

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
BOARD OF DIRECTORS MEETING
DECEMBER 3, 2015
MINUTES**

Members/Voting Alternates

John Beals, City of Centerville
Michael Beamish, City of Troy
Rebecca Benna, Five Rivers Metro Parks
Dale Berry, Washington Township
Janet Bly, Miami Conservancy District
Steve Boeder, Municipality of Germantown
John Bruns, City of Union
Richard Church, City of Miamisburg
Judy Dodge, Montgomery County
Elmer Dudas, City of Springboro
Frank Ecklar, Greater Dayton RTA
Andrew Fluegemann, ODOT District 8
Georgeann Godsey, Harrison Township
Dolores Gillis, Tipp City
Carol Graff, Beaver Creek Township
Paul Gruner, Montgomery County Engineer
Rap Hankins, City of Trotwood
Jerome Hirt, Bethel Township
Dan Kirkpatrick, City of Fairborn
Tony Klepacz, City of Kettering
Ralph Mantica, Dayton Area Board of Realtors
Julia Maxton, South Metro Chamber
Jim McGuire, City of Moraine
Chris Mucher, Miami Township - Greene Co.
John O'Brien, Miami County
Matt Parrill, ODOT District 7
Gerald Peters, Perry Township
Greg Rogers, Miami Township-Montgomery Co.
Amy Schrimpf, Dayton Development Coalition
Arlene Setzer, City of Vandalia

Mehdi Sharzi, Vectren Energy Delivery of Ohio
Robert Stallman, DPL Energy Resources
Woodrow Stroud, Greene County Transit
William Vogt, City of Piqua
Deborah Wallace, City of Beaver Creek

Other Alternates/Guests

Eric Baxter, City of Trotwood
Judy Blankenship, City of Huber Heights
Tim Eggleston, Tipp City
Scott Kasler, ODOT D-7
Bob Lenser, ODOT D-7
Jeffrey Mims, City of Dayton
Patrick Titterington, City of Troy
Fred Vogel, ODOT
Joe Vogel, AECOM
Jeff Wallace, Parsons Brinckerhoff
Chad Whilding, City of Beaver Creek
Michael Wilson, City of Dayton

Staff Present

Paul Arnold
Tim Gilliland
Laura Henry
Martin Kim
Laura Loges
Brian Martin
Ami Parikh
Bob Steinbach
Rob Uhlhorn
Lynn Zuch

I. INTRODUCTION

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

II. APPROVAL OF NOVEMBER 5, 2015 MEETING MINUTES

Ms. Graff made a motion to approve minutes. Mr. Mims seconded. The motion passed unanimously.

III. PUBLIC COMMENT PERIOD ON ACTION ITEMS

None

IV. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

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

Mr. Arnold referred to a memo on page 4 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 areawide projects. Mr. Arnold stated that staff as well as TAC does recommend adoption of this TIP amendment, and referred to a resolution on page 20 of the mailout. Ms. Wallace made a motion to recommend adoption. Mr. Hankins seconded the motion. The motion passed unanimously.

B. Recommended Adoption of Proposed list of 2040 Long Range Transportation Plan Congestion Management Projects; Summary of Public Participation Meetings (October 20-22) and Financial Analysis.

Mr. Arnold explained how the 2040 LRTP's 25 year forecasted revenues were determined by considering two main funding sources: the TIP and local funds. The TIP includes funds from the Ohio Department of Transportation as well as other MPO-controlled funds. Local jurisdiction funds include Ohio Public Works funds, and Local ED/GE grants, in addition to local revenues. He reviewed how the revenue forecast was completed by identifying the actual expenditures in each funding source and using those as a base to calculate the year 2040 revenue forecast. Therefore, the 25-year time period was separated into two increments. Mr. Arnold stated that the first increment is from SFY2016 to SFY2019 and includes the actual programmed expenditures for that time period in the current TIP. The second increment includes the remaining 21 years in the period and is further sub-divided into three additional increments (2020), (2021-2030), and (2031-2040).

Mr. Arnold explained how the first step was to determine annual average TIP expenditures for the past three years (2013-2015); the annual average was then used to calculate available revenues in the remainder years of the Plan. A similar process was used for the locally funded project expenditures, MVRPC's annual survey data on local jurisdiction's actual expenditures on transportation improvement projects in previous years were used to determine the annual average expenditures. Based on annual expenditures identified, total expenditures for the time period of SFY2016-2019 were calculated. Similarly, the annual average was multiplied by 1 and 10 to determine the remaining 21-year revenue forecast. He reviewed how the forecasted revenues for the entire 25 year period were determined by adding actual TIP and local expenditures to the projected figures of the remaining 21 year forecasts from both TIP and local sources. Mr. Arnold reported that the next step in the revenue forecasting process was to determine how much of the total revenue will be available for the maintenance/reconstruction versus operational/safety/capacity improvements type of projects. On average, the region is expending approximately 62% of its roadway expenditures on maintenance/reconstruction and 38% on operational/safety/capacity projects. The forecasted revenue for the operational, safety, and capacity projects shown in the table below will be used to demonstrate the financial constraint for the transportation plan congestion management projects.

Ms. Ramirez reviewed the process for the development of the congestion management programs and development of the proposed project lists. She reported that staff conducted three Public Participation meetings in Miami, Montgomery, and Greene Counties. A summary of public comments received was included in the mailout. Ms. Ramirez explained that the next step is to conduct the technical analysis which includes air quality conformity, plan evaluation, community impact assessment, and environmental mitigation.

Ms. Graff asked how the new transportation bill that was just recently passed will affect the revenue projections. Ms. Ramirez explained that since it is so recent we have very little details on how sub-allocations would distribute funds to the State and or region.

Mr. Martin agreed, adding that that over time, there is typically a 1 ½ to 2 ½ percent increase each year for the FAST Act, the new Transportation bill. Mr. Stroud noted that the press reported that the trust fund will provide for the highway funds, but transit will require annual appropriations, asking if there was any assessment of risks associated with this. Mr. Martin explained that for the last several years, both transit and highways have been funded from the general fund and Highway Trust Fund to accommodate the overall reduction in travel, more electric vehicles, alternate modes of transportation and increasing construction costs.

Ms. Ramirez stated that staff recommends adoption of the Resolution on page 48 of the mailout. Chair Vargo noted the expense of the public outreach process and the minimal response that is received. Perhaps staff can look into other ways to meet the public involvement criteria at a lesser cost. Mr. Church made a motion to approve. Mr. O'Brien seconded the motion. The motion passed unanimously.

V. INFORMATION ITEMS

A. Proposed new projects requesting MVRPC's STP and TA Funds

Mr. Arnold referred to a memo on page 49 of the mailout. The memo provided a table showing the funds requested and total project costs for both funding categories. He reported that a public involvement meeting was held on November 25, and a summary of all comments received is included in the mailout, as well as project tables that provide more details for each of the project applications that were submitted.

After each proposed project is evaluated and ranked, a final list of recommended projects will be reviewed by the TAC in February and forwarded to the Board of Directors for final approval in March.

B. "Taking Care of What We Have – Transportation Asset Management Plan (TAMP)"

Mr. Parrill presented information on ODOT's "Asset Management – Taking Care of What We Have" program. Transportation Asset Management is an agency-wide commitment and represents the highest form of "Excellence in Government" and applies to all Departments, Divisions and Districts within ODOT. As such, the purpose of the Transportation Asset Management Plan (TAMP) is to follow a strategic direction to managing our assets through collection of good data and leveraging technology. He explained that this is a three-pronged approach that includes state of the art technology for improved decision-making; aggressive preservation treatments; and, more collaboration. The TAMP will include two years of operations activities and a six year capital program that addresses system preservation needs.

Mr. Fluegemann explained that a \$14B financial gap exists between needs and resources (based on historic trends). Freight volume and weight are increasing, and funding is not adequate to maintain the condition of infrastructure assets (e.g. pavements, bridges, and culverts). He explained that the performance-based decision process recommended under MAP-21 legislation, and the Department's efforts at developing TAMP, have found that preservation treatments should be used more effectively throughout the system to meet the goals outlined in Access Ohio 2040 and to lower the life cycle cost of maintaining these assets. The increased use of these treatments will reduce the life cycle cost of maintaining pavements, bridges, and culverts without sacrificing conditions.

He also explained that the benefits of the program are; improved consistency in practices across Districts; increased use of preservation treatments; more cost-effective use of available funds; and reduction in pavement and bridge life cycle costs by 25 to 60 percent.

Mr. Beals asked if the plan to do less milling and overlay and more chip sealing will allow the dollars to go farther as well as improve friction numbers. Mr. Fluegemann clarified this was the goal, adding that sealing the road will reduce deterioration. Mr. Beals was also pleased with the plans for bridge cleanings, specifically the expansion joints and the storm drainage system. Mr. Parrill reported that ODOT has had discussions with EPA regarding permits for the cleaning process of the bridges; specifically the cleaning residue as well as other debris is collected instead of being washed into the creeks and streams. Mr. Gruner asked if there was any problem with sharing the DTIMS System with local jurisdictions. Mr. Fluegemann stated he did not see a problem, but would check with Jennifer Townley, ODOT Central Office. He noted that the State of Ohio has some of the smoothest pavements of many surrounding states, due to the fact that we made the most of the budget available. ODOT is hopeful of doing even a better job with the use of DTIMS.

Mr. Boeder referred to two upcoming projects at Union Center Blvd. in Middletown and Austin Landing in Miamisburg. He asked at what point does ODOT become involved to project the amount of anticipated traffic at a new interchange. Mr. Fluegemann explained that traffic projections are used as part of an interchange justification study, which ODOT has been doing for many years.

Mr. Martin asked Mr. Fluegemann to explain the GAP projects. Mr. Fluegemann provided an example of a Greene County project where ODOT funded a \$1.4M GAP project which will address pot holes as well as planing and repaving wheel ruts.

Ms. Graff questioned why there is not a longer curing period for newly paved roads. Mr. Fluegemann explained that specifications dictate how long each type of new pavement must be rolled to a specific amount of compaction. Mr. Hirt questioned how much analysis was done for the chip and seal process as far as the long term cost of the cleaning and drainage issues. Mr. Fluegemann stated that many ODOT staff had some of these same concerns, but they are committed to this process so they will be looking into ways to minimize loose aggregate.

Mr. Parrill noted they have consulted with other states that have had success with chip seals, and one District has extensive experience and could provide training. Mr. Hirt noted the importance of the weather conditions at the time of the chip seal application. Mr. Stroud provided an example of work that has been re-done, and deteriorated within 2 years. He asked if the state can help local jurisdictions evaluate these improvements and is there any recourse in solving such problems with contractors. Mr. Fluegemann stated that ODOT is looking into warranty work for chip seals and there is a learning curve involved with the bridge work.

C. Clarification on Vacancy – Unexpired Term in Office

Mr. Martin referred to a memo on page 68 of the mailout which explained the process for the 1st vice-chair to serve as Board Chair as a result Chair Vargo's term ending in December. The annual election of offices will be held in March, therefore, January and February meetings will be chaired by the Interim Chairperson, Carol Graff.

Mr. Martin requested Chairperson Vargo and delegate Gillis to joint him at the podium. He presented the ladies with certificates of appreciation and thanked them for their many years of service to MVRPC.

VII. EXECUTIVE DIRECTOR’S REPORT

Mr. Martin referred to his December report, providing an update on the recent transportation bill. He announced that recently Montgomery County Engineer Paul Gruner was appointed second vice-chair for the Ohio Engineer’s Association. Mr. Martin noted that Ohio has done a great job reducing traffic deaths, as shown in the statewide numbers from the Thanksgiving weekend, which was decreased from the past 3 years. His report also provided information on some recent grant opportunities, as well as a list of upcoming MVRPC meetings.

VIII. ADJOURNMENT

Mr. Vogt made a motion to adjourn. Ms. Maxton seconded the motion. The motion passed unanimously.

Brian O. Martin, AICP
Executive Director

Carol Graff
Interim Chairperson

Date