Disseminate the multi-county bike map (2014 edition) in conjunction with other cycling groups/affiliations/parks & recreation departments through January 2017. Transition to the 2017 edition of the map in the Spring of 2017. Monitor distribution rate by partner agencies and help arrange “map swaps,” between agencies as agencies run low (if practical).

Respond to questions and comments received through the regional cycling advocacy web site (www.miamivalleytrails.org) and keep the site current. Track analytics of site activity to determine how the site is being used. Update the “Latest on the Trails” section and the “Trail Talk Newsletter.” Curate user provided input, photos, comments, etc. Establish and maintain process for linking to social media.

Coordinate with local cycling groups/affiliations/parks & recreation departments to promote cycling as a viable transportation alternative. Encourage sponsorship of joint cycling events/products.

Distribute the *Share the Road* Education Kit for use by local jurisdictions.

Incorporate Pedal Pals information into overall cycling promotions.

Implement recommendations of the Comprehensive Local-Regional Bikeways Plan and the Update of that Plan in coordination with Regional Bikeways Committee partners.

Continue to refine and implement, with partners, a regional Bike-Friendly Business program under the “Drive Less Live More” campaign. Help to coordinate and share information with Bike Miami Valley to promote this concept.

Support Dayton Bike Share program and Bike Miami Valley, through board membership, technical assistance, research, and planning.

Coordinate with local safety advocates and police departments on a regional bike lights awareness campaign, including the purchase of bike light sets for distribution to the public.

Target neighborhoods which are connected to the trails by low-stress neighborhood streets for cycling encouragement activities through bike events at schools and existing neighborhood events like block parties, etc.

Investigate the level of interest in school-based bike clubs and provide assistance as needed to help form those clubs.

Assist in the planning organization and hosting of the 2017 International Trails Symposium which will be held in Dayton in May of 2017. Provide staff time and logistical support to the Symposium.

- **Pedestrian:**

Encourage members to make their jurisdictions more walkable. In general, people will walk more to a destination if they are offered suitable facilities (i.e., sidewalks, curb cuts, marked crosswalks, etc.) as part of the Complete Streets Policy. Coordinate these efforts with the new 5310 program under 601.3. Where appropriate, consider funding pedestrian facility projects which improve access to fixed-route transit for people with disabilities with 80% Section 5310 funding.

Conduct walking audits for jurisdictions, schools, universities, and employers as requested. Publicize the availability of this service.

Assist jurisdictions to encourage walking and biking to school through involvement with the Safe Routes to School program, the Safe Kids Coalition, and the community policing coalition. Explore regional interest in a parallel Safe Routes to Play effort. Plan and convene a regional Safe Routes for non-drivers forum.

- **Alternative Fueled Vehicles**

In cooperation with RAPCA, recruit jurisdictions and/or agencies interested in Diesel-Emission Reduction grant opportunities for their fleets.

667.32: Alternative Transportation Planning Activities (Funded by 100% MVRPC-controlled STP funds PID #93332):

Staff the regional bikeways committee which meets three times annually.

Refine and integrate data from Regional Bike Map update process into the MVRPC GIS system so that it is compatible with the Long Range Planning process. Develop the Miami Valley Bikeways Map and Guide (2017 Edition) in partnership with trail managing agencies and regional CVB agencies and sponsoring entities. This effort will be assisted by a contract graphic designer.

Work with regional partners to significantly upgrade user interface, mapping function, mobile access and general utility of www.miamivalleytrails.org in order to improve user access to real-time trail conditions, detours, etc. Create a stronger link between the paper map and the website. This upgrade is especially important to cycling commuters who use the trails for daily commutes. This project will be assisted by a contract web design firm.

Work with local jurisdictions to identify additional access points and commuter facilities along the trail. Gather data to document current trail use by commuters and work with partners to devise strategies to promote increased trail usage for commuting. Assist jurisdictions to identify strategies for better connecting the trail system with the street grid. This is a cooperative effort among multiple jurisdictions and trail-managing agencies along the corridor.

- **Complete Streets**

MVRPC staff will provide the following technical assistance to member jurisdictions in support of implementation of the Regional Complete Streets Policy in coordination with TIP management activities under 602.2.

- Provide technical assistance to jurisdictions seeking to comply with the MVRPC Regional Complete Streets Policy.
- Provide technical assistance to member jurisdictions seeking to develop local complete streets policies.

Coordinate and convene educational opportunities on transit, biking, walking and specialized transit issues for member jurisdictions, advocates, and transit agency staff.

WORK ELEMENT		PRODUCT	SCHEDULE
667.31	Alternative Transportation Activities/ Outreach	Conduct outreach activities to encourage members to make their jurisdictions more walk and bike-friendly	On-going
		Cross-promote the “Bike on Bus” program as part of “Drive Less Live More”	On-going

	Assist regional transit agencies to plan for improved connectivity between the three transit systems in the Region to minimize difficulty crossing county boundaries	On-going
	Continue to plan for and promote the completion of accessible pedestrian infrastructure along fixed and flex route bus lines, in coordination with funding available from FTA Section 5310	On-going
	Disseminate the multi-county bike map (2014 edition) in conjunction with other cycling groups/affiliations/parks & recreation departments through January 2017 Transition to the 2017 edition of the map in Spring of 2017	On-going
	Respond to questions and comments received through the regional cycling advocacy web site (www.miamivalleytrails.org), and keep the site current. Track analytics of site activity to determine how the site is being used. Update the “Latest on the Trails” section and the “Trail Talk Newsletter.” Curate user provided input, photos, comments, etc. Establish and maintain process for linking to social media	On-going
	Coordinate with local cycling groups/affiliations/parks & recreation departments	As appropriate
	Distribute the local version of the ODOT Share the Road Education kit branded for the Miami Valley	Summer and Fall 2016
	Incorporate Pedal Pals information and cross promote	As appropriate
	Implement recommendations of the Comprehensive Local-Regional Bikeways Plan Update in coordination with Regional Bikeways Committee partners	On-going
	Partner with regional agencies to implement a regional Bike-Friendly Business program under the “Drive Less Live More” campaign	On-going
	Support Dayton Bike Share program and Bike Miami Valley, through board membership, technical assistance and research	On-going
	Coordinate with local safety advocates and police departments on a regional bike lights awareness campaign, including the purchase of bike light sets for distribution to the public, especially to low-income riders	Summer and Fall 2016
	Assist jurisdictions to encourage walking and biking to school through involvement with the Safe Routes to School program, the Safe Routes to Play Initiative, Safe Kids Coalition, and the community policing coalition	As appropriate
	Coordinate regional effort to promote the bike trails and other bike facilities as viable transportation options for work, school and errands	On-going
	Implement Adult Cycling education program in coordination with Bike Miami Valley	Summer and Fall 2016
	Conduct targeted outreach to trail-connected to 3-neighborhoods encouraging residents to access and use the trails via low-stress neighborhood streets	Fall 2016
	Create and distribute an interest survey to identify potential cycling champions who would be interested in forming teacher/student bike clubs	Fall 2016

		Encourage members to make their jurisdictions more walkable. Where appropriate, consider funding pedestrian facility projects which improve access to fixed-route transit for people with disabilities with 80% Section 5310 funding	On-going
		Conduct walking audits for jurisdictions, schools, universities and employers as requested. Publicize the availability of this service	As requested
		Assist jurisdictions to encourage walking and biking to school through involvement with the Safe Routes to School program, the Safe Kids Coalition and the community policing coalition. Explore regional interest in a parallel Safe Routes to Play effort	On-going
		Assist in the planning, organization and hosting of the 2017 International Trails Symposium which will be held in Dayton in May of 2017. Provide staff time and logistical support to the Symposium	Summer 2016 – Spring 2017
		Assist in the planning, organization and hosting of the 2017 Cycling Miami Valley Summit. Develop a session proposal for the summit and present if selected	Summer 2016 – Spring 2017
		In cooperation with RAPCA, encourage jurisdictions to apply for Diesel-Emission Reduction grants	On going
667.32	Alternative Transportation Planning Activities	Assistance to jurisdictions related to implementation of Regional Complete Streets Policy	On-going
		Provide technical assistance to member jurisdictions seeking to develop local complete streets policies	On-going
		Staff the regional bikeways committee	On-going
		Continue to integrate data local bike projects into the MVRPC GIS system so that it is compatible with the Long Range Planning process	On-going
		Develop or adapt a bike-friendliness report card to benchmark regional and local progress on efforts outlined in the Bike Plan Update 2015	Summer 2016
		Develop a project plan for the next regional trail user survey. Survey to be conducted in August of 2017	Spring 2017
		Develop the Miami Valley Bikeways Map and Guide (2017 Edition) in partnership with trail managing agencies and regional CVB agencies and sponsoring entities. This effort will be assisted by a contract graphic designer	Summer 2016 – Winter 2017
		Work with regional partners to significantly upgrade user interface, mapping function, mobile access and general utility of www.miamivalleytrails.org in order to improve user access to real-time trail conditions, detours, etc. Create a stronger link between the paper map and the website. This project will be assisted by a contract web design firm	Summer and Fall of 2016
		Collect enhanced data metrics, such as additional miles of trail, new access points, additional parking, etc.	On-going
		Identify large “population islands” that are proximate to the regional bike trails, but are currently not connected to the trails by a low-stress route. Work with local jurisdiction to develop alternatives that would connect the trails via an LTS 1 or LTS 2 connection	Summer and Fall 2016

		Conduct connectivity and time of detour studies for large population islands near parks and schools as the next phase of the Safe Routes to Play initiative	Summer and Fall 2016
		Offer assistance, as requested, to jurisdictions on using the LTS methodology at a local level to make their communities more bike-friendly	On-going
		Encourage and assist jurisdictions to include bicycle and pedestrian facilities in comprehensive plans, engineering transportation plans and thoroughfare plans. Research or develop model language for those documents	As requested
		Convene working groups to begin planning significant new trail projects that were identified in the Bike Plan Update 2015. These projects include the completion of the Great-Little Trail, the Stillwater gap fix and the proposed Old National Road Trail	Fall 2016

**674.1 ADMINISTRATION OF THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES
TRANSPORTATION PLAN**

(Funded by 100% FTA Section 5310 carryover PID #98754)

Under MAP-21, the new regionally controlled FTA formula program, Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), there is a requirement that projects must be derived from a locally developed coordinated public transit/human services transportation plan. As such, within the Dayton urbanized area, the FTA Direct Recipients have agreed that MVRPC will be the Designated Recipient and continue to convene the Regional Transportation Coordination Council, update the Coordinated Plan, administer the project evaluation and selection process for Section 5310 funds. GDRTA has agreed to assist in the management of the 5310 program, and will act as purchasing agent for the program. Miami County Transit and Greene County Transit will assist with some elements of managing program in their service areas.

PREVIOUS RELATED WORK

In FY 2007 and 2008, MVRPC managed the consultant contract for developing the Public Transit – Human Services Transportation Coordination plan for Greene, Miami, Montgomery, and northern Warren counties.

Conducted solicitations from FY 2008, through FY2012 to award JARC and New Freedom funding and assisted recipients with the TEAM submission process. Awarded all JARC and New Freedom funds for each of those years. Final solicitation was conducted in September of 2012.

Assisted ODOT with the solicitation and application-scoring process for the statewide 5310 program under SAFETEA-LU. Performed inspections on ODOT-titled vehicles as requested.

Requested and received Designated Recipient status from the Governor of the State of Ohio for the Section 5310 program. Developed and had approved the Program Management Plan for Section 5310.

Conducted the first round of solicitations for the regionally-controlled Section 5310 program in the Winter of 2015.

PERFORMANCE PLAN

674.11: Participate as appropriate in all aspects of implementing Coordinated Public Transit Human Services Transportation Plan and the update of that plan.

Identify and champion specific strategies to address transportation gaps, issues, and coordination opportunities, e.g.: dialysis transportation, cross-county coordination senior transportation, pedestrian infrastructure improvement and the needs of low income residents, especially those living in rural and suburban settings. Convene ad hoc working groups to address these issues.

Establish a process for implementing the recommendations of the HSTC plan and the priority issues identified in the FY2012 update of the plan.

Maintain the Regional Directory of Transit and Human Services Transportation Providers as input to the interactive website, www.miamivalleyridefinder.org.

Develop Scope for an update of the Public Transit – Human Services Transportation Coordination Plan for Greene, Miami, Montgomery, and portions of Northern Warren County. Explore updating plans for Preble and Darke counties in conjunction with that process. Target for the actual update is FY2019.

674.12: Act as Designated Recipient for the urbanized area for the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) funding.

Provide project oversight and assure compliance of selected projects except where the project is awarded to a Direct Recipient.

Convene, attend, and coordinate ad hoc subcommittees to implement recommendations of the Public Transit – Human Services Transportation Coordination plan. Plan and host meetings as appropriate.

Award second round of funding of the regionally-controlled 5310 allocation in accordance with the PMP and the Regional Coordination Plan.

Perform administrative and planning tasks for 5310 under contract with GDRTA. Beginning in 2017, GDRTA will submit one grant application for the regional 5310 allocation, per request from FTA Regional Office. GDRTA will then contract with MVRPC for duties related to project selection and project monitoring. GDRTA will complete the grant application and reporting process.

Monitor changes made in the Section 5310 program at the State and Federal level and adapt local processes to those changes.

Monitor how other regions and states are managing the transition from a statewide 5310 process to a regionally-controlled process and learn from best practices.

Work with GDRTA, which will act as the purchasing agent for 5310 vehicles and equipment to ensure timely delivery of vehicles and related capital equipment to 5310 recipients.

Work with transit agencies, disability advocacy groups, and jurisdictions to identify priority infrastructure improvements to make fixed and flex route service more accessible to people with disabilities and the elderly.

Work with transit agencies to design and implement an inspection process for regionally-awarded vehicles.

WORK ELEMENT		PRODUCT	SCHEDULE
674.11	Coordinated Public Transit Human Services Transportation Plan	Participate in the committee structure to oversee the implementation of the Public Transit- Human Services Transportation Coordination plan	On-going
		Convene and facilitate quarterly regional coordination meetings to identify and pursue coordination opportunities, share ideas and report on on-going efforts	Quarterly
		Convene ad hoc working groups to address coordination issues and opportunities	On-going
		Maintain the Regional Directory of Transit and Human Services Transportation Providers as input to the interactive website, www.miamivalleyridefinder.org	On-going
		Implement the recommendations of the 2012 Update of the HSTC plan	On-going

		Develop scope for an update the Public Transit – Human Services Transportation Coordination Plan for Greene, Miami, Montgomery and portions of Northern Warren County, Ohio. Explore the possibility of assisting Preble and Darke counties in conjunction with that process	Spring 2017
674.12	Designated Recipient for Enhanced Mobility for Seniors and People with Disabilities (Section 5310)	Implement approved regional Program Management Plan for Section 5310	On-going
		Award regional 5310 allocation in accordance with approved PMP. Conduct Competitive selection, if needed, or determine priorities for distribution of those funds in cooperation with the Coordination Council	Fall 2016
		Identify high-priority pedestrian infrastructure projects to improve access to flex and fixed route transit service	On-going
		Contract with GDRTA to perform administrative functions related to the awarding and monitoring of projects	On-going
		Participate in delivery inspections for the vehicles purchased through the program	As needed
		Contact ODOT as questions arise concerning the new 5310 program	On-going
		Stay in contact with other large MPOs concerning their transition to the regionally-managed program	On-going

674.2 TRANSIT EXCLUSIVE PLANNING (GDRTA)
(As submitted by GDRTA)

The Greater Dayton Regional Transit Authority (RTA) staff will utilize approved grant funds for planning purposes. The projects described below will be funded with the support of 5307 funding and RTA local funding.

PREVIOUS RELATED WORK

In September 2009 RTA opened the Wright Stop Plaza operation which modified how public transportation service operated through Dayton's Central Business District (CBD). Planning funds will continue to be used to monitor and improve transit service delivery plans not only through the CBD but outlying areas as well. In 2011, the RTA has made a long-term commitment to the community to continue utilizing the electric trolley mode of transport in addition to its diesel fixed route fleet. In 2012 and into 2013 the RTA commissioned a consultant to assist in the development of a Long-Range Financial and Service Planning Strategy to help shape the future of public transportation into the future. In 2013 and 2014 the implemented new service to access jobs and education, opportunities at the Austin Landing, the Dayton International Airport area, the Dayton Racino, and Pentagon Boulevard in Beavercreek. In early 2015 the RTA implemented new service to the P&G distribution center and the Cornerstone development in Centerville. A fare scenario analysis was also completed to evaluate effectiveness and options for fare structures for future consideration.

PERFORMANCE PLAN

674.2.1: Market Research:

RTA will continue to conduct surveys and data collection to be used in understanding the transit needs of existing and future customers and to improve the quality of transit service delivery. This will include a Rider/Non-Rider survey. Customer communication, outreach, and education programs will be an important element of these efforts as well.

RTA Real-time Education – As part of the RTA's technology enhancement project, customers will be able to access real-time information while waiting at their bus stops. This texting feature has become more prominent at transit systems throughout the country and will offer RTA customers effective schedule information on a real-time basis.

Customer Outreach RTA staff will continue to showcase the benefits of using and supporting public transportation. RTA provides transportation solutions for opportunity, learning and life. Targeting choice rider customer groups will also be a focus. Communication, promotion and fulfillment strategies include partnerships with business, municipalities and universities. RTA staff will conduct on the road training sessions with college students, human service, and social service organizations. Collateral and advertising materials will include route cards, web banner ads, display posters, broadcast, radio and print ads.

674.2.2: Service Analysis Innovative Services Planning:

The RTA will continue to target and study promising transit markets (e.g. employment centers, daycare facilities, universities, etc.) and identify traditional and non-traditional transit options to encourage new and increased ridership. Planning and data collection efforts will include analysis of opportunities to implement innovative services which may be community-based or organization-based. Transportation coordination efforts between various agencies will be a priority.

Annual Planning and Zoning Workshop – Each year the GDRTA joins forces with the Miami Valley Chapter of the Ohio Planning Conference (MVOPC) and will conduct the Annual Miami Valley Planning and Zoning Workshop in December 2014.

Develop and Promote RTA Safety and Security Program Promotion – An overall marketing and communications strategy will be developed to promote the various safety and security programs that are in place at the RTA. A “See Something, Say Something” theme will be utilized to promote awareness and vigilance.

WORK ELEMENT		PRODUCT	SCHEDULE
674.2.1	Market Research	Real-time Customer Education	December 2016
		Rider/Non-Rider Study	December 2016
674.2.2	Service Analysis	Planning and Zoning Workshop	December 2016
		Safety and Security Programs	December 2016

674.3 TRANSIT EXCLUSIVE PLANNING (MIAMI COUNTY PUBLIC TRANSIT)
(As submitted by Miami County Transit)

PREVIOUS RELATED WORK

In SFY2003 the Miami County Transit was transitioned from a FTA rural system (Section 5311) to the urban formula program (5307).

PERFORMANCE PLAN

674.3.1: Planning Activities

Miami County Transit will be conducting a range of planning activities which will be reported for this work program. Due to limited funding and staff, MCT will be continuing work on the below projects throughout 2016

WORK ELEMENT		PRODUCT	SCHEDULE
674.3.1	Planning	Create updated long range financial plan (5 year)	December 2016

674.4 TRANSIT EXCLUSIVE PLANNING
(GREENE COUNTY TRANSIT BOARD – GREENE CATS)
(As submitted by Greene County Transit Board)

The Greene County Transit Board (Greene CATS) staff will utilize approved grant funds for planning. The projects below will be funded with the support of Federal Transit Administration 5307 funding in SFY2017.

PREVIOUS RELATED WORK

In 2012 Greene CATS put into service revised flex route schedules which modified how these routes operated. In addition, CMAQ funds have been awarded to add peak, evening, and weekend service to the flex routes. Planning funds will be used to evaluate and modify these routes, which will be put into service in August of 2016. In the spring of 2015 Greene CATS moved its administrative/scheduling office into a new larger leased space and began looking for property on which to build either a new facility to house all functions of its organization or two separate facilities, one to house administration/scheduling and the other operations/maintenance.

PERFORMANCE PLAN

674.4.1: Flex Route Planning: Analyzing new peak, evening, and weekend flex route service and conducting field studies and rider surveys to identify needed changes.

674.4.2: Facility Planning: Includes conducting site search and researching the design/engineering for a new facility or facilities to house both administrative/scheduling and or operations/maintenance.

WORK ELEMENT		PRODUCT	SCHEDULE
674.4.1	Flex Route Planning	Revised flex routes to include modifications to peak, evening, and weekend service	To be completed by Dec. 31, 2016
674.4.2	Facility Planning	Locate site and develop the design/engineering plans for new facilities	To be completed by June 30, 2017

697. WORK PROGRAM ADMINISTRATION
(Funded by SFY2017 CPG)

The objective of this work element is to facilitate the efficient administration of the transportation planning program.

PREVIOUS RELATED WORK

Committee staff support was provided during SFY2016.

During SFY2016 Transportation Budget and Work Program amendments were prepared and submitted to ODOT.

Annual progress report was prepared and was adopted by the MVRPC Board in SFY2016.

Self-certification resolution was prepared, adopted, and submitted to ODOT in SYF2015. On December 13, 2013, the Federal Highway Administration and Federal Transit Administration jointly certified MVRPC's MPO metropolitan transportation planning process. Self-certification is expected to occur in the intervening years until the next U.S. DOT formal certification review beginning in early SFY2018.

Per the recommendations of the 2005 Planning FHWA/FTA Certification Review, the following Agreements were updated: Agreement of Mutual Cooperation for Coordination of Cooperative Continuing Transportation Planning Activities, between OKI and TCC, dated December 5, 1974 and Memorandum of Understanding for Cooperative Planning between the Clark County-Springfield Transportation Study and MVRPC, dated July 12, 1996.

Staff attended OARC meetings and coordinated with ODOT on various issues during SFY2016.

A Title VI Compliance Report was submitted to FTA in May 1991 and updated in May 1997, 2000, and 2003. In FY2012 FTA reviewed and approved our Title VI program. A Title VI Update is provided to ODOT annually as part of the Work Program submittal. In SFY2013 MVRPC prepared a Title VI assessment and provided this document to ODOT. During FY2011 MVRPC prepared a Title VI Program procedures document which was provided to ODOT. MVPRC Title VI Program procedures document was updated during SFY2014 and the MVRPC Board approved the MVRPC Title VI Program procedures.

In March 1999, U.S. DOT issued new regulations regarding participation of Disadvantaged Business Enterprises (DBEs) in DOT programs. In SFY2000, MVRPC developed a DBE plan and submitted it to ODOT (acting on behalf of U.S. DOT) in order to comply with the new regulations. Through FY2005, updates to the plan itself were prepared as needed and new DBE goals were established and submitted to ODOT annually. Reports on DBE participation achieved were also prepared by MVRPC and submitted to ODOT semi-annually. In June 2004, MVRPC received correspondence from the Region V Civil Rights Officer regarding criteria for calculation and submittal of DBE goals. During SFY2007 and SFY2008 MVRPC prepared an updated DBE plan and submitted it to ODOT and an updated DBE plan was submitted to FTA in FY2012.

PERFORMANCE PLAN

697.1: Work Program Administration:

Provide technical direction and program oversight to the transportation-planning program.

Provide staff support to Technical Advisory Committee (TAC) and Board of Directors.

Manage reporting/documentation of program activities, such as work program preparation and amendments, progress reports, and self-certification.

Review the MVRPC planning process and determine/certify its compliance (self-certification) with planning laws and regulations, per MPO planning requirements.

Coordinate with ODOT and the Ohio Association of Regional Councils of transportation plans and other statewide activities.

Coordinate the program with other agencies, area jurisdictions, transportation system operators and other agency divisions.

Prepare and submit to ODOT Annual Title VI Compliance Report. Incorporate any updates as necessary to Title VI procedures documentation.

WORK ELEMENT		PRODUCT	SCHEDULE
697.1	Work Program Administration	Transportation program supervision	On-going
		Committee staff support	On-going
		Draft Transportation Budget and Work Program	March 2017
		Final Transportation Budget and Work Program	April 2017
		Transportation Budget and Work Program Amendments	As needed
		Progress report	September 2017
		Self-certification	May 2017
		Coordination with ODOT and OARC	On-going
		Coordination with other MVRPC divisions, jurisdictions, system operators and other agencies	On-going
		Annual Title VI Compliance Report	March 2017

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
TRANSPORTATION PLANNING PROGRAM
REVENUE BUDGET TABLE
July 1, 2016 - June 30, 2017**

Subcategories

FY 2017 CPG and STP

- 601 Short Range Planning
- 602 Transportation Improvement Program
- 605 Continuing Planning - Surveillance
- 610 Long Range Planning
- 625 Service
- 697 Transportation Program Admin

Total CPG & Supplemental Planning

Notes	REVENUE SOURCE								
	Federal	State (ODOT)	Local	Subtotal	FHWA - STP			Subtotal	Total
					Federal	Softmatch	Local		
(1)	85,150	10,644	10,643	106,437					106,437
(2)	135,524	16,941	16,940	169,405	126,553	31,638		158,191	327,596
(2), (3)	424,079	53,010	53,009	530,098	150,945	37,736		188,681	530,098
	377,457	47,182	47,183	471,822					660,503
	118,607	14,826	14,825	148,258					148,258
	130,988	16,374	16,373	163,735					163,735
	1,271,805	158,977	158,973	1,589,755	277,498	69,374		346,872	1,936,627

CPG and STP Carryover

- 601 Short Range Planning
- 602 Transportation Improvement Program
- 605 Continuing Planning - Surveillance
- 610 Long Range Planning
- 625 Service
- 697 Transportation Program Admin

Subtotal

(4)	REVENUE SOURCE								
	Federal	State (ODOT)	Local	Subtotal	FHWA - STP			Subtotal	Total
					Federal	Softmatch	Local		
	3,925	491	490	4,906					4,906
	57,904	7,238	7,238	72,380					72,380
	135,402	16,925	16,925	169,252					169,252
	114,724	14,341	14,340	143,405	17,800		4,450	22,250	165,655
	24,334	3,042	3,042	30,418					30,418
	38,559	4,820	4,820	48,199					48,199
	374,848	46,857	46,855	468,560	17,800		4,450	22,250	490,810

Other Projects

- 665.11 Senior Transportation Service Enhancement
- 665.2 Regional Transportation Planning Pilot Pgm.

Total - Special Projects

(5)	REVENUE SOURCE								
	FHWA SPR/ Other Disc	LOCAL ODOT	FHWA CMAQ	FHWA STP Funds			Other Local	Total	
				New	Old	Softmatch			
(11)	23,293	5,823					59,654	59,654	
	23,293	5,823					59,654	88,770	

667. Rideshare, Air Quality and Alternative Transportation

- 667.1 Commuter Assistance
- 667.1 Commuter Assistance Carryover
- 667.21 Air Quality Program
- 667.2 Air Quality Program Carryover
- 667.22 AQ Enhanced Forecasting
- 667.31 Alternative Transportation
- 667.31 Alternative Transportation - Carryover
- 667.32 Alternative Transportation Planning

Total Rideshare, Air Quality and Alt. Transportation

(6)	REVENUE SOURCE								
	CMAQ	State	MPO	Softmatch	Local	Other Local	Total		
								FHWA	FHWA STP Funds
(7)	421,075						421,075		
(8)	536,854						536,854		
(8)	269,170						269,170		
(8)	14,200						14,200		
(8)	116,209						116,209		
(2)			171,551	42,888			214,439		
	1,357,508		171,551	42,888			1,571,947		

674 Transit Exclusive

- 674.13 Coordinated Public Transit - 5310
- 674.2 FTA to GDRTA Planning
- 674.3 Miami County Transit Service
- 674.4 Greene County Transit Service Planning

Subtotal - Transit Exclusive

(9)	REVENUE SOURCE								
	FTA Sect 5310	FTA Sect 5307	Local	Other Local	Total				
(10)	99,479				99,479				
(10)		40,000		10,000	50,000				
(10)		4,000		1,000	5,000				
(10)		40,000		10,000	50,000				
	99,479	84,000		21,000	204,479				

Grand Total

4,292,633

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
TRANSPORTATION PLANNING PROGRAM
EXPENDITURE BUDGET TABLE
July 1, 2016 - June 30, 2017**

Subcategories/Tasks	EXPENDITURES							
	Person Hours	Direct Labor	Fringe Benefits	Contract Services	Other Costs	Indirect	Capital	Total
CPG and STP								
601 Short Range Planning	1,130	39,110	22,000		15,994	29,333		106,437
601.1 A/Q, Mgmt Systems & Control Plans								12,973
601.2 Urban Freight & Rail								50,095
601.3 Transit & HS Transportation								13,026
601.4 Safety Study								30,343
601.5 Monitor Fed/State Pln Regs & Funding								169,405
602 Transportation Improvement Program	3,492	122,414	68,858	22,000	22,513	91,811		327,596
602.1 T.I.P. New & Amendments								158,191
602.2 T.I.P. Project Management								194,874
605 Continuing Planning - Surveillance	8,273	197,080	110,858		74,350	147,810		530,098
605.1 Transportation Data Bases								178,802
605.2 Regional Planning GIS Support								156,422
605.3 Regional GIS								660,503
610 Long Range Planning	7,771	263,871	148,428	10,000	40,301	197,903		660,503
610.1 LRP Update								263,713
610.2 Regional Landuse Planning								396,790
625 Service	1,399	45,863	25,798	6,000	36,200	34,397		148,258
625.1 Public Involvement								116,382
								31,876
697 Program Administration	1,149	63,492	35,714		16,910	47,619		163,735
Subtotal	23,214	731,830	411,656	38,000	206,268	548,873		1,936,627
CPG and STP Carryover								
601 Short Range Planning	65	2,122	1,193			1,591		4,906
602 Transportation Improvement Program	840	31,160	17,527		323	23,370		72,380
605 Continuing Planning - Surveillance	970	26,521	14,918		1,592	19,891		62,922
605.1 Transportation Data Bases								106,330
605.2 Regional Planning GIS Support	1,200	44,943	25,280		2,400	33,707		
610 Long Range Planning	717	25,011	14,069		600	18,758	22,250	80,688
610.1 LRP Update								84,967
610.2 LRP Land Use	1,000	36,656	20,619		200	27,492		30,418
625 Public Involvement	320	12,616	7,096		1,244	9,462		48,199
697 Program Administration	325	20,659	11,621		425	15,494		490,810
Subtotal - CPG and STP Carryover	5,437	199,688	112,323		6,784	149,765	22,250	490,810
665 Special Projects								
665.11 Senior Transportation Service Enhancement				59,654				59,654
665.2 Regional Transportation Planning Pilot Pgm.	285	10,191	5,732	1,500	4,050	7,643		29,116
Subtotal - Special Projects	285	10,191	5,732	61,154	4,050	7,643		88,770
667.1 Commuter Assistance	1,520	50,664	28,499	10,000	293,914	37,998		421,075
667.11 Rideshare								536,854
667.11 Rideshare Carryover								269,170
667.1 Commuter Assistance								14,200
667.12 Vanpool Subsidy & Admin and Carryover				536,854				
667.2 Air Quality Activities	1,215	42,212	23,744		171,555	31,659		269,170
667.21 Miami Valley Air Quality Program								14,200
667.2 Miami Valley Air Quality Program Carryover				14,200				
667.22 Air Quality Enhanced Forecasting								116,209
667.3 Alternate Transportation Planning Program	1,173	44,862	25,235	7,000	5,465	33,647		116,209
667.31 Alternative Transportation								214,439
667.31 Alternative Transportation - Carryover	2,327	83,337	46,877	8,000	13,722	62,503		
667.32 Alternative Transportation Planning								
Subtotal - Comm. Assist, AQ, Alt. Trans.	6,235	221,075	124,355	576,054	484,656	165,807		1,571,947
674 Transit Exclusive								
674.13 Coordinated Public Transit - 5310	652	35,994	20,247	15,543	700	26,995		99,479
674.2 GDRTA Studies		13,500	6,500	30,000				50,000
674.3 Miami Co Transit Service				5,000				5,000
674.4 Greene Co Transit Service Planning		34,470	15,530					50,000
Subtotal - Transit Exclusive	652	83,964	42,277	50,543	700	26,995		204,479
Grand Total	35,823	1,246,748	696,343	725,751	702,458	899,083	22,250	4,292,633

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
TRANSPORTATION PLANNING PROGRAM
NOTES TO REVENUE & EXPENDITURE BUDGET TABLES
July 1, 2016 - June 30, 2017**

Number

- (1) Details relative to FHWA/ODOT funding may be found in ODOT's SPR-PL Planning and Research Program.
- (2) Funding under the "STP" portion of these work elements is the regional supplemental planning funds that use a soft match. **A new encumbrance for PID # 93332 is needed in the amount of \$372,630** for work elements 602.2, and 667.32.
- (3) **A new encumbrance is needed for PID # 93331 for \$188,681 using a soft match for work element 610.2.**
- (4) We are requesting a six (6) month extension of our SFY2016 CPG grant to fund these work elements.
- (5) Funding for this work element is being provided by grants from Montgomery County utilizing Human Services Levy funds & local funds provided by Greater Dayton RTA.
- (6) Funding for this project is being requested utilizing CM/AQ funds. This is a Rideshare project eligible for 100% federal funding. **A new encumbrance for PID # 93330 of \$421,075** is needed for work element 667.11.
- (7) Funding for Van Pool is from carry forward PID #98240 (multi-year) encumbrance # 729449 for work element 667.12.
- (8) Funding for this project is being requested utilizing 100 % CM/AQ funds. **A new encumbrance for PID # 93317** in the amount of \$399,579 is needed.
 Work element 667.21 - \$269,170
 Work element 667.31 - \$116,209
 Work element 667.22 - \$14,200
- (9) This work is funded by FTA 5310. Carry forward PID 98754 . SFY2017 new funding is expected to be awarded to GDRTA and passed through to MVRPC for administration of project evaluations.
- (10) This work is funded by FTA directly to the Transit Agencies. MVRPC is not responsible for the grant or the local match.
- (11) Funding for work element 665.2 is from ODOT SPR funds for a multi-year regional transportation planning pilot program that uses a carry forward PID # 99720, and encumbrance # 728674.

RESPONSIBLE AGENCY INFORMATION:

MVRPC is the responsible agency for all subcategories except for subcategories 674.2, 674.3, 674.4 which include FTA Section 5707 grants to the Transit Agencies, which are responsible for the work.

Consultant service contracts or passthrough contracts are anticipated under all of the subcategories and contracts listed on the Expenditure Budget Table with a figure listed in the contract services column.

Exhibit T.1

AGREEMENTS

Effective July 1, 1982, the Transportation Coordinating Committee ceased to exist and its functions, including the MPO function, were assumed by the Transportation Committee of the Miami Valley Regional Planning Commission (MVRPC). In accordance with this action, MVRPC entered into Agreement No. 3604 with the Ohio Department of Transportation for purposes of the continuation of the urban transportation planning process. In addition, MVRPC also agreed to accept the assignment by the Transportation Coordinating Committee of all of TCC's rights and obligations under all contracts to which TCC was a party. Therefore, the following agreements are currently in effect to implement the continuing transportation planning program:

- A. State of Ohio Agreement No. 18816 between the Miami Valley Regional Planning Commission and the State of Ohio for the Continuation of the Urban Transportation Planning Process for the Dayton Urbanized Area (June 9, 2015).

- B. Agreements for the Preparation of a Regional Updated Comprehensive Transportation Report and Development Study, between Miami Valley Regional Planning Commission and cities, villages, and townships in and including Montgomery County.
 - 1. Montgomery County (June 3, 1980)
 - 2. City of Brookville (December 16, 1980)
 - 3. City of Carlisle (October 28, 1997)
 - 4. City of Centerville (May 5, 1980)
 - 5. City of Clayton (January 8, 1998)
 - 6. City of Dayton (July 20, 1967)
 - 7. City of Englewood (December 23, 1980)
 - 8. City of Huber Heights (July 27, 1981)
 - 9. City of Kettering (April 8, 1980)
 - 10. City of Miamisburg (May 5, 1981)
 - 11. City of Moraine (July 25, 1967)
 - 12. City of Oakwood (April 7, 1980)
 - 13. City of Riverside (February 14, 1994)
 - 14. City of Springboro (May 5, 1988)

Exhibit T.1

AGREEMENTS

15. City of Trotwood (April 7, 1980)
 16. City of Union (January 26, 1981)
 17. City of Vandalia (August 4, 1980)
 18. City of West Carrollton (April 24, 1980)
 19. Village of Farmersville (July 23, 1979)
 20. Village of Germantown (January 17, 1983)
 21. Village of New Lebanon (July 16, 1996)
 22. Village of Phillipsburg (May 26, 1970)
 23. Jefferson Township (February 7, 1984)
 24. Washington Township (February 7, 1984)
 25. Clay Township (March 24, 2004)
 26. German Township (March 24, 2004)
 27. Harrison Township (March 24, 2004)
 28. Miami Township (July 8, 2014)
 29. Perry Township (March 24, 2004)
- C. Agreements for the Preparation of a Regional Updated Comprehensive Transportation Report and Development Study, between Miami Valley Regional Planning Commission and cities, villages, and townships in and including Greene County.
2. Greene County (July 11, 1967)
 3. City of Beavercreek (March 9, 1981)
 4. City of Bellbrook (March 24, 1980)
 5. City of Fairborn (April 21, 1980)
 6. City of Xenia (March 27, 1980)
 7. Village of Yellow Springs (April 10, 1967)
 8. Beavercreek Township (January 31, 1994)

Exhibit T.1

AGREEMENTS

9. Sugarcreek Township (March 24, 2004)
10. Miami Township (October 20, 2008)

D. Agreements for the Preparation of a Regional Updated Comprehensive Transportation Report and Development Study, between Miami Valley Regional Planning Commission and cities, villages, and townships in and including Miami County.

1. Miami County (July 20, 1992)
2. City of Piqua (July 20, 1992)
3. City of Tipp City (June 15, 1992)
4. City of Troy (June 16, 1992)
5. Village of West Milton (July 14, 1992)
6. Bethel Township (February 28, 2002)
7. Monroe Township (September 5, 2000)
8. Concord Township (March 24, 2005)
9. Village of Covington (April 20, 2011)

E. Agreements for the Preparation of a Regional Updated Comprehensive Transportation Report and Development Study, between Miami Valley Regional Planning Commission and cities, villages, and townships in Warren County.

1. Village of Carlisle (October 28, 1997)
2. City of Springboro (May 4, 1988)
3. City of Franklin (March 24 2004)

F. Other Cooperative Agreements

MVRPC has signed agreements for cooperative planning responsibilities with other MPOs, transit agencies and a regional air quality agency. These are:

1. Memorandum of Understanding for Cooperative Transportation Planning between OKI and MVRPC, dated August 14, 2008.
2. Memorandum of Understanding between Clark County-Springfield

Memorandum of Understanding with OEPA, MVRPC and RAPCA, pursuant to Clean Air Act Amendments, dated April 13, 1992. MVRPC Board approved

Exhibit T.1

AGREEMENTS

an updated MOU in 2008, and re-executed this MOU in August 2013 and again in May 2014, in preparation for all parties to provide approving signatures. Final signed Master MOU approval received August 11, 2014.

3. Memorandum of Understanding for Cooperative Transportation Planning between the Clark County-Springfield Transportation Coordinating Committee and MVRPC, dated August 8, 2008.

4. Memorandum of Understanding for Cooperative Transportation Planning between the Greater Dayton Regional Transit Authority and MVRPC, dated November 1, 2007.

5. Memorandum of Understanding for Cooperative Transportation Planning between the Greene County Transit Board and the Miami Valley Regional Planning Commission, dated April 7, 2005.

6. Memorandum of Understanding for Cooperative Transportation Planning between the Miami County Transit System and the Miami Valley Regional Planning Commission, dated April 7, 2005.

Miami Valley Regional Planning Commission
Cost Allocation Plan
July 1, 2016 - June 30, 2017

- 1) Cost Allocation Plan Certification
- 2) Plan Description
- 3) Schedule 1 - Rate Base and Computation of Rates
- 4) Schedule 2 - Fringe Benefit Costs
- 5) Schedule 3 - Indirect Cost Pool Expenses
- 6) Schedule 4 - Schedule of Revenues
- 7) Schedule 5 - Chart of Accounts - Expenses
- 8) Schedule 6 - Fringe Benefit Base & Cost Comparisons FY 2014 - FY 2017
- 9) Schedule 7 - Indirect Base & Cost Comparisons FY 2014 - FY 2017

MIAMI VALLEY REGIONAL PLANNING COMMISSION
DESCRIPTION OF COST ALLOCATION PLAN

The Miami Valley Regional Planning Commission prepares a cost allocation on an annual basis. The plan, which includes fringe benefits and indirect costs, is used for the purpose of determining allocation rates and is prepared in accordance with the provisions of Federal requirements. The plan is submitted to the over-sight grantor agency, the Federal Highway Administration, through the Ohio Department of Transportation, for approval and authorization of negotiated rates that are used for billing purposes during the fiscal year.

Following are summaries of the accounting treatment for fringe benefits and indirect costs:

FRINGE BENEFITS

Fringe benefit costs are recorded when accrued in a special cost center within the general fund. The chart of accounts in Schedule 5 contains detailed information concerning the individual items of fringe benefits cost included in this cost center. The basis for reallocating these costs back to the benefiting cost centers is total productive salary multiplied by the provisional fringe benefit recovery rate.

INDIRECT COSTS

Administrative support costs are recorded in a special cost center within the general fund. The basis for reallocating these costs back to the benefiting cost centers is total direct productive salary costs plus the reallocated fringe benefits charged to those cost centers multiplied by the provisional indirect cost recovery rate. MVRPC's policy as to the classification of an item of cost as indirect is as follows:

If a specific item of cost is incurred for a common purpose benefiting more than one cost center and is not readily assignable to a cost center specifically benefited, without effort disproportionate to the results achieved, that item of cost is considered an indirect cost.

The chart of accounts in Schedule 5 lists the various items of cost and the general accounting treatment as they relate to the indirect cost pool.

Exhibit T.2

CERTIFICATE OF INDIRECT COSTS

This is to certify that I have reviewed the indirect cost rate proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal dated February 25, 2016 to establish billing or final indirect costs rates for fiscal year ending June 30, 2017 are allowable in accordance with the requirements of the Federal award(s) to which they apply and the provisions of subpart E - cost Principles of Part 200. Unallowable costs have been adjusted for in allocating costs as

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal Government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct.

Governmental Unit: Miami Valley Regional Planning Commission

Signature:

Brian O. Martin

Name of Official:

Brian O. Martin

Title:

Executive Director

Date of Execution:

2/25/16

Schedule 1

Miami Valley Regional Planning Commission

Cost Allocation Plan
Rate Base and Computation of Rates

July 1, 2016 - June 30, 2017

Rate Base

	Productive Salaries	Allocated Fringe Benefits	Total Personnel
Transportation	1,198,776	674,313	1,873,089
Environmental	36,291	20,413	56,704
Local Planning Activities	46,280	26,032	72,312
Public Affairs	12,960	7,290	20,250
Total Indirect Base	1,294,306	728,048	2,022,354 (B)
Indirect Cost Pool	318,037	178,896	496,933
Total	1,612,343	906,944	2,519,287

(A)

MVRPC has two intermediate cost objective (pools): fringe benefits and indirect costs.

Notes (A) Fringe Benefit Cost Pool Base = Total Productive Salaries

(B) Indirect Cost Pool Base = Total Direct Personnel

Computation of Rates

Fringe Benefit Cost Recovery Rate

Total Fringe Benefit Costs (Schedule 2) divided by	906,945
Total Productive Salary Costs	<u>1,612,343</u>

Equal

Computed Fringe Benefit Recovery Rate	<u>56.25%</u>
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Indirect Cost Pool Recovery Rate

Total Indirect Costs (Schedule 3) divided by	970,728
Total Direct Personnel Costs	<u>2,022,354</u>

Equal

Computed Indirect Cost Recovery Rate	<u>48.0%</u>
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Schedule 2

Miami Valley Regional Planning Commission

Cost Allocation Plan
Fringe Benefit Costs

July 1, 2016 - June 30, 2017

GLA #	Description	Budget
Non-productive labor costs		
5511	Holidays	76,585
5511	Sick leave taken	51,712
5511	Other leave	-
5557	Vacation Earned	148,479
5562	Personal Leave Earned	13,927
5553	Retirement Pay	-
	Subtotal	<u>290,703</u>
Employer contribution costs		
5551	Workers compensation	21,457
5552	Unemployment insurance	1,157
5554-5559	Health insurance	266,892
5555	Life insurance	1,334
5556	P. E. R. S.	261,208
5558	Parking & Other	26,640
5561	F. I. C. A. (medicare only)	27,054
5564	PERS - ERIP	-
5567	Tuition reimbursement	10,500
	Subtotal	<u>616,242</u>
	Total Costs	<u><u>906,945</u></u>

All of the above fringe benefit costs are paid in accordance with MVRPC's adopted personnel policies. The cost are accumulated in the fringe benefit cost pool and reallocated to cost centers monthly based upon the currently approved fringe benefit rate.

Schedule 3

Miami Valley Regional Planning Commission

Cost Allocation Plan
Indirect Cost Pool

July 1, 2016 - June 30, 2017

<u>GLA</u>	<u>Description</u>	<u>Budget</u>
	PERSONNEL	
5511	Salaries	318,037
	Allocated FB	<u>178,896</u>
	Total Personnel	496,933
	 CONTRACTUAL SERVICES	
5713	Audit Fees	18,000
5714	Legal Services	6,500
5715	Computer Services	21,000
5716	General	33,000
5717	Hardware & software agreements	<u>45,234</u>
	Total Professional Services	123,734
	 OTHER COSTS	
5611	Office Supplies	31,000
5733	Telephone	16,800
5735	Metered Postage	5,000
5736	Other Postage & Shipping	1,000
5741	Travel Confer & Seminars	2,000
5747	Mileage	1,000
5748	Meeting Expenses	4,900
5751	Advert (legal & employment)	3,000
5752	Printing	3,000
5761	Insurance	14,534
5781	Utilities	0
5802	Maintenance & Equip Serv Agreements	32,588
5811	Rental - Office Space	175,125
5812	Rental - Equipment	8,834
5813	Rental - Other	500
5871	Prof dues & memberships	17,780
5872	Publications	5,000
5884	All Other	<u>3,000</u>
	Total Other Costs	325,061
5889	Depreciation charge	25,000
	Total Costs	<u>970,728</u>
	Less: Misc revenues & reimbursements	
	Total Recoverable Costs	<u><u>970,728</u></u>

Schedule 4
MIAMI VALLEY REGIONAL PLANNING COMMISSION
SPECIAL REVENUE FUND GRANTS & GENERAL FUND RESOURCES
July 1, 2016 - June 30, 2017

Source of Funds	Revenues			Gen'l Fund Transfers	Total Resources
	Grantor	Other	Total		
SPECIAL REVENUE FUND					
Federal Grants					
Dept. of Transportation/ODOT					
Transportation Planning	\$ 1,271,804	\$ 158,976	\$ 1,430,780	\$ 158,975	\$ 1,589,755
Transportation Planning - Carryover	398,140	52,679	450,819	46,855	497,674
Supplemental Planning	390,077		390,077	4,450	394,527
Supplemental Planning - Carryover	-	-	-	-	-
Land Use Planning	188,681	-	188,681	-	188,681
Land Use Planning - Carryover	-	-	-	-	-
Rideshare/Vanpool	401,023	-	401,023	-	401,023
Rideshare/Vanpool Carryover	536,854	-	536,854	-	536,854
Air Quality & Alt Transp Programs	399,579	-	399,579	-	399,579
Air Quality & Alt Transp Carryover	-	-	-	-	-
FTA Human Services Transit	99,479	-	99,479	-	99,479
Total Transportation Federal Grants	3,685,637	211,655	3,897,292	210,280	4,107,572
USEPA/OEPA					
OEPA - Water Quality Mgmt Planning - 604b	134,424	-	134,424	-	134,424
Subtotal - Federal Grants/SR Fund	3,820,060	211,655	4,031,716	210,280	\$ 4,241,996
GENERAL FUND					
MGCLERC	7,118		7,118		7,118
Regional Projects	90,778		90,778	28,391	119,169
Administrative & Other Contract Programs	-	41,235	41,235	222,899	264,134
Subtotal - General Fund	\$ 97,896	\$ 41,235	\$ 139,131	\$ 251,290	\$ 390,421
Total	\$ 3,917,956	\$ 252,890	\$ 4,170,847	\$ 461,570	\$ 4,632,417

General Ledger
Cost Code

PERSONNEL
Salaries

5511 Salary Expense

Gross wages paid to employees. This includes expense for time worked and paid leave for holidays, sick leave and other paid leave.

- 5511 Regular salary & wages paid to MVRPC employees.
- 5521 Salaries & wages paid for accrued sick leave.
- 5525 Salaries & wages paid for accrued vacation leave (reduces accrued vacation).
- 5531 Salaries & wages paid for regularly scheduled holidays.
- 5537 Salaries & wages paid for accrued personal leave (reduces accrued personal leave).
- 5539 Salaries & wages paid for accrued sick leave converted to retirement pay (reduces accrued retirement).
- 5541 Salaries & wages paid for any other leave.

Fringe Benefits

- 5551 5651 Workers Compensation Expense
Represents the MVRPC contribution as employer to the Ohio Workers' Compensation Fund. Payments are made through Montgomery County.
- 5552 5652 Unemployment
Represents the MVRPC contribution as employer to the Ohio Unemployment Compensation Fund. Effective April 1, 1982, MVRPC elected to be a contributing payor rather than a reimbursing payor.
- 5553 5653 Retirement Pay
Represents the expense incurred when an employee becomes eligible to retire under the P.E.R.S. system. Converted Sick Leave at 4 days sick leave to 1 day retirement, maximum of 30 days retirement pay.
- 5554 5654 Health Insurance - Anthem Administered Plan
Represents the expense incurred by MVRPC to provide health insurance benefits to employees electing this insurance plan.
- 5555 5655 Life Insurance
Represents the expense incurred by MVRPC to provide life insurance benefits to employees.
- 5556 5656 P.E.R.S. Expenses
Represents MVRPC'S contributions as employer to the Ohio Public Employees Retirement System (PERS) at the legislated rate.
- 5557 5657 Vacation Leave Earned
Represents the dollar value of vacation leave earned each pay period by MVRPC employees
- 5558 5658/5545 Other Fringe Benefits
Represents the cost of any fringe benefit given by MVRPC that is not accounted for elsewhere.

General Ledger
Cost Code

5559	5659	Health Insurance - Employee Assistance Program /Admin Represents MVRPC's costs associated with an employee assistance program and the administrative fees assessed to MVRPC by Montgomery County for MVRPC participating in the County's health insurance program.
5560	5660	Waived Health Insurance Payments Represents payments to employees that are eligible for MVRPC's health insurance coverage but elect to have health insurance provided outside of MVRPC's plans.
5561	5661	F.I.C.A. (Medicare Supplemental) Represents the cost to MVRPC as employer, of providing the Medicare supplemental coverage to all employees hired after April 1, 1986.
5562	5662	Personal Leave Earned Represents the dollar value personal leave earned each pay period by MVRPC employees.
5565	5665	Health Insurance -Med Mutual Administered Plan Represents the expenses incurred by MVRPC to provide health insurance benefits to employees electing this insurance plan.
5567	5667	Tuition Reimbursement Tuition reimbursement for approved job related education plans.
	5700	Allocated Fringe Benefits (job cost system only) All of the above fringe benefit costs are paid in accordance with MVRPC's adopted personnel policies. The cost are accumulated in the fringe benefit cost pool and reallocated to cost centers monthly based upon the currently approved fringe benefit rate.

PROFESSIONAL SERVICES

5711	5811	Consultants Expenses incurred for services performed under contract by consultants and contractors are charged to the cost center receiving the benefit.
5712	5812	Pass-Through Grants Disbursements by MVRPC under sub-grant agreements are charged to the cost center receiving the benefit.
5713	5813	Audit Expenses incurred for auditing the records of the MVRPC. Audit fees for agency-wide audits are charged the indirect cost pool. Any special purpose audits required by specific grant or contract are charged to the center receiving the benefit.
5714	5814	Legal

General Ledger
Cost Code

Expenses incurred for legal services pertaining to overall agency matters are generally charged to the indirect cost pool. If a grant or project requires specific legal assistance, those legal cost are charged to the cost center receiving the benefit.

General Ledger
Cost Code

5715	5815	<p>Computer</p> <p>Expenses for services related to computer operations and assistance, including WEB and Internet Service Provider fees, are charged to the cost center receiving the benefit.</p>
5715	5817	<p>Computer Hardware & Software Agreements</p> <p>Expenses for hardware & software support agreements, usually charge to the indirect cost pool unless the expense relates only to a specific project.</p>
5715	5818	<p>GIS & Scanning Services</p> <p>Expenses for GIS assistance & image scanning & data conversion services are charged to the cost center receiving the benefit.</p>
5716	5816	<p>General Services</p> <p>Expenses for general services, usually authorized by purchase order, are charged to the cost center receiving the benefit.</p>
5716	5810	<p>Contract/temporary Labor</p> <p>Expenses for contract or temporary labor, usually obtained through temporary employment agencies, are charged to the cost center receiving the benefit. The costs in this account are included in the base for allocating indirect charges.</p>
5720	6020	<p>In-Kind Services</p> <p>The fair market value of services donated to MVRPC, usually obtained to document local commitment to grant, are charged to the cost center receiving the benefit. A corresponding entry is also made to the revenue account, In-Kind Contributions.</p>
OTHER COSTS		
5802	6202	<p>Maintenance & Repair</p> <p>Expenses for repair, maintenance and upkeep on all assets of MVRPC. Most expenses are charged to the indirect cost pool; except for the maintenance of assets purchased specifically for a particular cost center.</p>
5611	6211	<p>Supplies</p> <p>Expenses for office supplies, including supplies for computers, printers, plotters, copiers, as well as routine office supplies. These items are generally charged to the indirect cost pool. However, if a cost center requires special supplies that are no</p>
5733	6233	<p>Telephone</p> <p>Expenses for telephone services including basic service, long distance, directory listings, etc, charged to the indirect pool. For programs that require special or cellular telephone services such as (800) numbers, the costs are charged to the cost center</p>

General Ledger
Cost Code

5735	6235	<p>Postage</p> <p>Expenses for metered postage, general mailings to committees, taskforces, newsletters and other mass mailings are charged to the cost center receiving the benefit. All other mail through the meter is charged to the indirect cost pool.</p>
5736	6235	<p>Other Postage & Shipping</p> <p>Expenses for postage not recorded through the postage meter, including postage due, special handling and other parcel services, are charge to the cost center receiving the benefit. Postage and shipping cost on items purchased are considered a part of the</p>
5741	6241	<p>Travel (requiring travel authorization)</p> <p>Expenses for approved travel by staff, Commission Members and others on official agency business are charged the cost center receiving the benefit. Staff travel is charged according to staff time charges. Travel costs incurred by Commission members are</p>
5747	6247	<p>Mileage/Local Travel (not requiring travel authorization)</p> <p>Expenses for travel costs, including mileage and parking while on official agency business, usually within the region and Columbus, when an official travel authorization form is not required.</p>
5748	6248	<p>Meeting Expenses</p> <p>Expenses incurred to hold meetings are charged to the cost center receiving the benefit. MVRPC Board & Executive Committee meetings are charge as indirect costs.</p>
5751	6251	<p>Advertising</p> <p>Expenses for advertising in all appropriate media and advertising supplemental materials are charged to the cost center receiving the benefit. Employment advertising is charged to the indirect cost pool.</p>
5752	6252	<p>Printing</p> <p>Expenses for the outside preparation and printing of reports, brochures, newsletters, etc., including typesetting, plates, folding and handling. All expenses are charged to the cost center receiving the benefit.</p>
5752	6253	<p>Technical Reproduction</p> <p>Expenses for technical reproductions such as blue prints, photographs, maps and charts. All expenses are charged to the cost center receiving the benefit.</p>
5761	6261	<p>Insurance</p> <p>Expenses for all agency insurance including, bonds, general comprehensive business and professional liability insurance policies, are charged to the indirect cost pool.</p>

General Ledger
Cost Code

5871	6271	Memberships Expenses for agency memberships in other organizations that benefit the entire organization are charged to the indirect cost pool. Expenses for memberships which primarily benefit individual programs are charged to the cost center benefiting.
5872	6272	Publications and Subscriptions Expenses for newspapers, journals, magazines, books, etc. that are applicable to all MVRPC activities are charged to the indirect cost pool. All others are charged to the cost center most directly benefiting. All publications are cataloged.
5872	6273	Information & Data Expenses for the purchase of information & data required for MVRPC planning purposes are charge to the cost center receiving the benefit.
5781	6281	Utilities: Elect, Water & Sewer, etc. Expenses for the use of electricity is charged to the indirect cost pool.
5884	6284	Other Expenses Expenses for items not classified elsewhere are charged to the cost center receiving the benefit. These include meeting expenses.
5889	6299	Amortization and Depreciation The current year's amortization of aerial photographs and depreciation of MVRPC assets are charged to the indirect cost pool.
5811	6411	Office Space - Rent Expenses for the lease of office space is charged to the indirect cost pool.
5812	6412	Equipment Rental Expenses for the lease or rental of office and operating equipment, generally charged to the indirect cost pool unless the equipment is of a highly technical nature and acquired to perform functions unique to a specific cost center.

CAPITAL OUTLAYS

Capital assets are treated as expenditures in the General and Special Revenue Funds in the period acquired. A corresponding journal entry is made to record the assets acquired at its cost in the appropriate Fixed Asset and Investment in General Fixed Assets.

5911	6511	Office Furniture and Fixtures
5912	6512	Office Equipment
5913	6513	Leasehold Improvements
5914	6514	Vehicles

INDIRECT CHARGES

n/a	7000	Allocated Indirect (job cost system only)
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General Ledger
Cost Code

The indirect costs are accumulated in the indirect cost pool and reallocated to cost centers monthly based upon the currently approved indirect rate.

Schedule 6

Miami Valley Regional Planning Commission

**Cost Allocation Plan - Supplemental Information
Fringe Benefit Costs - FY 2017
Comparisons FY 2014 - FY 2017**

Description	FY 2014 Actual	FY2015 Actual	FY2016 Budget	FY 2017 Budget
PRODUCTIVE SALARY BASE				
Transportation	981,734	1,005,939	1,156,037	1,198,776
Environmental	37,803	38,856	41,306	36,291
Local Planning Activities	30,088	39,268	45,933	46,280
Public Affairs	8,568	13,021	12,593	12,960
Subtotal	1,058,193	1,097,084	1,255,869	1,294,306
Indirect	314,538	324,076	305,659	318,037
Ineligible Indirect Salaries	-	-	-	-
Total Productive Salaries	<u>1,372,731</u>	<u>1,421,160</u>	<u>1,561,528</u>	<u>1,612,343</u>
EXPENSES				
Non-productive labor costs				
Holidays	67,513	71,012	73,666	76,585
Sick leave	56,979	64,877	49,781	51,712
Other leave		5,452	-	-
Vacation	124,816	133,663	145,982	148,479
Personal Leave	12,430	13,697	13,394	13,927
Retirement Pay		-	-	-
Housing allowance				
Subtotal	261,738	288,701	282,823	290,703
Employer contribution costs				
Workers compensation	14,448	9,354	20,662	21,457
Unemployment insurance	1,149	1,169	1,125	1,157
Health insurance - Total	222,512	237,132	254,730	266,892
Life insurance	1,276	1,290	1,334	1,334
P. E. R. S.	227,827	237,148	250,442	261,208
Employee parking/Auto allow	20,897	23,607	26,640	26,640
F. I. C. A. (medicare only)	22,493	23,485	26,053	27,054
PERS ERIP		-	-	-
Tuition Reimbursement	-	-	10,500	10,500
Subtotal	510,602	533,185	591,486	616,242
Total Costs	<u>772,340</u>	<u>821,886</u>	<u>874,309</u>	<u>906,945</u>
Provisional vs Actual Rates	<u>56.3%</u>	<u>57.8%</u>	<u>56.0%</u>	<u>56.25%</u>

Schedule 7

Miami Valley Regional Planning Commission

Cost Allocation Plan

Indirect Cost Pool - FY 2017

Comparison FY 2014 - FY 2017

Description	FY 2014 Actual	FY 2015 Actual	FY2016 Budget	FY 2017 Budget
Direct Salaries by Program				
Transportation	981,734	1,005,939	1,156,037	1,198,776
Environmental	37,803	38,856	41,306	36,291
Community Services	30,088	39,268	45,933	46,280
Public Affairs	8,568	13,021	12,593	12,960
Totals	1,058,193	1,097,084	1,255,869	1,294,306
FB Allocated - % Rate	56.3%	57.8%	56.0%	56.3%
FB Allocated	595,371	634,466	703,169	728,048
Total Indirect Base	1,653,564	1,731,550	1,959,038	2,022,354
EXPENSES				
PERSONNEL				
Salaries	314,538	324,076	305,659	318,037
Allocated Fringe Benf. (see rates above)	176,969	187,420	171,140	178,896
Total Personnel	491,507	511,496	476,799	496,933
CONTRACTUAL SERVICES				
Audit Fees	12,013	12,013	18,000	18,000
Legal Services	3,393	2,151	6,500	6,500
Computer Services	29,056	31,163	105,222	66,234
General	21,952	76,035	33,000	33,000
Total Professional Services	66,414	121,362	162,722	123,734
OTHER COSTS				
Office Supplies	9,616	23,432	31,000	31,000
Telephone	13,965	13,829	15,900	16,800
Postage - Metered	2,916	2,750	5,000	5,000
Postage - Other	-	-	1,000	1,000
Confer & Seminars		1,712	2,000	2,000
Mileage	717	154	1,000	1,000
Meeting Expenses	201	709	4,900	4,900
Advert (legal & employment)	-	850	3,000	3,000
Printing	59	14,282	3,000	3,000
Technical Reproduction			-	0
Insurance	11,971	9,769	18,284	14,534
Utilities	13,590	5,171	-	0
Maintenance	9,073	9,107	32,588	32,588
Rental - Office Space	165,023	163,070	172,125	175,125
Rental - Equipment	6,444	7,582	8,748	8,834
Rental - Other	955	192	500	500
Prof dues & memberships	13,903	15,148	17,780	17,780
Publications	3,608	3,721	5,000	5,000
All Other	16,157	1,000	3,000	3,000
Total Other Costs	268,198	272,478	324,825	325,061
Depreciation charge	14,209	23,327	25,000	25,000
Total Recoverable Costs	840,328	928,663	989,346	970,728
	50.82%	53.63%	50.50%	48.00%

Exhibit T.3
MIAMI VALLEY REGIONAL PLANNING COMMISSION
Staff Summary
July 1, 2016- June 30, 2017

<u>Name</u>	<u>Position</u>	<u>% of Time Federal Projects</u>
Arnold	Manager, Short Range Programs	84%
Black	Planner III	87%
Burns	Executive Assistant	19%
Co-op	Co-ops (2)	98%
Daniel	Planner III	85%
Frank	Planner II	84%
Gilliland	Director, Finance and Administration	0%
Hall	Production Coordinator	0%
Harner	GIS Coordinator	83%
Henry	Marketing & Public Outreach Associate	89%
Hunter - Reese	Receptionist/Secretary	0%
Kim	Director, Regional Planning	85%
Lee	Accounting Technician	0%
Lee, A.	Planner I	89%
Lindsay	Manager, Environmental Planning	78%
Loges	Director, Marketing and Public Affairs	64%
Lucas	IT Manager/Web Manager	73%
Martin	Executive Director	40%
Parikh	Planner IV	87%
Polk	GIS Specialist / Planner	87%
Ramirez	Director, Long Range Planning and Engineering	85%
Steinbach	Director of Sustainable Solutions and Transportation Alternatives	75%
Uhlhorn	Planner II	89%
Zuch	Research Associate	85%

Exhibit T.4

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
SALARY SCALE PLAN AND POSITION CLASSIFICATION**

July 1, 2016 - June 30, 2017

PAY GRADES	PAY RANGES		POSITIONS
	MINIMUM	MAXIMUM	
1	23,738	28,427	Co-op Intern
2	22,052	34,209	Receptionist/Secretary
3	26,139	46,132	Production Coordinator
4	37,097	53,676	Planner I
5	38,091	61,795	Accounting Technician Executive Assistant
6	43,260	70,926	GIS Specialist/Planner Planner II Marketing & Public Outreach Associate
7	49,687	76,016	Planner III
8	58,097	93,754	GIS Coordinator, Research Associate Planner IV & Senior Planner Web/ IT Manager
9	64,997	102,434	Program Manager
10	70,366	119,681	Program Director Director of Finance & Administration



Office of Equal Opportunity

Exhibit T.5 - Title VI Baseline Assessment Tool

- 1. Who is the Title VI contact person for your agency? Does this person accept complaints from the public? If not, who does? Please include title, email, and telephone number for each person listed.

Yes, Tim Gilliland, Director of Finance and Administration, MVRPC. Phone 937-223-6323, tgilliland@mvrpc.org.

- 2. In the past three years, has your agency been named in a discrimination complaint or lawsuit? If so, when and what was the nature of the complaint or lawsuit? What was the outcome? Was corrective action taken? Explain.

No.

- 3. Does your agency have a written complaint process? If so, please provide a copy as an attachment.



MVRPC - Title VI complaint form.doc

Yes, see attached.

- 4. Has your agency made the public aware of the right to file a complaint? If so, by what mechanism?

Yes, MVRPC website has Title VI assurances, notice of right to file a complaint and instructions on how to file. Also, posting of this document is in our front office area and bulletin board.

- 5. Has your agency provided free translation services for persons with Limited English Proficiency (LEP)? Do you have a LEP Plan? If so, please provide a copy as an attachment.

Yes, also public notices, posters and advertising are in English and Spanish. MVRPC has performed LEP analysis and because our region has a limited LEP population we do not have a written plan but we have all of the components for elements of a LEP plan in our



LEP Plan elements per FHWA.doc

processes. A document describing this is attached.

- a. What techniques or procedures are employed to address LEP?

In SFY 2013, MVRPC completed a Limited English Proficiency (LEP) analysis for the MPO area. See link below.

<http://www.mvrpc.org/sites/default/files/LimitedEnglishProficiencyAnalysis.pdf>

The analysis indicates that less than 1 percent of the population 5 years or older (approximately 5,400 individuals) is not proficient in English. Approximately 50 percent of the LEP individuals speak Spanish as their primary language with the remainder speaking other Indo-Euro, Asian Pacific, or other languages. As a result, MVRPC is focusing its outreach efforts in the Spanish speaking population.

Posters (both English and Spanish versions) advertising the public participation meetings are provided to GDRTA hubs, and Greene CATS and Miami County Transit offices. They are also distributed to the Latino Connection, a local Hispanic community-based outreach organization. Public notice newspaper ads are printed in both Spanish and English in La Jornada Latina, a free newspaper distributed throughout the region. Translation services for the hearing-impaired are provided via the Family Services Association, upon request. C-print translations are provided, upon request.

6. Has your agency provided written Title VI Assurances to ODOT? Is the Title VI Assurance included in the annual MPO self-certification resolution? If so, please provide a copy as an attachment.



self certification
resolution

Yes to both questions. Resolution is attached.

7. Do you have any questions regarding this assessment of Title VI? If so, please include them here along with your email address or telephone number and an ODOT representative will respond.

None.

8. Provide the number of full-time employees of your agency. Provide a copy of your most recent EEO report.

MVRPC Staff Profile – CY2016 (Full-time Regular Positions- percent)

Male	Female	White	Minority
12-52%	11-48%	17-74%	06-26%

MVRPC is part of Montgomery County's EEO reporting.

9. When was the last time the individual responsible for complying with Title VI responsibilities for your agency attended Title VI training? Did he/she receive a certificate of completion? If yes, please attach a copy of the certificate.

FTA webinar 3/6/13, and FHWA 10/29/2008 title VI webinar at



title VI training

3-6-13 Title VI

ODOT central office. Also, see attached.

FHWA presentation vCircular Webinar (Ch

10. Would your agency like Title VI training or other Civil Rights technical assistance from ODOT? If yes, please explain.

No.

11. Provide the name, title, and contact information of the person who completed this baseline assessment. Is this the person who should be contacted with follow-up questions? If not, please provide the contact information for that individual.

Tim Gilliland, Director of Finance and Administration,
tgilliland@mvrpc.org, 1-937-223-6323.

Disadvantaged Business Enterprise

12. Does your agency include the required DBE assurance language (49 CFR 26.13 (a) and (b)) verbatim in all financial agreements, contracts, and sub-contracts? Please provide a sample copy of such.

Yes, see attached: a) ODOT planning agreement, b) consultant



Consultant contract
example of Title VI ar



ODOT planning
agreement 2016- 201

agreement example.

- 13. Does your agency physically include the Civil Rights Special Provisions (FHWA-1273) in all contracts and ensure they are included in all sub-contracts, including third-tier contracts. Please provide a sample copy of such.

MVRPC does not issue construction contracts, but our contracts have



Consultant contract
example of Title VI ar

similar provisions. See 24-28 sections attached.

- 14. The Notice of Proposed Rule Making (NPRM) for 49 CFR 26.21 (a)(1) [<http://www.gpo.gov/fdsys/pkg/FR-2012-09-06/pdf/2012-21231.pdf>] intends to clarify US DOT's position regarding which entities can set DBE program goals. It is US DOT's position that only State Transportation Agencies (STAs), such as ODOT, can set DBE program goals and that sub-recipients would need to implement the established goal. Does your agency currently follow this process or does your agency set its own DBE goals? If your agency sets its own DBE goals, you will need to discontinue doing so and adopt ODOT's DBE goals.

MVRPC has set DBE agency goals in prior years, and has attended ODOT presentations on this subject and MVRPC follows this process.

Consultant Contracts

- 15. Does your agency have written consultant selection procedures consistent with the provisions of 49 CFR 18.36?

Yes, MVRPC uses written consultant selection documentation to ensure that selection requirements, contract performance and deliverable requirements are clearly defined for all consultants.

- 16. What considerations are given to minority contractors in the selection of consultants for transportation planning work?

- a. Does your agency monitor annual Title VI contracting goals? Describe your monitoring process.

The Agency's standard benchmark when reviewing contract proposals is 10% in order for the proposal to receive points for DBE participation. We encourage all contract proposals to use DBE participation and require reporting with consultant invoices.

- b. Does the consultant selection process include maintenance of records of qualified minority consultants?

MVRPC utilizes DBE Directories from ODOT that include the names of minority-owned businesses as well as consultants.

- c. What other methods or procedures are utilized to encourage use of qualified minority consultants?

- Information about RFPs is made available directly to DBEs via the ODOT Bulletin Board.
- Notices for both Bids and RFPs are placed in and through minority owned media, journals, and associations as appropriate and available.
- Both Requests for Bids and RFPs are posted on MVRPC's website.
- All proposers are strongly encouraged to utilize minority subcontractors when submitting their proposal packages and are evaluated on their efforts to do so. For some contracts, a specific DBE goal is established and included as part of the RFP. In addition, award contracts also contain clauses encouraging the use of DBE contractors, vendors, and suppliers.

- d. Are Title VI assurances and provisions included in consultant contracts? Provide an example.

Yes all contracts have Title VI assurances and provisions. See



Consultant contract
example of Title VI ar

example from consultant contract.

17. Have consultants made good faith efforts to employ qualified minority sub-contractors? If so, to what extent?

For contracts where subcontracting has been appropriate, consultants have either complied with DBE participation goals or have documented their efforts to do so. We have had several consultant subcontracting agreements with women owned businesses and one DBE. We have requested proposals for a number of discretionary grants that provide the opportunity for DBE participation.

18. What are you agency's procedures for monitoring consultant compliance with Title VI contract provisions?

MVRPC attempts to assure that all consultants comply with Title VI provisions by incorporating the ODOT-prescribed AA and DBE language requirements for contractors and subcontractors into its contractual agreements with them. Subcontracts with minority vendors are monitored through contractor invoices to insure that the vendors are being utilized as stated in the contract and also to insure that they are being paid in a timely fashion

Urban Transportation Planning Process

19. Does your agency maintain documentation describing its procedures for incorporation Title VI requirements into the region's urban transportation planning program?

Yes, documentation is maintained as part of MVRPC policies and processes. For example, an annual Title VI compliance review document, MVRPC policies, public assurances, relevant contract language, and transportation planning documents describe how these requirements are included in the region's transportation planning program.

20. What techniques and procedures are employed to provide data relative to minority and disabled populations, age and sex distributions, neighborhoods, income levels, physical environment, travel habits, etc.?

Available census data, summarized to various geographical levels, (TAZ, Block Group, County) is analyzed using standard statistical

analysis techniques and displayed when appropriate using Geographic Information Systems. The data is also sometimes analyzed in combination with the results of the regional travel demand model output. Questions 22 to 26 provide additional information on this topic.

21. Is this data used to develop a socio-demographic profile of the MPO region? If so, provide a copy of the socio-demographic profile of your agency's region.

Yes, this information is provided in the profiles of the urbanized area in our State of the Region Report and more detailed subsequent reports on topics such as Economics and Housing. These reports, coupled with the more specific types of data generated through such activities as the Long Range Transportation Plan (particularly the section on Environmental Justice and the associated community impact analyses), the Long Range Plan and TIP public participation processes, origin/destination studies, traffic volume studies, household travel surveys, travel time studies, and surveys of the elderly and handicapped, are used as tools to guide policy and plan development.

The updated demographic analysis including a comparison to previous (2000) data can be found under the Long Range Transportation Plan section of the MVRPC website at:
<http://www.mvrpc.org/sites/default/files/CommunityImpactAnalysis2000-2010.pdf>

Socio Demographic Profile - 2000-2010 Target Population Thresholds

Data Set	County	2000 Total	2010 Total	2010 Universe	2000 Threshold	2010 Threshold	2000-2010 Change %
Minority Population	Gre	15,911	21,903	161,573	10.80%	13.56%	+20.33%
	Mia	4,174	5,784	102,506	4.20%	5.64%	+25.57%
	Mot	130,978	139,881	535,153	23.40%	26.14%	+10.48%
	War	8,464	20,262	212,693	5.30%	9.53%	+44.39%
Persons in Poverty	Gre	10,937	20,714	153,075	7.40%	13.53%	+45.31%
	Mia	5,912	12,366	101,709	5.98%	12.16%	+50.82%
	Mot	54,650	87,503	523,164	9.77%	16.73%	+41.49%
	War	5,822	13,096	207,043	3.68%	6.33%	+41.86%
Disabled Population*	Gre	20,875	16,647	117,780	17.90%	14.13%	-26.65%
	Mia	15,500	11,897	76,759	20.30%	15.50%	-30.97%
	Mot	102,901	73,416	398,033	23.60%	18.44%	-27.95%
	War	21,939	16,941	148,311	18.40%	11.42%	-61.47%
Elderly Population	Gre	17,492	21,998	161,573	11.80%	13.61%	+13.33%
	Mia	13,096	15,731	102,506	13.20%	15.35%	+13.99%
	Mot	76,679	81,041	535,153	13.70%	15.14%	+9.53%
	War	14,858	22,936	212,693	9.40%	10.78%	+12.06%
Hispanic Population	Gre	1,813	3,439	161,573	1.20%	2.12%	+43.62%
	Mia	721	1,341	102,506	0.70%	1.31%	+46.49%
	Mot	7,096	12,177	535,153	1.30%	2.28%	+42.87%
	War	1,633	4,784	212,693	1.00%	2.25%	+55.55%
Zero-Car Households	Gre	2,838	3,033	62,770	5.13%	4.83%	-6.17%
	Mia	1,891	2,114	40,917	4.91%	5.17%	+4.97%
	Mot	22,257	21,305	223,943	9.71%	9.51%	-2.06%
	War	1,925	2,047	76,424	3.44%	2.68%	-28.36%

Note: * Because of the changes to the definition, the 2010 ACS disability data should not be compared to the previous 2000 disability data. (see Section C).

Source: 2000, 2010 Census; 2008-2012 American Community Survey

Limited English Proficient (LEP) Persons in the Miami Valley

County	Speaks English "Well"	Percent Speaks English Well	Total LEP: Speaks English "Not Well"	Percent LEP: Speaks English "Not Well"
Greene	7,948	90.8%	805	9.2%
Miami	2,098	84.7%	380	15.3%
Montgomery	21,241	84.1%	4,017	15.9%
Warren*	1,263	88.4%	167	11.6%
Total:	32,550	85.8%	5,369	14.2%

Source: 2006-2010 American Community Survey 5-Year Estimates

22. To what extent is the data considered in determining that a proposed transportation system will be capable of responding favorably to minority group requirements? What techniques are used?

The data is used at all levels of plan development, as well as throughout the decision-making process: planners utilize the data to develop various alternatives from which the system with the least negative impacts will be chosen; the various task forces and committees consider this data in making their recommendations to the MVRPC Board of Directors (the policy board); and the Board of Directors is made aware of the data as a factor that is weighed prior to making a final decision. The project evaluation system used to prioritize projects for MVRPC STP and CMAQ funding gives additional points to projects that have a positive impact in an environmental justice area.

23. Do the MPO Transportation Plan and TIP include assessments of the impacts that planned transportation system investments will have on both minority (including low-income status populations) and non-minority areas? Discuss the assessment methodology and resulting documentation.

MVRPC's Long Range Transportation Plan (the Plan) and Transportation Improvement Program (TIP) include an assessment of the impacts that planned transportation improvements have on environmental justice populations. The approach known as *Community Impact Assessment* is documented in Chapter X of the 2040 Plan. *Community Impact Assessment* was originally developed for the June 2001 update of the transportation Plan and has subsequently been updated based on 2000 Census data and the most current transportation plan projects. The identification of target areas has been updated based on 2010 Census population and 2008-2012 ACS socio-economic data (see table under question 21) and is used to analyze the impact of the SFY 2016-2019 TIP. Updated target areas are also used during the development of the 2016 update of the Long Range Transportation Plan.

MVRPC's approach to Community Impact Assessment includes:

1. Defining target populations. MVRPC's target population groups include minorities, persons in poverty, disabled, elderly, Hispanic, and zero-car households.
2. Identifying target areas. MVRPC defines areas of high concentration at the Traffic Analysis Zone (TAZ) level to utilize the travel demand model in conducting tests for adverse impacts.

County average percentages for each selected environmental justice population are used to determine if a given TAZ falls above or below the county's threshold for each target population.

3. Conducting tests for adverse impacts. Using data from the regional travel demand model and the results of step 2 above, MVRPC studied the impact that the proposed plan projects have on work commuting times, accessibility to major facilities, and transit availability for both targeted and non-targeted population groups. When possible the impact of two build scenarios (projects in the TIP only and all projects in the Plan) were compared to existing conditions. The results of the analysis indicated no disproportionate adverse impacts in areas of high environmental justice population concentrations as a result of projects in the Plan or TIP.
4. Additional public participation efforts to fully engage diverse population groups.

The TIP also includes an assessment, by funding amount, of the aggregate impact the short-range transportation projects have on the various target populations.

24. Explain your agency's public involvement process for transportation planning. How does your agency obtain and consider input from all citizen groups, especially minority, low income, disabled, and transit dependent?

Regarding the Long Range Transportation Plan, extensive public participation efforts in the form of: special public input meetings in all three counties (Miami, Montgomery and Greene); presentations in various media; placing ads with minority-focused newspapers; and less traditional methods such as placing surveys on RTA buses have been used to insure the broadest range of public input possible into the process. For the 2016 Plan update, a dedicated plan website, online advertising and social media outreach are also utilized in an effort to reach new audiences. Similar efforts were utilized in seeking input on the TIP.

In SFY 2013, MVRPC completed a Limited English Proficiency (LEP) analysis for the MPO area. The analysis indicates that less than 1 percent of the population 5 years or older (approximately 5,400 individuals) is not proficient in English. Approximately 50 percent of the LEP individuals speak Spanish as their primary language with the remainder speaking other Indo-Euro, Asian Pacific, or other

languages. As a result, MVRPC is focusing its outreach efforts in the Spanish speaking population.

Posters (both English and Spanish versions) advertising the public participation meetings are provided to GDRTA hubs, and Greene CATS and Miami County Transit offices. They are also distributed to the Latino Connection, a local Hispanic community-based outreach organization. Public notice newspaper ads are printed in both Spanish and English in La Jornada Latina, a free newspaper distributed throughout the region. Translation services for the hearing-impaired are provided via the Family Services Association, upon request. C-print translations are provided, upon request.

MVPRC meetings are always held in ADA accessible locations and when possible near GDRTA fixed transit routes.

- a. Do you have a formalized public involvement process? When was the last time it was updated?

An updated public participation policy with very detailed requirements and procedures, entitled "Public Participation Policy for Transportation Planning", has been adopted and implemented by the MVRPC Board of Directors. This policy is reviewed annually and revised as necessary, with a comprehensive update completed in FY2016.

25. Are Environmental Justice (EJ) populations, either individually or through their organizations and community leaders, represented in the citizen participation effort? If so, how many and in what capacity?

Although there is no formal citizen advisory group, efforts are made to reach minorities and underserved populations through additional outreach efforts. The Board of Directors includes representation from elected officials in environmental justice areas as well as representatives from the regional transit agencies whose customer base includes Title VI and Environmental Justice Populations.

26. Are there any other affirmative actions taken by your agency to enlist the involvement and support of EJ populations in the transportation planning process? Explain.

MVRPC uses both affirmative action and DBE considerations in all hiring decisions, purchasing and provisions of internal administrative services, including the consideration of small businesses where

appropriate. The MVRPC website (www.mvrpc.org) also includes a Spanish translation option. As noted above, this has been particularly emphasized in the TIP and Long Range Plan processes.

MVRPC periodically establishes committees to review and evaluate regional transportation issues and enlists involvement of diverse representatives. For example, our Complete Streets policy committee members represented multiple diverse groups and MVRPC added a committee member that resulted in more minority representation for the Dayton region's evaluation committee for federal transportation and government services earmarks.

MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: April 13, 2016

Subject: Adoption of 2040 Long Range Transportation Plan Update and Summary of Public Participation Meeting (April 6, 2016)

As part of the ongoing 2040 Long Range Transportation Plan (Plan) Update and following a nine month process of working with local jurisdictions, the public, and other interested parties to identify multimodal Congestion Management Strategies, MVRPC held a final public participation meeting to present the results of the transportation plan update and solicit public input. The open house style meeting was held on:

Wednesday, April 6, 2016
Miami Valley Regional Planning Commission
10 North Ludlow Street – Suite 700
Courthouse Square
4:00 p.m. – 6:00 p.m.

Outlined below is a recap of public outreach efforts to promote the meeting:

- Establishing a centralized and accessible meeting location at the MVRPC Downtown Offices.
- Printing public notices in the Dayton Daily News and La Jornada Latina (English and Spanish), and ¼ page ad on the Dayton City Paper announcing the meeting.
- Distributing promotional posters at the Technical Advisory Committee to encourage members to display them in their jurisdictions and organizations.
- Submitting press releases to all local newspapers, television and radio stations - approximately 165 media outlets.
- Sending e-mails/letters to individuals and agencies who have requested to be notified about public participation meetings as well as additional agencies/interested parties identified in the FAST Act legislation– approximately 600 individuals/agencies.
- Sending letters and promotional posters to all the public libraries in Montgomery, Greene and Miami Counties.
- Displaying promotional posters in English and Spanish at the Greater Dayton Regional Transit Authority hubs.
- E-mailing promotional poster to Miami County Transit and Greene CATS.
- E-mailing promotional posters (English and Spanish versions) to the Latino Connection for distribution.
- Announcing the meeting on the MVRPC's website.

- Promoting the meeting using Twitter and Facebook.
- Posting the information, which was to be presented at the meeting, on plan2040.mvrpc.org along with an online comment card.

A total of 8 people attended the meeting. MVRPC staff members were present to answer their questions and to review the multimodal transportation projects and strategies.

Participants were encouraged to give their comments on the 2040 LRTP projects and strategies through comment cards available at the meetings or the online comment card. No formal comments were received and the public comment period ended on April 12, 2016.

2040 Long Range Transportation Plan

Since the adoption of the current Transportation Plan in May 2012, MVRPC staff has worked on the data collection, analysis, and program development necessary to update its Long Range Transportation Plan with a plan that continues to meet federal planning requirements and reflect regional priorities.

The new plan entitled the 2040 Long Range Transportation Plan, follows the requirements established under the Fixing America's Surface Transportation Act (FAST Act) and public outreach efforts were incorporated into every step of the update process by using various tools and methods designed to engage the general public and special interest groups.

The Long Range Transportation Plan multimodal projects and strategies, which are the basis for the 2040 LRTP, are attached. The 2040 LRTP plan meets federal planning mandates, is fiscally constrained, and demonstrates conformity to applicable air quality standards.

A resolution to adopt the May 2016 - 2040 Long Range Transportation Plan is attached and staff recommends the adoption of the 2040 Long Range Transportation Plan.

Attachments:

1. 2040 Long Range Transportation Plan Congestion Management Strategies (Highway, Transit, and Alternative Modes)
2. Resolution Adopting the 2040 Long Range Transportation Plan

CONGESTION MANAGEMENT STRATEGIES – HIGHWAY

Following the Long Range Transportation Plan kick-off meeting in August 2015, MVRPC worked with stakeholders in the Region to develop Congestion Management (CM) highway projects desired between 2015 and 2040, including all roadway capacity expansion projects and other projects not covered under the operations and maintenance program. MVRPC began by hosting a series of work group meetings, followed by public participation meetings. The process continued by identifying future revenue capacity and conducting a systematic evaluation of projects.

As a result, the 2040 LRTP includes 235 projects with a total cost of \$1,971.15 million. The congestion management list is fiscally constrained with a projected revenue of \$2,783.37 million. As required by the FAST Act, both costs and revenues are expressed in year of expenditure dollars.

*Congestion Management Projects Costs and Revenues
(in millions of 2015 / Year of Expenditure dollars)*

Costs/ Revenues	Short Term Plan (2016-2020)	Medium Term Plan (2021-2030)	Long Term Plan (2031-2040)	For Full 25 Year Plan
2015				
- Cost	170.82	611.57	648.57	1,430.96
- Revenues	323.95	861.57	861.57	2,047.08
YOE				
- Cost	177.10	769.83	1,024.44	1,971.15
- Revenues	335.06	1,087.73	1,360.58	2,783.37

Source: MVRPC

Proposed Congestion Management Projects
(Cost is in Millions of 2015 / Year of Expenditure Dollars)

5 GRE	I-675 / Grange Hall Road	Feasible: 2031-2035	Mileage: NA	Cost: \$24.37 / \$38.49	Proposed: Yes	TIP: No
Add full movements at Grange Hall Road interchange.						
9A GRE	US 35 — Phase I	Feasible: 2021-2025	Mileage: 1.50	Cost: \$82.80 / \$104.54	Proposed: Yes	TIP: YP
Eliminate the existing at grade intersections at Factory Road, Alpha Road, and Orchard Lane and replace them with full access interchange at Factory Road. Preliminary engineering is partially funded in the SFY 2016-2019 TIP.						
9B GRE	US 35 — Phase II	Feasible: 2021-2025	Mileage: 1.00	Cost: \$24.60 / \$31.06	Proposed: Yes	TIP: YP
Eliminate the existing at grade intersection at Trebein/Valley Road and replace with full access interchanges at Trebein/Valley Road. Preliminary engineering is partially funded in the SFY 2016-2019 TIP.						
9C GRE	Shakertown Road	Feasible: 2016-2020	Mileage: NA	Cost: \$3.41 / \$3.41	Proposed: Yes	TIP: NF
Relocation and extension of Shakertown Road and realignment of Alpha Bellbrook Road to intersect Shakertown Road, west of Factory Road to eliminate the intersection of Shakertown Road and US 35.						
10A GRE	US 42	Feasible: 2026-2030	Mileage: 1.40	Cost: \$3.75 / \$4.73	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Stevenson Road to Bickett Road.						
10B GRE	US 42	Feasible: 2026-2030	Mileage: 0.62	Cost: \$1.65 / \$2.08	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Bickett Road to Hickman Road.						
10C GRE	US 42	Feasible: 2036-2040	Mileage: 0.98	Cost: \$2.60 / \$4.11	Proposed: Yes	TIP: No
Upgrade to standard 2-lane width from Hickman Road to Nash/Charleton Road.						
10D GRE	US 42	Feasible: 2026-2030	Mileage: 1.57	Cost: \$5.33 / \$6.73	Proposed: Yes	TIP: No
Widen US 42 from Church Street to Stevenson Road from 2 to 3 lanes.						
17B GRE	SR 72	Feasible: 2026-2030	Mileage: 4.20	Cost: \$4.04 / \$5.10	Proposed: Yes	TIP: No
Widen at intersections, safety upgrades and roadway realignment as needed from north of Klontz Road to one mile north of Federal Road.						
21 GRE	SR 235	Feasible: 2026-2030	Mileage: 1.00	Cost: \$3.90 / \$4.92	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from I-675 to Byron Road.						
24A GRE	SR 444	Feasible: 2016-2020	Mileage: 0.60	Cost: \$1.75 / \$1.75	Proposed: Yes	TIP: Yes
Widen from 2 to 3 lanes from Sandhill Road to I-675.						

Proposed Congestion Management Projects
(Cost is in Millions of 2015 / Year of Expenditure Dollars)

24B GRE	SR 444 — Phase III	Feasible: 2026-2030	Mileage: 1.00	Cost: \$3.80 / \$4.80	Proposed: Yes	TIP: No
Narrow the western portion and widen the eastern portion to create a uniform 3-lane section from Central Avenue to Sandhill Road.						
24C GRE	SR 444 — Phase II	Feasible: 2021-2025	Mileage: 1.10	Cost: \$4.70 / \$5.93	Proposed: Yes	TIP: No
Narrow the roadway to 3 lanes and install bike lanes and access management techniques from Dayton Drive to Central Avenue.						
32A GRE	Bickett Road	Feasible: 2026-2030	Mileage: 1.25	Cost: \$17.68 / \$22.32	Proposed: Yes	TIP: No
Relocate from just north of Little Miami Scenic Trail to just north of Wilberforce-Switch Road; including a roundabout at the Campus Drive/US 42 intersection, an extension of Brush Row Road to Wilberforce-Switch Road, and a roundabout at the new intersection.						
34C GRE	Dayton Drive	Feasible: 2016-2020	Mileage: 0.29	Cost: \$1.20 / \$1.20	Proposed: Yes	TIP: Yes
Widen from 2 to 3 lanes from SR 235 to Maple Avenue.						
39A GRE	Dayton-Xenia Road	Feasible: 2016-2020	Mileage: 1.50	Cost: \$3.58 / \$3.58	Proposed: Yes	TIP: Yes
Widen from E. Lynn Drive to Woods Drive to provide a center two way left turn lane, add sidewalks along both sides of the roadway, install curb and gutter and storm sewer improvement, possibly add on-street parking.						
39B GRE	Dayton-Xenia Road	Feasible: 2016-2020	Mileage: 1.50	Cost: \$3.79 / \$3.79	Proposed: Yes	TIP: Yes
Widen from 2 to 3 lanes from Woods Drive to Wallaby Drive to provide a center two-way left turn lane. In addition, the project will add an 8' wide sidepath on both sides of the roadway, improved shoulders, and installation of curb and gutter and storm sewer improvements.						
48 GRE	Grange Hall Road / Shakertown Road	Feasible: 2016-2020	Mileage: NA	Cost: \$1.40 / \$1.58	Proposed: Yes	TIP: No
Improve intersection by adding left and right turn lanes and installing a signal.						
50 GRE	Garland Extension - West	Feasible: 2036-2040	Mileage: 0.70	Cost: \$3.00 / \$4.74	Proposed: Yes	TIP: No
Extend as 2 lanes from its eastern terminus at Maple Avenue to Meadowlands Drive.						
53B GRE	Grange Hall Road	Feasible: 2026-2030	Mileage: 2.30	Cost: \$6.90 / \$8.71	Proposed: Yes	TIP: No
Widen from Kemp Road to Southview Drive and SR 835 to Patterson Road from 2 lanes to 3 lanes and add pedestrian and bicycle amenities.						
54D GRE	Hawkins-Schoolhouse Road	Feasible: 2031-2035	Mileage: 0.40	Cost: \$1.03 / \$1.63	Proposed: Yes	TIP: No
Widen Hawkins-Schoolhouse Road from Fairground Road to western terminus from 2 to 3 lanes with turning lanes to serve as the future extension of Progress Drive.						
54E GRE	Hollywood Boulevard Extension	Feasible: 2026-2030	Mileage: 0.40	Cost: \$1.44 / \$1.82	Proposed: Yes	TIP: No
Extend Hollywood Boulevard as 2 lanes with turn lanes from western terminus to Fairground Road; include traffic signals at Fairground Road.						

Proposed Congestion Management Projects
(Cost is in Millions of 2015 / Year of Expenditure Dollars)

58C GRE	Kemp Road	Feasible: 2016-2020	Mileage: 0.45	Cost: \$1.84 / \$1.84	Proposed: Yes	TIP: NF
Widen from 2 to 3 lanes from Grange Hall Road to Meadowcourt Road.						
58D GRE	Kemp Road	Feasible: 2021-2025	Mileage: 1.00	Cost: \$2.40 / \$3.03	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from N. Fairfield Road to Hidden Woods Boulevard.						
58E GRE	Kemp Road	Feasible: 2026-2030	Mileage: 1.55	Cost: \$3.56 / \$4.50	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Meadowcourt Drive to Gerspacher Road, then transition to meet existing 5-lane section at N. Fairfield Road.						
66C GRE	New Germany-Trebein Road	Feasible: 2026-2030	Mileage: 0.35	Cost: \$1.80 / \$2.27	Proposed: Yes	TIP: No
Widen from 3 to 5 lanes from Lillian Lane to Big Woods Drive.						
70B GRE	Progress Drive Extension-North	Feasible: 2031-2035	Mileage: 1.00	Cost: \$3.57 / \$5.64	Proposed: Yes	TIP: No
Extend Progress Drive from Dayton-Xenia Road to Hawkins Schoolhouse Road as 3 lanes.						
74 GRE	Shakertown Road	Feasible: 2031-2035	Mileage: 3.80	Cost: \$12.00 / \$18.95	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from County Line Road to relocated Shakertown Road, see project 9A.						
78C GRE	Trebein Road	Feasible: 2036-2040	Mileage: 2.00	Cost: \$6.20 / \$9.79	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Dayton-Yellow Springs Road to Xenia Drive; add bike and pedestrian facilities, widen culverts, and improve safety of vertical and horizontal curves.						
340A GRE	US 42 Access Road	Feasible: 2021-2025	Mileage: 1.00	Cost: \$3.73 / \$4.71	Proposed: Yes	TIP: No
Extend Regency Drive from Country Club Drive to US 42 as 2 lanes; including connecting Regency Drive with Wilson Drive and Marshall Drive.						
343 GRE	US 42 / East Church Street	Feasible: 2016-2020	Mileage: NA	Cost: \$1.44 / \$1.44	Proposed: Yes	TIP: Yes
Reconstruct a skewed intersection into a perpendicular intersection with a new traffic signal.						
344 GRE	Sheelin / Massie Drive Connector	Feasible: 2021-2025	Mileage: 0.38	Cost: \$1.44 / \$1.82	Proposed: Yes	TIP: No
Extend 2 lanes of Sheelin Drive across US 35 from Reid Avenue to June Drive; including traffic signals at W. Main Street.						
345 GRE	Industrial Boulevard Extension	Feasible: 2021-2025	Mileage: 0.47	Cost: \$0.93 / \$1.17	Proposed: Yes	TIP: No
Extend as 3 lanes from its northern terminus at Lower Bellbrook Road to W. Second Street.						
407 GRE	I-675	Feasible: 2026-2030	Mileage: NA	Cost: \$0.50 / \$0.63	Proposed: Yes	TIP: No
Feasibility study to construct new interchange on I-675 in the vicinity of Shakertown Road to improve job access to land in Beaver Creek and Kettering.						

Proposed Congestion Management Projects
(Cost is in Millions of 2015 / Year of Expenditure Dollars)

411 GRE	North Fairfield Road	Feasible: 2021-2025	Mileage: 1.00	Cost: \$3.30 / \$4.17	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Shakertown Road to Indian Ripple Road.						
414 GRE	Funderburg Road	Feasible: 2031-2035	Mileage: 1.30	Cost: \$3.40 / \$5.37	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Colonel Glenn Road to Dayton Yellow Springs Road.						
415 GRE	Garland Avenue Extension	Feasible: 2036-2040	Mileage: 0.90	Cost: \$4.50 / \$7.11	Proposed: Yes	TIP: No
Extend as 2 lanes from Trebein Road to SR 235.						
417 GRE	Schwerman Drive	Feasible: 2036-2040	Mileage: 1.00	Cost: \$2.70 / \$4.26	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Adams Street to SR 444; including improvements to the Sandhill Road intersection.						
418 GRE	Beaver Valley Road Extension	Feasible: 2031-2035	Mileage: 0.30	Cost: \$1.50 / \$2.37	Proposed: Yes	TIP: No
Extension of Beaver Valley Road to bypass intersection of Dayton-Xenia Road with Factory Road.						
425 GRE	Upper Bellbrook Road	Feasible: 2021-2025	Mileage: 0.38	Cost: \$1.44 / \$1.82	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Colorado Drive to Progress Drive; including a pedestrian path.						
426 GRE	Greene County Industrial Park Road Extension	Feasible: 2021-2025	Mileage: 0.41	Cost: \$1.76 / \$2.22	Proposed: Yes	TIP: No
Extend 3-lane road from Greene County Industrial Park south of US 35 By-pass to US 68; including appropriate turning lanes on US 68.						
431 GRE	Valley Springs Connector Road	Feasible: 2021-2025	Mileage: 0.82	Cost: \$2.50 / \$3.16	Proposed: Yes	TIP: No
Provide a 3-lane connector road from Orchard Lane to the proposed Valley Road / US 35 interchange.						
433 GRE	US 35	Feasible: 2026-2030	Mileage: 1.00	Cost: \$9.00 / \$11.36	Proposed: Yes	TIP: No
Reconfigure the US 35 and Business 35 interchange located on the west side of Xenia for safety and operational purposes.						
434 GRE	West Main Street / Hospitality Drive	Feasible: 2016-2020	Mileage: 0.20	Cost: \$0.79 / \$0.79	Proposed: Yes	TIP: Yes
Construction of a "T" intersection at By-pass 35 and US 35 along with the construction of a traffic signal at the intersection of Hospitality Dr. and W. Main St. to allow for all turning movements.						
443 GRE	Indian Ripple Road	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Widening from 3 to 5 lanes from Darst to Grange Hall Roads and widening from 2 to 3 lanes from Grange Hall to N. Fairfield Roads and extension of sidepath system from Darst to N. Fairfield Roads.						
451 GRE	Fairborn Schools Street Upgrades	Feasible: 2021-2025	Mileage: 2.00	Cost: \$5.20 / \$6.57	Proposed: Yes	TIP: No
Widening Garland and Trebein Roads from 2 to 3 lanes, and adding turn lanes on Commerce Center for future school expansion on the adjacent property.						

Proposed Congestion Management Projects
(Cost is in Millions of 2015 / Year of Expenditure Dollars)

452 GRE	Maple Avenue — Phase II	Feasible: 2021-2025	Mileage: 1.10	Cost: \$2.90 / \$3.66	Proposed: Yes	TIP: No
Widen from 2 lanes to 3 and add bike lanes from Doris Drive to Dayton-Yellow Springs Road.						
453 GRE	Kauffman Avenue	Feasible: 2026-2030	Mileage: 2.00	Cost: \$5.20 / \$6.57	Proposed: Yes	TIP: No
Left turn lanes and right turn drop lanes will be added at intersections from National Road to Colonel Glenn Highway.						
454 GRE	Garland Avenue Bike Path	Feasible: 2021-2025	Mileage: 1.05	Cost: \$0.92 / \$1.16	Proposed: Yes	TIP: No
Install a bike path on City-owned property from the proposed bike lanes on Maple Avenue to the existing path on Garland Avenue near I-675.						
455 GRE	Van Eaton Road / Hedges Road Intersection	Feasible: 2036-2040	Mileage: NA	Cost: \$1.32 / \$2.08	Proposed: Yes	TIP: No
Intersection re-alignment to eliminate offset intersection.						
456 GRE	East Main Street / North Patton Street / Jasper Road	Feasible: 2031-2035	Mileage: NA	Cost: \$1.67 / \$2.64	Proposed: Yes	TIP: No
Reconstruct a five (5) point intersection with a roundabout.						
89A MIA	I-75 — Phase I	Feasible: 2031-2035	Mileage: 2.89	Cost: \$41.15 / \$64.98	Proposed: Yes	TIP: No
Rehabilitate and widen from 4 to 6 lanes from 1.13 miles north of SR 41 to 0.42 miles north of CR 15 (Piqua-Troy Road).						
89B MIA	I-75 — Phase II	Feasible: 2036-2040	Mileage: 4.04	Cost: \$37.75 / \$59.61	Proposed: Yes	TIP: No
Rehabilitate and widen from 4 to 6 lanes from 0.42 miles north of CR 15 (Piqua Troy Road) to CR 25A.						
92B MIA	US 36 Reconstruction	Feasible: 2036-2040	Mileage: 0.70	Cost: \$5.75 / \$9.08	Proposed: Yes	TIP: No
Reconstruction and widening from 2 to 3 lanes and upgrade from rural cross section to urban cross section with curb and gutter and utility upgrades from Sunset Drive to RM Davis Parkway.						
96 MIA	SR 41	Feasible: 2021-2025	Mileage: 0.60	Cost: \$2.03 / \$2.56	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from just west of Kings Chapel Drive to Washington Road.						
98 MIA	SR 48	Feasible: 2031-2035	Mileage: 1.30	Cost: \$8.00 / \$12.63	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes beginning at Pinewood Drive, going south to the Montgomery County line; improve the intersections at Frederick-Garland Road and Emerick Road.						
103 MIA	Commerce Boulevard — Phase III	Feasible: 2026-2030	Mileage: 0.60	Cost: \$3.60 / \$4.55	Proposed: Yes	TIP: No
Extend Commerce Center Boulevard from its eastern terminus to intersect SR 718 at Barnhard Road.						
105A MIA	County Road 25A	Feasible: 2016-2020	Mileage: 0.70	Cost: \$4.30 / \$4.30	Proposed: Yes	TIP: Yes
Widen from 2 to 4/5 lanes from SR 571 to Michaels Road. (Project Sold).						

Proposed Congestion Management Projects
(Cost is in Millions of 2015 / Year of Expenditure Dollars)

105B MIA	County Road 25A — Phase V	Feasible: 2031-2035	Mileage: 1.51	Cost: \$6.04 / \$9.54	Proposed: Yes	TIP: No
Widen from 2 to 4/5 lanes from the Montgomery County line to Evanston Road.						
105C MIA	County Road 25A	Feasible: 2016-2020	Mileage: 0.50	Cost: \$3.05 / \$3.05	Proposed: Yes	TIP: Yes
Widen from 2 to 4/5 lanes from Michaels Road to Evanston Road to coordinate with Miami County project 105B and Montgomery County project 272B.						
108 MIA	Donn Davis Way Connection	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.30 / \$6.79	Proposed: Yes	TIP: No
Extend as 3/4 lanes from Kessler-Cowlesville Road to the existing Donn Davis Way at Parkwood Avenue, crossing North Hyatt Street north of Arapaho Trail.						
112 MIA	Evanston Road	Feasible: 2021-2025	Mileage: 1.82	Cost: \$4.90 / \$6.19	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from CR 25A to Tipp-Canal Road; including a proposed bike/pedestrian crossing over I-75 (attached to existing overpass) and construction of either an on- or off-street bike/pedestrian path.						
113 MIA	Experiment Farm Road	Feasible: 2031-2035	Mileage: 0.33	Cost: \$1.56 / \$2.46	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from just north of Corporate Drive to Eldean Road.						
113A MIA	Eldean Road / Experiment Farm Road	Feasible: 2021-2025	Mileage: 0.33	Cost: \$1.75 / \$2.21	Proposed: Yes	TIP: No
Realign the offset intersection.						
121 MIA	McKaig Road	Feasible: 2021-2025	Mileage: 1.40	Cost: \$2.02 / \$2.55	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Dorset Road to Cartwright Court.						
139A MIA	Washington Road / Wilson Road	Feasible: 2026-2030	Mileage: 0.74	Cost: \$1.35 / \$1.70	Proposed: Yes	TIP: No
Realign Washington Road to intersect Wilson Road at McKaig Road.						
351 MIA	SR 571	Feasible: 2021-2025	Mileage: 1.50	Cost: \$7.50 / \$9.47	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Main Street to Davis Road; including intersection and signal improvements at Stone Meadows Boulevard.						
354 MIA	Railroad Overpass / New Connector Road	Feasible: 2036-2040	Mileage: 0.70	Cost: \$8.00 / \$12.63	Proposed: Yes	TIP: No
Construct new 2/3 lane roadway from Donn Davis Way to North Third Street in Tipp City; including a railroad grade separation at the CSX railroad line.						
371 MIA	SR 41	Feasible: 2021-2025	Mileage: 0.51	Cost: \$1.13 / \$1.43	Proposed: Yes	TIP: No
Widen from 5 to 7 lanes from Experiment Farm Road to I-75.						
501 MIA	Tipp-Cowlesville Road	Feasible: 2021-2025	Mileage: 1.31	Cost: \$3.50 / \$4.42	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Crane Road to CR 25A.						

Proposed Congestion Management Projects
(Cost is in Millions of 2015 / Year of Expenditure Dollars)

503A MIA	Statler Road — Phase I	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Reconstruction and widening from 2 to 3 lanes and upgrade from rural cross section to urban cross section with curb and gutter and utility upgrades from the Great Miami River to I-75 (west side).						
503B MIA	Statler Road — Phase II	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.60 / \$7.26	Proposed: Yes	TIP: No
Reconstruction and widening from I-75 to Troy-Sidney Road to industrial development standards with curb and gutter and utility extensions.						
506A MIA	Garbry Road — Phase I	Feasible: 2026-2030	Mileage: 0.90	Cost: \$4.60 / \$5.81	Proposed: Yes	TIP: No
Reconstruction and widening from 2 lanes to 3 lanes and upgrade from rural cross section to urban cross section with curb and gutter, sidewalks, and utility upgrades from CSX Railroad Crossing to Kienle Drive.						
506B MIA	Garbry Road — Phase II	Feasible: 2026-2030	Mileage: 0.50	Cost: \$2.30 / \$2.90	Proposed: Yes	TIP: No
Reconstruction, widening, and upgrade from rural cross section to urban cross section with curb and gutter, sidewalks, and utility upgrades from Kienle Drive to US 36.						
506C MIA	Looney Road / Garbry Road Intersection	Feasible: 2016-2020	Mileage: NA	Cost: \$1.63 / \$1.63	Proposed: Yes	TIP: Yes
Construction of a roundabout at the intersection of Garbry Road and Looney Road.						
507 MIA	Swailes Road Extension	Feasible: 2036-2040	Mileage: 0.70	Cost: \$1.35 / \$2.13	Proposed: Yes	TIP: No
New roadway extension from the western termini of Swailes Road at Nashville Road to Wilson Road at SR 55.						
508A MIA	Peters Road — Phase I	Feasible: 2026-2030	Mileage: 0.41	Cost: \$1.24 / \$1.57	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Dickerson Drive to Premwood Road.						
508B MIA	Peters Road — Phase II	Feasible: 2031-2035	Mileage: 0.80	Cost: \$1.96 / \$3.10	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Premwood Road to Swailes Road.						
509A MIA	Northern Connector — Phase I	Feasible: 2036-2040	Mileage: 1.30	Cost: \$3.49 / \$5.51	Proposed: Yes	TIP: No
New 3-lane roadway from CR 25A to Troy-Sidney Road.						
509B MIA	Northern Connector — Phase II	Feasible: 2036-2040	Mileage: 1.70	Cost: \$3.60 / \$5.69	Proposed: Yes	TIP: No
New 3-lane roadway from Troy Sidney Road to Troy Urbana Road.						
509C MIA	Northern Connector — Phase III	Feasible: 2036-2040	Mileage: 1.68	Cost: \$3.94 / \$6.22	Proposed: Yes	TIP: No
New 3-lane roadway from Troy Urbana Road Crossing SR 55 to SR 202.						
512A MIA	Eldean Road — Phase I	Feasible: 2021-2025	Mileage: 1.20	Cost: \$3.00 / \$3.79	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Experiment Farm Road to CR 25A.						

Proposed Congestion Management Projects
(Cost is in Millions of 2015 / Year of Expenditure Dollars)

512B MIA	Eldean Road — Phase II	Feasible: 2026-2030	Mileage: 1.03	Cost: \$2.57 / \$3.24	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Washington Road to Experiment Farm Road.						
512C MIA	Eldean Road — Phase III	Feasible: 2031-2035	Mileage: 1.14	Cost: \$2.85 / \$4.50	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from SR 41 to Washington Road.						
514 MIA	Piqua-Troy Road	Feasible: 2026-2030	Mileage: 1.19	Cost: \$2.98 / \$3.76	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from the Troy north corporation limit to Troy-Sidney Road.						
516A MIA	Washington Road — Phase I	Feasible: 2021-2025	Mileage: 1.87	Cost: \$4.68 / \$5.91	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from SR 718 to 0.6 miles south of SR 41.						
516B MIA	Washington Road — Phase II	Feasible: 2031-2035	Mileage: 0.81	Cost: \$2.03 / \$3.21	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from SR 41 to Eldean Road.						
516C MIA	Washington Road — Phase III	Feasible: 2036-2040	Mileage: 1.94	Cost: \$4.85 / \$7.66	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.						
517B MIA	Farrington Road — Phase II	Feasible: 2021-2025	Mileage: 1.03	Cost: \$2.58 / \$3.26	Proposed: Yes	TIP: No
Widen Farrington Road from 2 to 3 lanes from Washington Road to Experiment Farm Road.						
518B MIA	Kinna Drive — South	Feasible: 2021-2025	Mileage: 0.70	Cost: \$2.20 / \$2.78	Proposed: Yes	TIP: No
Construct a 3-lane extension from SR 571 to Evanston Road.						
520A MIA	Peters Road — Phase I	Feasible: 2026-2030	Mileage: 2.09	Cost: \$5.23 / \$6.60	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Kessler-Cowlesville Road to Swailes Road.						
520B MIA	Peters Road — Phase II	Feasible: 2031-2035	Mileage: 1.10	Cost: \$2.75 / \$4.34	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from SR 571 to Kessler-Cowlesville Road.						
528 MIA	I-75 / SR 571	Feasible: 2036-2040	Mileage: NA	Cost: \$1.61 / \$2.54	Proposed: Yes	TIP: No
Interchange modification to improve capacity of existing ramps and replace structure with 5-lane capacity structure.						
530 MIA	Riverside Drive	Feasible: 2016-2020	Mileage: 0.46	Cost: \$1.94 / \$2.19	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from 600 feet north of Adams Street to the Duke Park north boundary.						

Proposed Congestion Management Projects
(Cost is in Millions of 2015 / Year of Expenditure Dollars)

531C MIA	Main Street — Streetscape	Feasible: 2021-2025	Mileage: 0.20	Cost: \$1.70 / \$2.15	Proposed: Yes	TIP: No
Rehabilitate and improve East Main Street / SR 571 from First Street eastward to and including the crossing of the Great Miami River Bikeway (GMRB).						
531D MIA	Main Street — Streetscape	Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.50 / \$1.89	Proposed: Yes	TIP: No
Rehabilitate and improve West Main Street / SR 571 from Hyatt Street eastward to the CSX Railroad Tracks; including an interconnection among the existing traffic signals.						
532 MIA	Experiment Farm Road	Feasible: 2036-2040	Mileage: 1.96	Cost: \$4.90 / \$7.74	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.						
533 MIA	Northern Access Interchange Feasibility Study	Feasible: 2021-2025	Mileage: NA	Cost: \$0.42 / \$0.53	Proposed: Yes	TIP: No
Traffic study to look at future improvements needed to improve vehicular access between SR 41 and CR 25A including potential for an Eldean Road Interchange at I-75.						
535 MIA	SR 571	Feasible: 2036-2040	Mileage: 1.50	Cost: \$10.00 / \$15.79	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from Peters Road to CR 25A.						
537A MIA	SR 41 Traffic Signal Interconnect	Feasible: 2021-2025	Mileage: NA	Cost: \$0.75 / \$0.95	Proposed: Yes	TIP: No
Extend communication backbone to allow traffic signals to operate as a closed loop system at the intersections with Dorset Road and Marybill Drive.						
540 MIA	Troy-Sidney Road	Feasible: 2021-2025	Mileage: 1.00	Cost: \$4.00 / \$5.05	Proposed: Yes	TIP: No
Reconstruction and widening of Troy-Sidney Road from US 36 to Statler Road. The project will consist of roadway reconstruction to industrial development standards with curb and gutter and utility extensions.						
541 MIA	Kyle Park Drive	Feasible: 2021-2025	Mileage: 0.33	Cost: \$2.00 / \$2.53	Proposed: Yes	TIP: No
Construct Kyle Park Drive as a 3-lane roadway from S. Hyatt Street easterly to S. First Street including a sidewalk on one side of Kyle Park Drive and a 10' wide bikeway on the other.						
542 MIA	CR 25A - YMCA Bikeway	Feasible: 2021-2025	Mileage: 1.00	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
Construct a new 10' bikeway from the Robinson Branch YMCA southerly to and crossing at the intersection of Donn Davis Way and CR 25A, connecting to the existing bikeway on Donn Davis Way, and continuing from existing bikeway on Donn Davis Way at Tipp-Cowlesville Road easterly on Crane Road to the Great Miami River Bike Trail, just east of North Third Street.						
543 MIA	County Road 25A	Feasible: 2021-2025	Mileage: 0.50	Cost: \$1.10 / \$1.39	Proposed: Yes	TIP: No
Upgrade and widen from 4 to 5 lanes, and enhance CR 25A between the Meijer Distribution Center northerly to Exit 69 at I-75.						
544 MIA	Crane Road Bikeway	Feasible: 2021-2025	Mileage: 0.40	Cost: \$0.90 / \$1.14	Proposed: Yes	TIP: No
Construct a new 10' bikeway/multi-use recreational trail from intersection of N. Hyatt Street and Crane Road easterly crossing the CSX railroad tracks to the Great Miami River Bikeway.						

Proposed Congestion Management Projects
(Cost is in Millions of 2015 / Year of Expenditure Dollars)

545 MIA	CSX Rail Spur	Feasible: 2036-2040	Mileage: 0.38	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Construct a 2,000 foot rail spur on the west side of the CSX railroad tracks within and proximate to the 113 acre Prill property bounded on the north by Crane Road, on the south by Parkwood Drive, N. Hyatt Street on the west, and the CSX tracks on the east.						
643 MIA	SR 201 — Phase VIII	Feasible: 2021-2025	Mileage: 0.16	Cost: \$1.70 / \$2.15	Proposed: Yes	TIP: No
Widen from 2 to 4 lanes from Montgomery County line to Singer Road; including a grass median island, curb, gutter, storm drainage system, and landscaping enhancements.						
144C MOT	I-70	Feasible: 2031-2035	Mileage: 7.70	Cost: \$53.31 / \$84.19	Proposed: Yes	TIP: No
Rehabilitate and widen 4 to 6 lanes; beginning at Arlington Road to SR-48. (Interchange improvements will be included on this project if the Interchange Modification Study requires any improvements.)						
154E MOT	US 35 — Phase IIB	Feasible: 2021-2025	Mileage: 3.16	Cost: \$30.39 / \$38.37	Proposed: Yes	TIP: No
US 35 from Livingston Avenue to I-675, major rehabilitation of existing pavement, construction of an additional lane in each direction, and bridge work. Construction plans for the project are complete.						
154F MOT	US 35 — Phase III	Feasible: 2021-2025	Mileage: 0.78	Cost: \$16.36 / \$20.65	Proposed: Yes	TIP: No
US 35 at Woodman Drive / SR 835 interchange modification. Construction plans for the project are complete.						
154G MOT	US 35 — Phase IV	Feasible: 2026-2030	Mileage: 0.73	Cost: \$15.41 / \$19.46	Proposed: Yes	TIP: No
US 35 at Smithville Road interchange modification. Construction plans for the project are complete.						
155D MOT	US 35	Feasible: 2026-2030	Mileage: 2.00	Cost: \$5.95 / \$7.51	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Union Road to Lutheran Church Road.						
155E MOT	US 35	Feasible: 2026-2030	Mileage: 1.00	Cost: \$2.73 / \$3.45	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Lutheran Church Road to Diamond Mill Road.						
166 MOT	SR 48	Feasible: 2026-2030	Mileage: 1.10	Cost: \$5.55 / \$7.01	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from Phillisburg-Union Road to Miami County line.						
167 MOT	SR 48	Feasible: 2031-2035	Mileage: 1.67	Cost: \$3.01 / \$4.75	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from the Warren County line to Sheehan Road.						
184B MOT	SR 725	Feasible: 2021-2025	Mileage: 1.00	Cost: \$7.20 / \$9.09	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from Bigger Road to Wilmington Pike.						
202E MOT	Social Row Road	Feasible: 2021-2025	Mileage: 1.70	Cost: \$11.00 / \$13.89	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from 2000' east of Yankee Street to SR 48.						

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(Cost is in Millions of 2015 / Year of Expenditure Dollars)

209A MOT	Arlington Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from I-70 to US 40.	Mileage: 1.20	Cost: \$6.30 / \$7.95	Proposed: Yes	TIP: No
209C MOT	Arlington Road	Feasible: 2016-2020 Replace and widen bridge over I-70 from 2 to 3 lanes.	Mileage: NA	Cost: \$10.93 / \$10.93	Proposed: Yes	TIP: Yes
220 MOT	Clyo Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from Spring Valley Road to Social Row Road.	Mileage: 2.42	Cost: \$8.50 / \$10.73	Proposed: Yes	TIP: No
221B MOT	Clyo Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from St. Leonard's Way to Spring Valley Pike.	Mileage: 1.00	Cost: \$3.00 / \$3.79	Proposed: Yes	TIP: No
229 MOT	Edwin C. Moses Boulevard	Feasible: 2031-2035 Widen from 2 to 5 lanes from Broadway Street to I-75.	Mileage: 0.59	Cost: \$50.00 / \$78.96	Proposed: Yes	TIP: No
238 MOT	Harshman Road	Feasible: 2021-2025 Widen from 4 to 5 lanes from Eastwood Metropark entrance to SR 4.	Mileage: 0.40	Cost: \$7.25 / \$9.15	Proposed: Yes	TIP: No
244C MOT	Hoke Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from US 40 to Smith Drive; including intersection improvements and traffic signals at Wenger Road.	Mileage: 1.28	Cost: \$6.50 / \$8.21	Proposed: Yes	TIP: No
248B MOT	Dayton-Keowee Street Bridge	Feasible: 2016-2020 Rehabilitate/replace and widen bridge over the Great Miami River.	Mileage: 0.10	Cost: \$13.40 / \$13.40	Proposed: Yes	TIP: Yes
253 MOT	Little Richmond Road / Diamond Mill Road	Feasible: 2036-2040 Correct the split-T intersection at Diamond Mill Road.	Mileage: NA	Cost: \$1.15 / \$1.82	Proposed: Yes	TIP: No
260 MOT	Mad River Road	Feasible: 2026-2030 Improve and realign intersections of Yankee Street and Munger Road.	Mileage: NA	Cost: \$3.50 / \$4.42	Proposed: Yes	TIP: No
272B MOT	North Dixie Drive	Feasible: 2021-2025 Widen from 2 to 3 lanes from the Vandalia north corporation limit to the Miami County line.	Mileage: 0.80	Cost: \$2.50 / \$3.16	Proposed: Yes	TIP: No
293A MOT	Phillisburg-Union Road	Feasible: 2031-2035 Widen from 2 to 3 lanes from SR 48 to Haber Road.	Mileage: 1.80	Cost: \$3.00 / \$4.74	Proposed: Yes	TIP: No
298 MOT	Salem Avenue	Feasible: 2031-2035 Widen from 4 to 5 lanes from Hillcrest Avenue to Curundu Avenue.	Mileage: 1.10	Cost: \$8.00 / \$12.63	Proposed: Yes	TIP: No

Proposed Congestion Management Projects
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301 MOT	Seybold Road / Crestway	Feasible: 2026-2030 Realign the split T-intersection at Westbrook Road.	Mileage: 1.00	Cost: \$1.13 / \$1.43	Proposed: Yes	TIP: No
335A MOT	Yankee Street — Phase II	Feasible: 2016-2020 Widen from 2 to 3 lanes from Social Row Road/Austin Boulevard to Winding Green Way. (Project Sold).	Mileage: 0.55	Cost: \$3.40 / \$3.40	Proposed: Yes	TIP: Yes
335B MOT	Yankee Street — Phase III	Feasible: 2021-2025 Widen from 2 to 5 lanes from Winding Green Way to Spring Valley Pike.	Mileage: 0.75	Cost: \$6.00 / \$7.58	Proposed: Yes	TIP: No
335C MOT	Yankee Street — Phase IV	Feasible: 2026-2030 Widen from 3 to 5 lanes from Social Row Road/Austin Pike to Winding Green Way.	Mileage: 0.55	Cost: \$2.45 / \$3.09	Proposed: Yes	TIP: No
336 MOT	Yankee Street	Feasible: 2021-2025 Widen from 2 to 3 lanes from Social Row Road/Austin Boulevard to Warren County Line.	Mileage: 0.60	Cost: \$2.20 / \$2.78	Proposed: Yes	TIP: No
338C MOT	Miamisburg-Springboro Pike, Section 1 — Phase II	Feasible: 2031-2035 Widen from 3 to 5 lanes from Peacock Lane to Medlar Road.	Mileage: 0.50	Cost: \$1.85 / \$2.92	Proposed: Yes	TIP: No
338D MOT	Miamisburg-Springboro Pike, Section 2 — Phase I	Feasible: 2021-2025 Widen from 2 to 3 lanes from Medlar Road to Benner Road.	Mileage: 0.90	Cost: \$8.70 / \$8.70	Proposed: Yes	TIP: No
338E MOT	Miamisburg-Springboro Pike, Section 2 — Phase II	Feasible: 2036-2040 Widen from 3 to 5 lanes from Medlar Road to Benner Road.	Mileage: 0.90	Cost: \$3.50 / \$5.53	Proposed: Yes	TIP: No
338F MOT	Benner Road	Feasible: 2021-2025 Widen from 2 to 3 lanes from Dayton-Cincinnati Pike to Miamisburg-Springboro Pike.	Mileage: 1.40	Cost: \$8.53 / \$10.77	Proposed: Yes	TIP: No
338G MOT	I-75	Feasible: 2036-2040 Widen from 6 to 8 lanes from approximately Pennyroyal Lane to I-675.	Mileage: 2.62	Cost: \$22.18 / \$35.03	Proposed: Yes	TIP: No
368 MOT	Webster Street Bridge Replacement	Feasible: 2016-2020 Replace and widen from 4 to 5 lanes. (Project Sold).	Mileage: 0.13	Cost: \$10.00 / \$10.00	Proposed: Yes	TIP: Yes
369 MOT	Helena Street Bridge Replacement	Feasible: 2016-2020 Replace and widen from 2 to 3 lanes.	Mileage: 0.09	Cost: \$7.80 / \$7.80	Proposed: Yes	TIP: Yes
372A MOT	Spring Valley Road	Feasible: 2031-2035 Widen from 2/3 to 5 lanes from SR 48 to Clio Road.	Mileage: 1.40	Cost: \$4.50 / \$7.11	Proposed: Yes	TIP: No

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372B MOT	Spring Valley Road	Feasible: 2031-2035 Widen from 3 to 5 lanes from Yankee Street to SR 48.	Mileage: 2.10	Cost: \$9.80 / \$15.48	Proposed: Yes	TIP: No
603B MOT	Wolf Creek Pike / Lutheran Church Road / Seybold Road	Feasible: 2026-2030 Realign the offset intersection.	Mileage: 1.00	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
603D MOT	Lutheran Church Road / Little Richmond Road	Feasible: 2026-2030 Realign the offset intersection.	Mileage: 1.00	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
608 MOT	Brookville-Salem Road	Feasible: 2031-2035 Widen from 2 to 3 lanes from SR 49 to Brookville-Phillipsburg Road.	Mileage: 2.10	Cost: \$7.20 / \$11.37	Proposed: Yes	TIP: No
611A MOT	Hoke Road — South	Feasible: 2031-2035 Widen Hoke Road to three (3) lanes from south of Career Drive to Westbrook Road and add traffic signals at the Westbrook intersection.	Mileage: 0.60	Cost: \$1.60 / \$2.53	Proposed: Yes	TIP: No
613B MOT	Union Road	Feasible: 2031-2035 Widen from Westbrook Road to US 35 to add left turn lanes at the Shiloh Springs Road and Little Richmond Road intersections.	Mileage: NA	Cost: \$1.42 / \$2.24	Proposed: Yes	TIP: No
613C MOT	Union Road	Feasible: 2036-2040 Improve geometry from SR 4 to Fairview Drive by eliminating the horizontal curves/offsets at the Lower Miamisburg Road intersections; including an extension of Union Road along the current north/south alignment through Lower Miamisburg Road, creating a new four-leg intersection.	Mileage: 6.50	Cost: \$4.19 / \$6.62	Proposed: Yes	TIP: No
614A MOT	Basore Road	Feasible: 2021-2025 Widen and extend from 2 to 3 lanes from Turner Road to Shiloh Springs Road; including curb.	Mileage: 0.50	Cost: \$1.06 / \$1.33	Proposed: Yes	TIP: No
615A MOT	Westbrook Road	Feasible: 2031-2035 Widen from 2 to 3 lanes from SR 48 to Diamond Mill Road.	Mileage: 6.30	Cost: \$24.00 / \$37.90	Proposed: Yes	TIP: No
626 MOT	Olive Road / Taywood Road Connector	Feasible: 2026-2030 New roadway connecting the southern terminus of Taywood Road at Westbrook Road to the northern terminus of Olive Road at Salem Bend Road.	Mileage: 0.36	Cost: \$2.00 / \$2.53	Proposed: Yes	TIP: No
628A MOT	Diamond Mill Road	Feasible: 2036-2040 Improve roadway geometry and left turn lanes on Diamond Mill Road at the Upper Lewisburg-Salem Road, Westbrook Road, Air Hill/Shiloh Springs Road, Wolf Creek Pike, and Old Dayton Road intersections; including a realignment of the Shiloh Springs Road/Air Hill Road intersection.	Mileage: 7.80	Cost: \$5.86 / \$9.25	Proposed: Yes	TIP: No

Proposed Congestion Management Projects
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628B MOT	Diamond Mill Road	Feasible: 2036-2040	Mileage: 8.10	Cost: \$3.55 / \$5.61	Proposed: Yes	TIP: No
Improve roadway geometry and add left turn lanes on Diamond Mill Road from the Germantown north corporation limit to US 35 at the Dayton-Farmersville Road, Hemple Road, Farmersville-West Carrollton Road, and Manning Road intersections; including a realignment of the Hemple Road intersection.						
631 MOT	Upper Lewisburg-Salem Road	Feasible: 2026-2030	Mileage: 1.4	Cost: \$6.60 / \$8.33	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Arlington Road to Brookville-Salem Road.						
633 MOT	Farmersville-West Carrollton Road	Feasible: 2026-2030	Mileage: 1.50	Cost: \$3.75 / \$4.73	Proposed: Yes	TIP: No
Widen from 2 to 4 lanes from Central Avenue to Infirmary Road, including dedicated right and left turn lanes at intersections.						
635 MOT	Farmersville-West Carrollton Road	Feasible: 2026-2030	Mileage: 0.90	Cost: \$4.75 / \$6.00	Proposed: Yes	TIP: No
Provide grade separation over CSX Railroad tracks, including a relocation of approximately 1,500 feet of Infirmary Road to the west of the CSX Railroad tracks.						
636 MOT	Central Avenue/Miami Avenue	Feasible: 2016-2020	Mileage: 0.25	Cost: \$0.85 / \$0.96	Proposed: Yes	TIP: No
Upgrade existing intersection by improving turning radii for westbound to northbound traffic, including a dedicated left turn lane for southbound to eastbound traffic.						
637 MOT	Little York Road — Phase I	Feasible: 2021-2025	Mileage: 0.45	Cost: \$5.00 / \$6.31	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Miller Lane to North Dixie Drive.						
647 MOT	Little York Road — Phase II	Feasible: 2026-2030	Mileage: 1.50	Cost: \$5.40 / \$6.82	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from North Dixie Drive to Peters Pike.						
648 MOT	Little York Road — Phase III	Feasible: 2031-2035	Mileage: 1.50	Cost: \$7.30 / \$11.53	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Peters Pike to Frederick Pike.						
650 MOT	Frederick Pike	Feasible: 2036-2040	Mileage: 2.00	Cost: \$6.60 / \$10.42	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Little York Road to US 40.						
654 MOT	Broadway Street	Feasible: 2026-2030	Mileage: 1.00	Cost: \$5.75 / \$7.26	Proposed: Yes	TIP: No
Realign and widen roadway from 2 to 3 lanes from Germantown Street to Edwin C. Moses Boulevard.						
656 MOT	Smithville Road	Feasible: 2026-2030	Mileage: 1.00	Cost: \$6.32 / \$7.98	Proposed: Yes	TIP: No
Widen from 2/4 to 3/5 lanes from US 35 to Fourth Street.						
661 MOT	Washington Street	Feasible: 2026-2030	Mileage: 0.30	Cost: \$3.45 / \$4.36	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Perry Street to Veteran's Parkway.						

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665 MOT	Sheehan Road	Feasible: 2036-2040	Mileage: 1.50	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Widen Sheehan Road from Social Row Road to Bonnie Anne Place from 2 to 3 lanes.						
668 MOT	Kittridge Road	Feasible: 2026-2030	Mileage: 0.60	Cost: \$2.88 / \$3.64	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Gander Road to the Dayton east corportation limit.						
669 MOT	Spring Valley Pike	Feasible: 2031-2035	Mileage: 1.20	Cost: \$4.60 / \$7.26	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Clyo Road to the Greene County Line.						
670A MOT	Centerville Station Road — Phase I	Feasible: 2026-2030	Mileage: 0.61	Cost: \$3.60 / \$4.55	Proposed: Yes	TIP: No
Widen Centerville Station Road from Park East Court to Wilmington Pike from 2 to 3 lanes.						
670B MOT	Centerville Station Road — Phase II	Feasible: 2031-2035	Mileage: 0.45	Cost: \$1.10 / \$1.74	Proposed: Yes	TIP: No
Widen Centerville Station Road from Brainard Woods Drive to Park East Court from 2 to 3 lanes.						
676 MOT	I-75 / Needmore Road Interchange	Feasible: 2036-2040	Mileage: NA	Cost: \$31.99 / \$50.52	Proposed: Yes	TIP: No
Interchange modification to improve capacity of existing ramps; widen Needmore Road bridge over I-75 to 8 lanes.						
677 MOT	I-75 / Edwin C. Moses Boulevard	Feasible: 2031-2035	Mileage: NA	Cost: \$19.80 / \$31.27	Proposed: Yes	TIP: No
Short term improvements at the interchange and nearby access points to improve traffic flow during special events.						
678 MOT	I-75 / Wagner Ford Road	Feasible: 2031-2035	Mileage: NA	Cost: \$54.46 / \$86.00	Proposed: Yes	TIP: No
Interchange modification to address geometric and operational deficiencies.						
679 MOT	I-75 / SR 725	Feasible: 2026-2030	Mileage: NA	Cost: \$5.00 / \$6.31	Proposed: Yes	TIP: No
Modify the ramp terminals to improve traffic flow and safety.						
680 MOT	I-75 / US 40 / Northwoods Boulevard	Feasible: 2036-2040	Mileage: NA	Cost: \$38.08 / \$60.14	Proposed: Yes	TIP: No
Interchange modifications to reduce weaving movements.						
800A MOT	West Moraine Connector — Phase I	Feasible: 2026-2030	Mileage: 1.00	Cost: \$8.25 / \$10.42	Proposed: Yes	TIP: No
Widen Pinnacle Road from Moraine/Jefferson Township boundary to Infirmary Road, Infirmary Road from Pinnacle Road to Hemple Road, and Hemple Road from Infirmary Road to 800 feet west of Infirmary Road; including new drainage culverts, side road drainage, bike/pedestrian paths, and realignment of the intersection at Infirmary Road and Hemple Road.						
800B MOT	West Moraine Connector — Phase II	Feasible: 2031-2035	Mileage: 1.00	Cost: \$2.70 / \$4.26	Proposed: Yes	TIP: No
Widen Hemple Road from 800 feet west of Infirmary Road to SR 4; including new drainage culverts, side road drainage, bike/pedestrian paths, and realignment of the intersection at Hemple Road and SR 4.						

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803A MOT	US 40	Feasible: 2021-2025	Mileage: 0.30	Cost: \$1.45 / \$1.83	Proposed: Yes	TIP: No
Widen US 40 to three lanes from Haber Road to the main entrance of the Northmont School Campus and add a traffic signal and right turn lane on Haber Road.						
803B MOT	US 40	Feasible: 2026-2030	Mileage: NA	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
Widen to provide left turn lanes at Arlington Road.						
804 MOT	SR 48	Feasible: 2036-2040	Mileage: 0.50	Cost: \$2.80 / \$4.42	Proposed: Yes	TIP: No
Traffic signal upgrades, street lighting, sidewalks, curb and gutter, and drainage issues on SR 48 from Westbrook Road to Hacker Road.						
808 MOT	SR 4	Feasible: 2026-2030	Mileage: 2.00	Cost: \$7.09 / \$8.95	Proposed: Yes	TIP: No
Upgrade intersections at Manning Road/Jamaica Road, Union Road, and Infirmary Road in the communities of Moraine and Germantown; including turn lanes and traffic signals.						
810 MOT	Helena Street	Feasible: 2021-2025	Mileage: 0.25	Cost: \$2.88 / \$3.64	Proposed: Yes	TIP: No
Realign and widen from 2 to 3 lanes from Riverside Drive to Forest Avenue.						
815 MOT	Dog Leg Road / Frederick Pike / Meeker Road	Feasible: 2031-2035	Mileage: 0.50	Cost: \$1.75 / \$2.76	Proposed: Yes	TIP: No
Install roundabout to consolidate three intersections.						
816 MOT	Alex-Bell Road and Mad River Road	Feasible: 2021-2025	Mileage: 0.50	Cost: \$1.50 / \$1.89	Proposed: Yes	TIP: No
Install roundabout or traffic signal.						
818 MOT	US 35 / SR 49	Feasible: 2026-2030	Mileage: NA	Cost: \$0.87 / \$1.10	Proposed: Yes	TIP: No
Improve the intersection by adding turn lanes and improving signal timing and progression.						
820 MOT	Farmersville-Johnsville Road	Feasible: 2036-2040	Mileage: 10.50	Cost: \$3.49 / \$5.51	Proposed: Yes	TIP: No
Improve roadway geometry from the Farmersville north corporation limit to Westbrook Road; including improvements at the Westbrook Road, Brookville-Pyrmont Pike, and US 35 offset interections, with new turn lanes at US 35.						
821 MOT	Alex Road	Feasible: 2021-2025	Mileage: 0.25	Cost: \$0.85 / \$1.07	Proposed: Yes	TIP: No
Widen to add southbound right turn lane on Alex Road from Watertower Lane to SR 725.						
822A MOT	Wilmington Pike — Phase II	Feasible: 2016-2020	Mileage: 0.68	Cost: \$3.20 / \$3.61	Proposed: Yes	TIP: No
Widen Wilmington Pike from I-675 to Brown Road from 4 to 6 through lanes with turn lanes as needed.						
822B MOT	Wilmington Pike — Phase III	Feasible: 2026-2030	Mileage: 0.37	Cost: \$2.50 / \$3.16	Proposed: Yes	TIP: No
Widen Wilmington Pike from Clys Road to I-675 from 4 to 6 through lanes with turn lanes as needed.						

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823B MOT	I-675 / Wilmington Pike Interchange	Feasible: 2026-2030	Mileage: NA	Cost: \$30.00 / \$37.88	Proposed: Yes	TIP: No
Long term interchange modifications to increase the capacity of Wilmington Pike and the existing ramps.						
830 MOT	East Third Street	Feasible: 2031-2035	Mileage: 2.21	Cost: \$2.30 / \$3.63	Proposed: Yes	TIP: No
Widening of East Third Street at Findlay and Irwin Streets for the installation of left turn lanes.						
831 MOT	Keowee Street	Feasible: 2016-2020	Mileage: 0.78	Cost: \$5.00 / \$5.00	Proposed: Yes	TIP: Yes
Widening of Keowee Street from 4 to 5 lanes from SR 4 to Helena Street for the installation of left turn lanes.						
832 MOT	North Main Street	Feasible: 2021-2025	Mileage: 2.15	Cost: \$3.50 / \$4.42	Proposed: Yes	TIP: No
Widening of North Main Street from 4 to 5 lanes at the intersections with Ridge Avenue, Parkwood Drive, and Santa Clara Avenue for the installation of left turn lanes.						
833 MOT	Patterson Boulevard	Feasible: 2026-2030	Mileage: 0.78	Cost: \$2.70 / \$3.41	Proposed: Yes	TIP: No
Installation of left turn lanes on Patterson Boulevard at the intersections with Auto Club Drive, Lincoln Street, Stout Street, and Apple Street.						
834 MOT	Riverview Avenue	Feasible: 2021-2025	Mileage: 0.38	Cost: \$1.40 / \$1.77	Proposed: Yes	TIP: No
Widening to 5 lanes from Edwin C. Moses Boulevard to Great Miami Boulevard for the installation of left turn lanes.						
835 MOT	Salem Avenue	Feasible: 2026-2030	Mileage: 1.80	Cost: \$4.20 / \$5.30	Proposed: Yes	TIP: No
Widening of Salem Avenue from 4 to 5 lanes at the intersections with Kenwood, Emerson, Wabash, and Elsmere Avenues for the installation of left turn lanes.						
837B MOT	First Street	Feasible: 2021-2025	Mileage: 1.12	Cost: \$5.76 / \$7.27	Proposed: Yes	TIP: No
Installation of left turn lanes on East First Street from Keowee Street to Springfield Street.						
837C MOT	Springfield Street	Feasible: 2016-2020	Mileage: 1.80	Cost: \$2.65 / \$2.65	Proposed: Yes	TIP: Yes
Installation of left turn lanes on Springfield Street from First Street to Lonoke Avenue.						
837D MOT	Washington Street	Feasible: 2016-2020	Mileage: 0.35	Cost: \$2.43 / \$2.43	Proposed: Yes	TIP: Yes
Installation of left turn lanes and bike lanes on Washington Street from Perry Street to Jefferson Street.						
837E MOT	Springfield Street	Feasible: 2016-2020	Mileage: 1.80	Cost: \$2.33 / \$2.33	Proposed: Yes	TIP: Yes
Installation of left turn lanes on Springfield Street from Lonoke Avenue to McFadden Avenue.						
837F MOT	Springfield Street	Feasible: 2016-2020	Mileage: 1.80	Cost: \$2.00 / \$2.00	Proposed: Yes	TIP: Yes
Installation of left turn lanes on Springfield Street from McFadden Avenue to Smithville Road.						

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838 MOT	Wayne Avenue	Feasible: 2021-2025	Mileage: 0.56	Cost: \$2.00 / \$2.53	Proposed: Yes	TIP: No
Widening of Wayne Avenue from 4 to 5 lanes from Wyoming Street to Anderson Street for the installation of left turn lanes.						
839 MOT	Webster Street	Feasible: 2031-2035	Mileage: 0.50	Cost: \$2.50 / \$3.95	Proposed: Yes	TIP: No
Widening of Webster Street to 5 lanes from Deeds Park Drive to Keowee Street for the installation of left turn lanes.						
840 MOT	Harshman Road Bridge	Feasible: 2016-2020	Mileage: 0.50	Cost: \$10.00 / \$10.00	Proposed: Yes	TIP: Yes
Replace bridge over the Mad River. Provide left turn lanes and bikeway on the bridge. (Project Sold).						
841 MOT	Dayton - Third Street Bridge	Feasible: 2016-2020	Mileage: 0.25	Cost: \$20.00 / \$20.00	Proposed: Yes	TIP: NF
Replace bridge over the Great Miami River. Provide left turn lane and shared use path on the bridge.						
842 MOT	Multi-Modal Rail Extension	Feasible: 2016-2020	Mileage: 4.54	Cost: \$19.80 / \$22.35	Proposed: Yes	TIP: YP
Multiphase project to connect CSXT mainline to Dayton International Airport. Phase I will include the improvement of existing track spur and Phase II will include the construction of new track from the I-75 bridge travelling west to the eastern property boundary line of the Dayton International Airport. The Environmental Study for this project is funded in the TIP.						
844 MOT	County Line Road	Feasible: 2021-2025	Mileage: 0.68	Cost: \$3.00 / \$3.79	Proposed: Yes	TIP: No
Widening of County Line Road between Vale Drive and East Dorothy Lane. Roadway is currently a 3-lane section in this area and the proposed project will widen County Line Road to a 4-lane section, with 2 southbound lanes, a single northbound lane, and a center two-way-left-turn lane. Additional improvements include a traffic signal modification at the intersection with Tonawanda Trail, modified street lighting, and the construction of a 10-foot wide multi-use sidepath along the west side of the road.						
849 MOT	South Elm Street Intersection Improvements	Feasible: 2021-2025	Mileage: 0.90	Cost: \$2.25 / \$2.84	Proposed: Yes	TIP: No
Realign four poorly designed intersections along S. Elm Street to correct intersection sight distance deficiencies at Hazelwood Circle, Blossom Hill Road, Ironwood Drive, and Black Forest Drive.						
851 MOT	Washington Church Road	Feasible: 2031-2035	Mileage: 1.02	Cost: \$2.84 / \$4.48	Proposed: Yes	TIP: No
Widen to 3 lanes from Austin Boulevard to 500 feet north of Spring Valley Pike with combination curb and gutter, concrete walk, and a multi-use path.						
855 MOT	SR 4 / Harshman Road Interchange	Feasible: 2021-2025	Mileage: NA	Cost: \$4.24 / \$5.35	Proposed: Yes	TIP: No
Reconfigure SR 4 exit ramps at Harshman Road to improve safety.						
856 MOT	Springfield Street	Feasible: 2016-2020	Mileage: 1.30	Cost: \$1.52 / \$1.72	Proposed: Yes	TIP: No
Reconstruction of Springfield Street to add a dedicated turn lane to the proposed Air Force Museum entrance gate, with combined curb and gutter, sidewalks, storm sewer system, and utility relocations/adjustments.						
857A MOT	Valley Pike — Phase II	Feasible: 2016-2020	Mileage: 0.28	Cost: \$1.80 / \$2.03	Proposed: Yes	TIP: No
Reconstruct Valley Pike to an urban 3-lane section with combined curb and gutter, sidewalks, storm sewer system, and utility relocations from Broadmead Boulevard to Pleasant Valley Avenue.						

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858 MOT	Wolf Creek Pike Improvements	Feasible: 2021-2025	Mileage: 2.00	Cost: \$6.00 / \$7.58	Proposed: Yes	TIP: No
Wolf Creek Pike from Little Richmond Road to SR 49, construct concrete curb and gutter, storm drainage, sidewalk, and pavement for bike lanes on both sides.						
859 MOT	Dryden Road Multi-Modal Path — Phase I	Feasible: 2021-2025	Mileage: 1.40	Cost: \$0.75 / \$0.95	Proposed: Yes	TIP: No
Construct multimodal (bike, skate, walk) path along Dryden Road in front of former GM property to Northlawn Avenue to connect industrial property and West Moraine residential areas to the River Corridor bikepath.						
860 MOT	Dryden Road Multi-Modal Path — Phase II	Feasible: 2026-2030	Mileage: 1.40	Cost: \$0.85 / \$1.07	Proposed: Yes	TIP: No
Construct multimodal (bike, skate, walk) path along Dryden Road from Arbor Boulevard to East River Road to loop through industrial areas and connect to the River Corridor bikepath.						
862 MOT	Wilmington Pike Traffic Signal System Upgrade	Feasible: 2016-2020	Mileage: 2.11	Cost: \$1.89 / \$1.89	Proposed: Yes	TIP: Yes
Provide upgraded communication between traffic signals and include rebuilding or equipment upgrades at the individual intersections as needed to improve safety and operations.						
863 MOT	SR 49	Feasible: 2036-2040	Mileage: 1.27	Cost: \$0.75 / \$1.18	Proposed: Yes	TIP: No
Corridor improvement - alternative will include addressing the SR 49 / I-70 interchange; SR 49 / Brookville-Salem intersection; and the SR 49 / US 40 intersection. Possible road diet.						
864 MOT	I-75 / Austin Boulevard Interchange	Feasible: 2016-2020	Mileage: 0.75	Cost: \$1.00 / \$1.13	Proposed: Yes	TIP: No
Implement findings from current IOS to add an additional right turn lane from Austin Boulevard WB to I-75 NB.						
865 MOT	East Third Street	Feasible: 2036-2040	Mileage: 0.65	Cost: \$5.75 / \$9.08	Proposed: Yes	TIP: No
Roadway narrowing on East Third Street from Keowee Street to Springfield Street to reduce travel lanes from 3/4 to 3.						
866 MOT	Germantown Street	Feasible: 2031-2035	Mileage: 0.78	Cost: \$3.80 / \$6.00	Proposed: Yes	TIP: No
Installation of a left turn lane on Germantown Street from Washington Street to James H. McGee Boulevard.						
867 MOT	Hudson Avenue / Main Street	Feasible: 2026-2030	Mileage: 0.24	Cost: \$1.20 / \$1.52	Proposed: Yes	TIP: No
Realignment of Hudson Avenue at Main Street including widening Main Street from 4 to 5 lanes to install a left turn lane from Santa Clara Avenue to Norman Street.						
868 MOT	Monument Avenue	Feasible: 2026-2030	Mileage: 1.08	Cost: \$4.10 / \$5.18	Proposed: Yes	TIP: No
Installation of a left turn lane on Monument Avenue from Keowee Street to Findlay Street.						
869 MOT	Webster Street	Feasible: 2026-2030	Mileage: 0.83	Cost: \$4.10 / \$5.18	Proposed: Yes	TIP: No
Installation of a left turn lane on Webster Street from Keowee Street to Stanley Avenue.						
870 MOT	West Third Street	Feasible: 2031-2035	Mileage: 0.72	Cost: \$3.50 / \$5.53	Proposed: Yes	TIP: No
Installation of a left turn lane on West Third Street from Abbey Avenue to Gettysburg Avenue.						

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871 MOT	Lyons Road Pedestrian Path	Feasible: 2016-2020	Mileage: 0.80	Cost: \$1.56 / \$1.56	Proposed: Yes	TIP: NF
Construct new pedestrian pathway from Byers Road east along Lyons Road to approximately 1,200 feet north along Springboro Pike.						
872 MOT	Washington Church Road Extension	Feasible: 2021-2025	Mileage: 0.63	Cost: \$1.56 / \$1.96	Proposed: Yes	TIP: No
Construct new 2/3 land roadway approximately 3,300 feet south from intersection of Washington Church Road and Austin Boulevard to Montgomery/Warren County line.						
874 MOT	Airway Road	Feasible: 2016-2020	Mileage: 0.86	Cost: \$1.90 / \$2.14	Proposed: Yes	TIP: No
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Woodman Drive east to City Limit. Intersection improvements at Spinning Road and Airway Road and traffic signal at Woodman Drive and ASC access drive.						
875 MOT	Springfield Street	Feasible: 2016-2020	Mileage: 0.69	Cost: \$1.44 / \$1.63	Proposed: Yes	TIP: No
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Woodman Drive to west City Limit. Include access management improvements and incorporate bike lane by changing cross section from 4 to 2 lanes with turn lane.						
876 MOT	Needmore Road	Feasible: 2021-2025	Mileage: 0.65	Cost: \$1.36 / \$1.72	Proposed: Yes	TIP: No
Resurface, re-establish ditch line, update storm infrastructure, and provide street lighting between SR 201 and SR 202. Increase road width and accommodate new left turn for NB/WB traffic.						
877 MOT	US 40 Logistics Improvements	Feasible: 2016-2020	Mileage: 1.5	Cost: \$12.71 / \$14.35	Proposed: Yes	TIP: YP
Improve US 40 from Airpark Boulevard to Peters Pike to a five-lane cross section and improve the interchange at the Airport Access Road and US 40. Preliminary engineering, design and right-of-way phases are currently funded in the TIP.						
878 MOT	Shroyer Road Improvements	Feasible: 2016-2020	Mileage: 2.1	Cost: \$1.90 / \$1.90	Proposed: Yes	TIP: Yes
Shroyer Road from the City of Oakwood North Corp. limit to Dorothy Lane Avenue, resurface road and implement road diet to reduce lanes from 4 to 2 lanes with turn lanes and bike lanes to improve safety, then transition to existing 5-lane section at the intersection with Dorothy Lane Avenue. Shroyer Road from Dorothy Lane Avenue to Stroop Road, resurface road using existing configuration.						
710C WAR	SR 73 / I-75 — Phase III	Feasible: 2021-2025	Mileage: 1.04	Cost: \$2.60 / \$3.28	Proposed: Yes	TIP: No
Reconstruct SR 73 with overlay and widening for approximately 4,000 feet; including a new signal at the intersection of SR 73 and Greenwood Lane/Sharts Road and reconstruction of both Greenwood Lane and Sharts Road with overlay and widening for approximately 1,500 feet. Construct a new signal at the intersection of SR 73 and Greenwood/Sharts.						
710D WAR	SR 73 / I-75 — Phase IV	Feasible: 2021-2025	Mileage: 1.08	Cost: \$3.50 / \$4.42	Proposed: Yes	TIP: No
Reconstruct Ramp D as a two-lane exit ramp from SR 73 south until the proposed edge of pavement intersects with existing I-75 edge of pavement and the Ramp E loop entrance ramp from SR 73 to the existing ramp pavement at the I-75 bridge; including a new traffic signal at the intersection of Ramp D and SR 73.						
715 WAR	Clearcreek Franklin Road	Feasible: 2016-2020	Mileage: 0.70	Cost: \$1.20 / \$1.35	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Whispering Pines to Pennyroyal Road adding curb and gutters and storm sewers. Re-profile roadway to correct vertical deficiencies and re-stripe roadway to include bike lanes.						

Source: MVRPC

CONGESTION MANAGEMENT STRATEGIES – TRANSIT

The Region is served by three regional transit agencies. The Greater Dayton Regional Transit Authority (GDRTA) serves the Montgomery County residents with an extensive network of seven different types of fixed routes covering nearly 1,000 miles of directional roadways serving approximately 9 million passenger trips per year. Further, GDRTA’s Transit Hubs, located throughout Montgomery County, connect the central city and the suburban areas with bus services at centralized locations. Greene County is served by the Greene County Transit System (Greene CATS) on a demand-responsive basis, providing over 185,000 one-way passenger trips per year. Greene CATS has introduced flexed-route service and is currently operating five such routes. The Miami County Transit System which consolidated with the City of Piqua Transit System in 2007, provides demand-responsive transit service for Miami County residents including residents of the City of Piqua, with approximately 62,000 passenger trips per year.

SAFETEA-LU required that proposed projects under three FTA formula programs (the Specialized Needs of Elderly Individuals and Individuals with Disabilities Program — Section 5310, Job Access and Reverse Commute — Section 5316, and the New Freedom — Section 5317) be derived from a locally developed coordinated public transit/human services transportation plan. MAP-21/FAST Act has maintained the coordinated planning requirement, but has changed specific programs governed by that requirement. Specifically, Section 5316 (New Freedom) funding was combined with Section 5310 to create a revamped program now called Enhanced Mobility for Seniors and Individuals with Disabilities Program.

Greene CATS 2040 LRTP Expenses Summary (in millions of 2015 / Year of Expenditure dollars)

Major Projects	Cost
Capital	12.5
- Bus Purchase – 175 (Fleet of 42)	8.75
- Shop/Office Equipment	0.13
- Planning Projects	2.25
- Other Capital Projects	1.37
Operating / Maintenance	82.37
Total (2015 dollars)	94.87
Total (YOE dollars)	127.30

Source: Greene CATS

Miami County Transit 2040 LRTP Projects (in millions of Year of Expenditure dollars)

Project	Cost (YOE)
Capital	6.91
- Small Buses - 75 (Fleet of 18)	6.49
- Shop/Office Equipment	0.08
- Security Equipment	0.17
- Planning Projects	0.17
Operating / Maintenance	34.13
Total	41.04

Source: Miami County Transit

*GDRTA 2040 LRTP Projects
(in millions of Year of Expenditure dollars)*

Project	Cost
Capital Projects	521.17
Revenue Vehicles & Equipment	
- Electric Buses - 86 (Fleet of 45)	105.40
- Diesel - 218 (Fleet of 111)	111.66
- Project Mobility Buses - 70 (Fleet of 75)	38.19
- Vehicle Equipment	9.54
Electric System Infrastructure	92.63
Transit Hubs & Facility Improvements	
- Longworth Campus	33.42
- Downtown Campus	18.58
- Countywide Transit Hubs	16.42
- Facilitywide Security Items	3.94
Equipment	
- Maintenance Equipment	6.34
- Office Equipment & Furnishings	3.28
- Computer Equipment & Software	19.32
- Support / Utility Vehicles	4.14
Passenger Amenities	
- General Transit Enhancements	8.31
- Community Specific TE Projects	33.39
Planning Projects	0.15
Capital Tire Lease	16.46
Operating / Maintenance Projects	2,233.00
Total	2,754.17

Source: GDRTA

*2040 Forecasted Cost and Revenues for Human Services Transportation
(in millions of 2015 / Year of Expenditure dollars)*

Program	Cost/Revenues					
	Four Year TIP (2016- 2019)	Annual Average	Short Term Plan-5 years (2016-2020)	Long Term Plan-10 years (2021-2030)	Long Term Plan-10 years (2031-2040)	For Full 25 Year Plan
Total (2015 dollars)	3.86	0.97	4.83	9.65	9.65	24.13
Total (YOE dollars)	3.86	-	4.95	12.18	15.24	32.37

Source: MVRPC

**CONGESTION MANAGEMENT STRATEGIES –
ALTERNATIVE MODES AND DEVELOPMENT CHOICES**

As the Region grows, it is essential to plan a comprehensive transportation system that serves the needs of travelers using all modes of transportation, allowing for reasonable mobility choices for all residents. The 2040 LRTP addresses future transportation needs by including programs and projects that provide alternatives to traditional forms of transportation and thereby aid in curtailing the demand for single occupancy vehicle travel, reducing congestion, harmful emissions, and the reliance on petroleum-based products. Alternative modes and development choice strategies can also spur economic development in existing communities, create strong places with a sense of community, and help preserve open space and environmentally sensitive areas.

*2040 Forecasted Cost and Revenues for Alternative Modes
(in millions of 2015 / Year of Expenditure dollars)*

Program	Cost/Revenues					
	Four Year TIP (2016-2019)	Annual Average	Short Term Plan-5 years (2016-2020)	Long Term Plan-10 years (2021-2030)	Long Term Plan-10 years (2031-2040)	For Full 25 Year Plan
Rideshare	1.73	0.43	2.16	4.32	4.32	10.81
Vanpool Subsidy	0.56	0.14	0.70	1.40	1.40	3.50
Air Quality	1.65	0.41	2.06	4.12	4.12	10.30
Bikeway/Pedestrian	4.89	-	4.89	-		4.89
Total (2015 dollars)	8.83	-	9.81	9.84	9.84	29.50
Total (YOE dollars)	8.83	-	9.94	12.43	15.54	37.91

Source: MVRPC

Funded Regional Bikeway and Pedestrian Projects
(Cost in year of expenditure dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	Dayton-Kettering Connector	J1	Installation of bike lanes on Jefferson Street from Buckeye Street to E. Fifth Street.	Dayton	On-Street	NA	0.3	\$627,000
North-South	Great Miami River Trail	K10b	Construct trail on the west bank of the Great Miami River from current trail terminus at Courtyard Hotel to W. River Road.	Dayton	Off-Street	12	1.0	\$481,000
East-West	Old National Road Trail	Z1b	Construct a bikeway paralleling US 40 from Northmont Schools Property to Hoke Road in Clayton.	Clayton	On/Off-Street	10	1.0	\$635,000
East-West	Old National Road Trail	Z2	Construct a bikeway through Englewood MetroPark using marked park roads, new shared use path, and a new covered bridge.	Five Rivers MetroParks/ Englewood	Off-Street	12	2.3	\$3,150,000
Regional Totals for Short Range Projects							4.6	\$4,893,000

Source: MVRPC

Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Ohio-to-Indiana Trail	A1	From the existing Cardinal Trail bike route, traveling north on High St. to abandoned Conrail ROW, then east along Conrail ROW.	Miami County	Off-Street	10	3.5	\$778,179
East-West	Ohio-to-Indiana Trail	A2	Construct shared use path between Piqua and Miami/Champaign county line via Garbry's Big Woods Reserve/Sanctuary.	Miami County	Off-Street	10	9.0	\$1,878,626
East-West	Possum Creek Jefferson Township Connector	AA1	Construct trail on/along West River Road to Sun Watch Village and Guthrie Road to Possum Creek MetroPark.	Dayton	On/Off-Street	Varies	3.6	\$895,277
East-West	Possum Creek Jefferson Township Connector	AA2	Construct trail from Possum Creek MetroPark to Arthur Fisher Park and along Dayton-Liberty Road to Union Road.	Jefferson Twp., Montgomery County	On/Off-Street	Varies	3.8	\$570,000
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B1	Construct shared use path between South St. and Xenia Dr.; add bike lanes on Xenia Dr. between shared use path and Yellow Springs-Fairfield Rd.	Fairborn	Off-Street	10	1.6	\$471,892
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B3	Widen/add shoulders on Black Lane, Armstrong Road, W Enon Road, N Enon Road and Yellow Springs-Fairfield Road to the Little Miami Scenic Trail.	Greene County, Fairborn, Yellow Springs	On-Street	6	8.2	\$3,295,240
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B4	Widen shoulders on SR 343 and SR 72 between Yellow Springs and Cedarville.	Greene County	On-Street	6	7.7	\$2,633,212
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C1	Construct shared use path along Twin Creek between Main St. and SR 4/SR 725 intersection.	Germantown	Off-Street	10	1.0	\$286,691
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C10	From Sackett-Wright Park in Bellbrook to the Little Miami Scenic Trail.	Greene County	Off-Street	10	4.6	\$1,100,000
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C11	Widen shoulders between Spring Valley and Bowersville via Spring Valley-Pointersville Rd. and Hussey Rd.	Greene County	On-Street	6	16.3	\$5,512,398
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C2	Widen shoulders on Lower Miamisburg Rd./Riverview Ave./Maue Rd. between SR 4 and Alexandersville Rd.	Montgomery County, Miamisburg	On-Street	Varies	6.8	\$2,837,899
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C4	Retrofit Spring Valley Pike to include bike lanes between Yankee St. and McEwen Rd.	Washington Township	On-Street	6	0.4	\$123,532
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C5	Traveling east from McEwen Rd., along residential streets, to Alexandersville-Bellbrook Pike.	Washington Township, Centerville	On-Street	NA	5.0	\$1,432,103

Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C7	From existing SR 725 bikeway, traveling east from Marwyck Dr. to Wilmington Pike.	Centerville	Off-Street	12	0.7	\$253,113
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C8	Traveling east along SR 725, from Wilmington Pike to 0.02 miles east.	Bellbrook	Off-Street	12	0.0	\$25,000
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C9	Traveling east along SR 725, from Bellevue Dr. to Rosecrest Dr.	Bellbrook	Off-Street	12	0.5	\$123,127
East-West	Iron Horse Trail	D1	Sign/stripe bike facility along Valleywood Drive from Dorothy Lane to Wilmington Pike (.89 mi) and then construct a .25 mile bikeway along Wilmington Pike to the Wilmington/Stroop Intersection.	Kettering	On/Off-Street	Varies	1.2	\$80,000
East-West	Iron Horse Trail	D2	Construct a new bikeway from Galewood St. along Little Beaver Creek and Woodman Blvd. to Vale Dr.	Kettering	Off-Street	12	0.4	\$99,475
East-West	Mad River Trail	E4	Northeast from existing Mad River Corridor Bikeway along former railroad to Enon.	Greene County Park District	Off-Street	10	2.8	\$599,592
East-West	Great Miami-Little Miami Connector Trail	F1	Construct shared use path along SR 123 between downtown Franklin and Clear Creek; construct shared use path along Clear Creek between SR 123 and Lower Springboro Rd.	Warren County	Off-Street	12	3.6	\$971,212
East-West	Great Miami-Little Miami Connector Trail	F2	Widen shoulders on Lower Springboro Rd. between proposed Clear Creek Trail and US 42.	Warren County	On-Street	6	8.7	\$2,984,977
East-West	Wolf Creek Trail	G2a	Construct multi-use path on the east side of the roadway.	City of Trotwood	Off-Street	10	1.6	\$6,383,000
East-West	Wolf Creek Trail	G2b	Installation of 6,550' of bike path to connect Wolf Creek Trail near the intersection of Wolf Creek Pike and NW Connector (SR 49) and the intersection of Olive Road and Modern Way in the City of Trotwood.	City of Trotwood	Off-Street	10	1.3	\$191,000
East-West	Wolf Creek Trail	G3	Construct Shared use path between existing Wolf Creek Trail (near Dodson) and Montgomery/Preble County line.	Five Rivers MetroParks	Off-Street	12	2.2	\$532,040
North-South	Bellbrook-Fairborn Connector Trail	I1	Signed shared roadway from SR 725 along W. Walnut St. to existing bikeway at Bellbrook Park.	City of Bellbrook	On-Street	Varies	0.3	\$135,402
North-South	Bellbrook-Fairborn Connector Trail	I4	WSU to Kauffman Ave. Bikeway traveling north from Colonel Glenn Hwy. to Wright State Road.	Wright State University	Off-Street	10	1.0	\$231,788

Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	Bellbrook-Fairborn Connector Trail	I5	Construct sidepath from Old Mill Lane to Kemp Rd.	Beavercreek	Off-Street	8	2.5	\$1,000,000
North-South	Iron Horse Trail	J3a	Construct a bicycle/pedestrian crossing at I-675, 0.33 mi east of Loop Rd and extend the trail to Alex Bell Rd. (See J3b for alternate alignment.)	Centerville	On/Off-Street	Varies	0.5	\$5,000,000
North-South	Iron Horse Trail	J3b	Construct a bicycle facility along Whipp and Hewitt to the existing Sidepath on Bigger Rd, crossing I-675 to Clio Rd. (See J3a for alternate alignment.)	Centerville/ Kettering	On/Off-Street	Varies	1.5	\$250,000
North-South	Iron Horse Trail	J4	Extend Iron Horse Trail from Boyce Road to Social Row Road using Clareridge Lane, Spring Valley and Atchison Roads.	Centerville	On-Street	Varies	2.4	\$675,493
North-South	Great Miami River Trail	K12	Replace Bridge in Piqua with ADA Compliant Structure.	Miami County Park District	Off-Street	10	0.5	\$3,124,885
North-South	Great Miami River Trail	K7	Traveling north from Johnston Farm to the County Line.	Miami County Park District	Off-Street	10	2.1	\$456,557
North-South	Great Miami River Trail	K9	Construct Great Miami River Trail between Baxter Drive and Miami River Preserve Park.	Franklin, Middletown, Miami Conservancy District	Off-Street	12	2.0	\$1,386,572
North-South	Stillwater River Trail	L1	From existing bikeway at Sinclair Park, traveling north to Grossnickle Park.	Five Rivers Metro-Parks/Various	Off-Street	10	4.7	\$2,990,725
North-South	Stillwater River Trail	L3	From the existing Englewood Reserve Bikeway, traveling north along the Stillwater River corridor, to SR 55.	Miami County Park District	Off-Street	10	10.4	\$3,413,921
North-South	Stillwater River Trail	L5	Construct shared use path roughly paralleling SR 48 between Covington and Ludlow Falls.	Miami County Park District	Off-Street	10	10.0	\$2,051,460
North-South	Wolf Creek Connector Trail	M1	Widen shoulders along Union Rd. from the Wolf Creek Bikeway to the existing path at I-70.	Englewood, Trotwood	On-Street	6	4.1	\$1,688,055
North-South	Wolf Creek Connector Trail	M2	Widen shoulders along US 40 from Union Blvd. to the Englewood Reserve (also serves the Old National Road Trail).	Englewood	On-Street	6	0.6	\$249,370
North-South	Wolf Creek Connector Trail	M3	Widen shoulders on Union Rd. between Existing Wolf Creek Trail in Trotwood and SR 725.	Montgomery County	On-Street	6	11.6	\$3,975,305

Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Great-Little Trail	N1	Construct shared use path along Miamisburg-Springboro Rd./Austin Pike/Social Row Rd. between Medlar Rd. and Wilmington-Dayton Rd.; widen shoulders on Ferry Rd./Lytle Rd. between Wilmington-Dayton Rd. and North St. in Corwin; develop signed on-street bikeway.	Mont. County, Centerville Washington Park District	On/Off-Street	Varies	10.7	\$2,491,329
North-South	Bowersville-Jamestown-Clifton Connector Trail	O1	Widen shoulders on SR 72 between Bowersville and Jamestown.	Greene County	On-Street	6	5.4	\$1,842,903
North-South	Bowersville-Jamestown-Clifton Connector Trail	O2	Widen shoulders on Charleston Rd. and Selma-Jamestown Rd. between Jamestown and Greene/Clark County line.	Greene County	On-Street	6	10.4	\$3,506,843
North-South	Troy-Fletcher Connector Trail	P1	Widen shoulders along SR 55 and SR 589, providing an on-street bikeway linking Troy, Casstown, and Fletcher.	Troy, Miami County	On-Street	6	10.6	\$3,596,324
East-West	Cardinal Trail	Q1	Widen roadway shoulders along the Cardinal Trail route (Covington-Gettysburg Rd.) between Covington and the Miami/Darke County line.	Miami County	On-Street	6	4.7	\$1,564,309
East-West	Cardinal Trail	Q2	Widen roadway shoulders along the Cardinal Trail route between Covington and the Miami/Champaign County line. (Spring St., CR 30, Farrington Rd., Peterson Rd., Alcony-Canover Rd., Loy Rd.)	Miami County	On-Street	6	20.1	\$6,722,240
East-West	Laura-Troy Connector Trail	R1	Construct shared use path along former railroad corridor between Laura and Ludlow Falls.	Miami County	Off-Street	10	6.6	\$1,388,219
East-West	Laura-Troy Connector Trail	R2	Construct shared use path roughly paralleling SR 55 and along former Penn Central Railroad between Ludlow Falls and Troy.	Miami County	Off-Street	12	7.6	\$1,920,678
North-South	SR 741 Bikeway	T1a	Construct bike facility along SR 741 from the Cox Arboretum entrance to the north terminus of the facility constructed under PID #90289.	Montgomery County	On/Off-Street	Varies	0.5	\$183,000
North-South	SR 741 Bikeway	T1b	Construct bike facility along SR 741 between Mall Park Drive and Ferndown Drive.	Montgomery County	On/Off-Street	Varies	1.7	\$623,000
North-South	SR 741 Bikeway	T1c	Construct a bike facility along SR 741 from entrance to Waldruhe Park to Austin Pike.	Montgomery County	On/Off-Street	Varies	0.6	\$220,000
North-South	SR 741 Bikeway	T2a	Construct bike lanes on SR 741 between Austin Pike and the current terminus of the bike lanes approx. 1,000 feet south of W. Tech Drive.	Springboro, Warren County	On-Street	6.0	0.2	\$56,000

Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Carriage Hills Connector Trail	U1	Connect Great Miami River Trail and Carriage Hills MetroPark via shared use path through Carriage Trails development.	Various	Off-Street	12	4.2	\$1,063,000
North-South	Carriage Hills Connector Trail	U2	Connect Carriage Hills MetroPark and New Carlisle via widened shoulders on SR 202, Singer Rd., Palmer Rd., SR 571, Dayton-Brandt Rd., and shared use path on former railroad corridor between Dayton-Brandt Rd. and New Carlisle.	Miami County, Montgomery County	On/Off-Street	Varies	8.0	\$2,431,000
North-South	Carriage Hills Connector Trail	U3	Connect Huffman MetroPark and Carriage Hill MetroPark via Union School House, Baker, Kittridge, and Bellefontaine Roads.	Montgomery County, Five Rivers MetroParks	On-Street	Varies	8.3	\$2,302,289
East-West	Great Miami River-Centerville Connector Trail	V1	Construct trail following local streets and shared use paths connecting Moraine, West Carrollton, Washington Township, Centerville, and Bellbrook via Cox Arboretum, Yankee Park, Grant Park and Pleasant Hill Park.	Various	On/Off-Street	Varies	8.2	\$1,881,895
East-West	Great Miami River-Creekside Connector Trail	X1	Construct trail extension roughly paralleling US 35 to 4th St. along RR ROW then west to Keowee St and north to Monument Avenue.	Dayton, Five Rivers MetroParks	Off-Street	12	3.1	\$770,679
NA	Troy Bikeway Hub	Y1	Construct Troy Bike Hub structure.	Troy	NA	NA	0.0	\$200,000
NA	Piqua Bikeway Hub	Y2	Redevelop a historical building into a Bike Hub at the intersection of the GMR trail and the Piqua-Covington Fletcher Trail.	Piqua	NA	NA	0.0	\$500,000
East-West	Old National Road Trail	Z1a	Construct a bikeway paralleling US 40 from the intersection with The Wolf Creek Trail to Northmont Schools property.	Montgomery County, Five Rivers MetroParks	On/Off-Street	Varies	5.9	\$1,467,259
East-West	Old National Road Trail	Z1c	Construct a bikeway paralleling US 40 from Centennial Park in Englewood to Englewood MetroPark.	Englewood	On/Off-Street	Varies	0.8	\$106,400
East-West	Old National Road Trail	Z3	Construct bikeway paralleling US 40 from Frederick Pike to the Taylorsville Dam (Great Miami Trail) through Dayton Airport property and City of Vandalia.	Vandalia, Dayton	On/Off-Street	Varies	6.3	\$1,894,334
Regional Totals for Long Range Projects							272.62	\$97,418,820

Source: MVRPC

**RESOLUTION
ADOPTING THE 2040
LONG RANGE TRANSPORTATION PLAN**

WHEREAS, the Miami Valley Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami, and Montgomery Counties including the jurisdictions of Franklin, Carlisle, and Springboro in Warren County; and

WHEREAS, the MVRPC's Board of Directors serves as the policy and decision making body through which local governments guide the MPO's transportation planning for the Dayton Metropolitan Area; and

WHEREAS, the MVRPC currently conforming 2040 Long Range Transportation Plan (Plan) was adopted in May 2012; and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) requires that the Plan be comprehensively updated every four years; and

WHEREAS, the updated 2040 Long Range Transportation Plan is the result of a coordinated effort that reflects federal requirements and regional priorities; and

WHEREAS, the updated 2040 Long Range Transportation Plan is fiscally constrained; and

WHEREAS, the MVRPC current SFY2016-2019 Transportation Improvement Program (TIP) is consistent with the updated 2040 Long Range Transportation Plan; and

WHEREAS, MVRPC has updated the regional air quality emissions analysis to conform to the PM 2.5 standards in the Dayton/Springfield Air Quality Region for the Greene, Miami, and Montgomery Counties components of the MVRPC 2040 Plan and TIP; and

WHEREAS, significant 2040 Plan and TIP projects in Franklin, Carlisle, and Springboro have been included in the regional emissions analysis for the Cincinnati Air Quality Region and found to conform to the 8-hour ozone and PM 2.5 standards; and

WHEREAS, the MVRPC's 2040 Plan conformity determination is made consistent with the April 2012, U.S. EPA Transportation Conformity Regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts the 2040 Long Range Transportation Plan.

BY ACTION OF THE Miami Valley Regional Planning Commission's Board of Directors.

Brian O. Martin, AICP
Executive Director

Carol Graff, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date