



Miami Valley Regional Planning Commission
Board of Directors Meeting
Thursday, September 1, 2022 9:00 AM
AGENDA

<u>Item</u>	<u>Topic</u>	<u>Pg</u>	<u>Est. Time</u>	<u>Presenter</u>
I.	Call to Order, Introductions and Pledge of Allegiance		9:00	Greg Simmons
* II.	Approval of August 4, 2022 – Meeting Minutes	1	9:04	Greg Simmons
III.	Public Comment Period on Action Items		9:05	Greg Simmons
VI.	MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS			
* A.	Resolution 23-002: Recommended Adoption of Amendment #21 to MVRPC's SFY 2021-2024 Transportation Improvement Program (TIP)	5	9:10	Paul Arnold
* B.	IIJA Funds Availability Report and Project Solicitation Request	19	9:15	Paul Arnold
* C.1	Resolution 23-003: Updating MVRPC Suballocated Funding Policy	23	9:25	Paul Arnold
* C.2	Resolution 23-004: Reserving \$1,500,000 of Carbon Reduction Funding for Regional Electric Vehicle Charger Project	61	9:30	Paul Arnold
* D.	Resolution 23-005: Adopting the 2022 Update to the Miami Valley Intelligent Transportation Systems (ITS) Regional Architecture	63	9:40	Ana Ramirez
* E.	Resolution 23-006: Recommended Adoption of SFY2022 Transportation Work Program Completion Report	71	9:50	Martin Kim
V.	RPC (Regional Planning Commission) Action Items			
* A.	Recommended Approval of MVRPC Member Request: Shelia Crane, Corcoran Global Living	91	10:00	Brian Martin
* VI.	EXECUTIVE DIRECTOR'S REPORT	93	10:15	Brian Martin
VII.	ADJOURNMENT		10:30	Greg Simmons

* Attachment/ **Handout/All Information is available on the MVRPC Committee Center

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

Next Meeting Dates:

- Policy Subcommittee Meeting- September 13, 2022
- Board of Directors Meeting- October 6, 2022

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
BOARD OF DIRECTORS
MINUTES**

**Riverscape Pavilion
237 E. Monument Ave., Dayton, OH 45402**

**August 4, 2022
9:00 AM**

Members/Voting Alternates

Chrisonna Anderson-Lutz, Greene County Eng.
Tom Arnold, ODOT District 8
Robert Beeler, AES-Ohio
Becky Benná, Five Rivers MetroParks
Dale Berry, Washington Township
Mike Bowers, Darke County
John Bruns, City of Union
Dave Burrows, Dayton Development Coalition
Nancy Byrge, City of Huber Heights
Michelle Caserta-Bixler, Shelby County
Judy Dodge, Montgomery County
Adrienne Draper, City of Englewood
Georgeann Godsey, Harrison Township
Forrest Greenwood, City of Bellbrook
Paul Gruner, Montgomery County Eng.
Walt Hibner, CenterPoint Energy
Brian Housh, Village of Yellow Springs
Jeffrey Jones, City of Germantown
Debbie Kemper, City of Carlisle
Tony Klepacz, City of Kettering
Kevin Knepp, City of Fairborn
Marylynn Lodor, Miami Conservancy District
Sarah Mays, City of Xenia
Marvin Moeller, Sugarcreek Township
Marlian Moir, Miami Township- Greene County
John Morris, Miami Township- Mont. County
Robin I. Oda, City of Troy
Quincy Pope, City of Trotwood
Josh Rauch, City of Riverside
Bob Ruzinsky, Greater Dayton RTA
Chris Shaw, City of Dayton
Greg Simmons, Miami County
Woody Stroud, Greene County Transit
Beth Van Haaren, Bethel Township
Rachael Vonderhaar, Preble County

Other Alternates/Guests

Angie Clifford, Northmont Area Chamber of Commerce
Caroline Destefani, Sugarcreek Township
Adelle Evans, ODOT District 8
Nathan Fisher, Woolpert
Rap Hankins, City of Trotwood
Chad Henry, Choice One Engineering
Sarah Hippensteel Hall, Miami Conservancy District
Gavin Hopson, Citizen
Stephanie Kellum, City of Trotwood
Cindy Mucher, Miami Township
Chris Mucher, Miami Township
Patrick Titterington, City of Troy

Staff

Paul Arnold
Elizabeth Baxter
Brad Daniel
Andrew Dibert
Joshua Durst
Jessica Hansen
Laura Henry
Chanda Hunter
Fabrice Juin
Martin Kim
Matt Lindsay
Mike Lucas
Brian Martin
Ana Ramirez

The Miami Valley Regional Planning Commission Board of Directors met on August 4, 2022 at 9:00 a.m. at the Riverscape Pavilion 237 E. Monument Ave., Dayton, Ohio 45402. All members and news media were notified of the meeting pursuant to the Sunshine Law.

I. OPENING REMARKS

Mr. Martin opened the meeting and asked for a moment of silence to honor the victims of the tragic Oregon District mass shooting that occurred on August 4, 2019, 3 years ago.

II. REGIONAL STEWARD AND REGIONAL PARTNERSHIP AWARDS

Mr. Martin stated the Arthur D. Haddad Regional Steward Award recognizes someone with an innovative spirit to solving regional challenges; someone who builds broad support toward a shared regional vision; and someone who is a regional steward promoting economic, social and environmental progress in the Miami Valley. Mr. Martin was pleased to present the 2022 Arthur D. Haddad Regional Steward Award to Miami Township Trustee, former MVRPC Chairperson, Mr. Chris Mucher. Mr. Mucher thanked Mr. Martin for the honor of being recognized with the award.

Mr. Martin then introduced a new award in recognition of MVRPC's partners who are committed to working toward a shared vision across the Region. He explained that together public and private partners develop and implement strategies that enhance the Region's quality of life and economic vitality. MVRPC's partnerships with individuals, businesses, and civic and governmental organizations extend the success of the Region through collaboration and synergy of goals. Mr. Martin was pleased to present MVRPC's first Regional Partnership award to Mr. Rap Hankins. Mr. Hankins thanked his wife, and members of the region for allowing him to continue his work and creating partnerships in the region.

III. INTRODUCTIONS

Chairperson Simmons called the meeting to order at 9:40 a.m. Self-introductions were made. The Pledge of Allegiance was recited.

IV. APPROVAL OF JUNE 2 & JUNE 9, 2022 MEETING MINUTES

Ms. Byrge made a motion to approve the minutes from the June 2 & June 9, 2022 Board meetings. Mr. Stroud seconded the motion. The motion passed unanimously.

V. PUBLIC COMMENT PERIOD ON ACTION ITEMS

None

VI. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

A. Resolution 23-001: Recommended Adoption of Amendment #20 to MVRPC's SFY 2021-2024 Transportation Improvement Program (TIP)

Mr. Arnold referred to the 20th amendment to the SFY 2021-2024 TIP and the numerous project changes made by MVRPC and ODOT. He referred to the packet showing the tables broken down by county, as well as the statewide line item project tables. Mr. Arnold stated that MVRPC Staff and the Technical Advisory Committee recommend adoption of Amendment #20 to the SFY 2021-2024 Transportation Improvement Program.

Mr. Klepacz made a motion to approve the resolution adopting Amendment #20 to MVRPC's SFY 2021-2024 Transportation Improvement Program (TIP). Mr. Housh seconded the motion. The motion passed unanimously.

VII. INFORMATION ITEMS

A. Changes to MVRPC's Funding Policies and Procedures Fact Sheet

Mr. Arnold provided information on the proposed changes to MVRPC's Funding Policies and Procedures Fact Sheet. He explained that changes to the STP/CMAQ/TA Program Policies and Procedures are necessary as a result of program and funding changes from the Infrastructure Investment and Jobs Act (IIJA). He outlined the following proposed changes: adding the Carbon Reduction (CR) Program, reserving \$1.5 million from the CR Program to purchase and install electric vehicle (EV) chargers, setting aside \$6 million of STP funding for resurfacing projects, raising the maximum amount of TA and CR funds available per project, increasing the total number of applications per member jurisdiction, and he shared the estimated funding available for each program. He then announced the proposed changes will be recommended for adoption during the August 2022 TAC meeting and September 2022 Board of Directors meeting. Mr. Arnold invited members to share their input on the proposed changes and asked them to submit their comments to him by August 5th. Lastly, Mr. Arnold opened the floor for questions.

VIII. EXECUTIVE DIRECTOR'S REPORT

A. Executive Director's Update

Mr. Martin thanked the MVRPC staff for organizing the Board and Breakfast event. He also thanked Ms. Becky Benná and Five Rivers MetroParks for hosting the meeting at the Riverscape Pavilion.

Mr. Martin reviewed the August ED's Update:

- MVRPC Welcomes New RTPPO Members
- 2020 Census Update: Population Growth Trends
- Comprehensive Economic Development Strategy (CEDS) Resource Workshop
- Miami Valley Regional Resiliency Plan Stakeholder Workshop
- Miami Valley Roads
 - Signal Upgrade Projects Impacting Commute Routes
- Grants and Funding Resources
- Upcoming MVRPC Meetings

IX. ADJOURNMENT

Chairperson Simmons called for a motion to adjourn the meeting. Mr. Bruns made a motion to adjourn the meeting. Mr. Housh seconded the motion which was approved unanimously. Chairperson Simmons called the meeting adjourned at 10:10 a.m.

Brian O. Martin, AICP
Executive Director

Sara Lommatzsch
Vice Chairperson

Date:

MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: August 10, 2022
Subject: SFY2021-SFY2024 Transportation Improvement Program (TIP) Amendment #21

Over the last few months MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for an SFY2021-SFY2024 TIP amendment. The attached TIP Tables 4.1, 4.2, 4.3 and 4.5 reflect the updated information for each specific project. Modifications to Statewide Line Item projects are shown on Table 4.6 and are provided for information only. A TIP terminology explanation chart of key abbreviations used in the highway/bikeway tables precedes Table 4.1. A resolution adopting the proposed TIP amendment is attached for your review and consideration. The MVRPC staff recommends your approval.

Attachments:

- (1) TIP Abbreviation Table
- (2) Amended MVRPC TIP tables: 4.1, 4.2, 4.3 and 4.5
- (3) Statewide Line Item Project table 4.6 (For information only)
- (4) Resolution Adopting Amendments to the SFY2021-2024 TIP

EXPLANATION OF ABBREVIATIONS USED IN TABLES 4.1 – 4.8

Project I.D.

First Three Characters
 000 = Unique Project Number
 Decimal Character = Subtype (as described below)
 .1 = New Construction
 .2 = Reconstruction
 .3 = Resurface
 .4 = Safety Improvement
 .5 = Bridge Replacement/Rehabilitation
 .6 = Signal Improvement
 .7 = Bikeway/Pedestrian Improvement
 .8 = Other Improvements

PID

ODOT "Project Identification Number"

Air Quality Status

Identifies projects which were included
 in the LRTP air quality conformity analysis
 Upper Row = Project is Exempt or was Analyzed
 Lower Row = Build Year Scenario (2020, 2030 or 2040)

Phase of Work

ENG -Environmental and Contract Plan Preparation
 ROW -Right-of-Way Acquisition
 CON -Construction
 SPR -Federal State Planning and Research
 DBT -Debt Service

LRTP Goal

G1 -Address regional transp. needs through improved planning
 G2-1 -Encourage a stronger multi-modal network in the Region
 G2-2 -Maintain the regional transportation system
 G2-3 -Upgrade the regional transportation system
 G2-4 -Incorporate regional land use strategies
 G3 -Enhance attractiveness for future economic development
 G4 -Encourage pursuit of alternative fuels to reduce emissions

FUND CODES, DESCRIPTION AND TYPICAL FUNDING SPLIT

Federal Allocation of ODOT or County Engineer Association Controlled Funds

	Typical Fed./Local Share
BR -Bridge Replacement and Rehabilitation	80/20
EAR -Federal Earmark, Specific Source Undetermined at this Time	Varies
f-5307 -Urbanized Area Formula Grant	80/20
f-5310 -Enhanced Mobility of Seniors and Individuals with Disabilities	80/20
f-5337 -State of Good Repair Program	80/20
f-5339 -Bus and Bus Facilities Formula Program	80/20
HSIP -Highway Safety Improvement Program	90/10
IM -Federal-Aid Interstate Maintenance (Resurfacing, Restoring, Rehabilitation)	90/10
NH -National Highway System	80/20
NHPP -National Highway Performance Program	80/20
OTH -Other	Varies
SPR -Federal State Planning and Research	80/20
SRTS -Safe Routes to School	100
STA -Surface Transportation Program (ODOT Transportation Alternatives Set-aside)	80/20
STD -Surface Transportation Program (ODOT Allocation)	80/20
TRAC -Transportation Review Advisory Council	Varies

Federal Allocation of MVRPC Funds

	Fed./Local Share
CMAQ -Congestion Mitigation and Air Quality	Varies
STP -Surface Transportation Program	Varies
TA -Surface Transportation Program (Transportation Alternatives Set-aside)	Varies

Other Funding Sources

	Other/Local Share
CDBG -Community Development Block Grant	Varies
LOCAL -Local Funds	0/100
ODOD -Ohio Department of Development	Varies
OPWC -Issue 2/LTIP	80/20
STATE -ODOT State Funds	0/100
ELLIS -ODOT's Project Monitoring Database	
TELUS -MVRPC's Project Monitoring Database	

Miami Valley Regional Planning Commission

Table 4.1 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Greene County Projects

COUNTY, ROUTE, SECTION: GRE035-05.84		ODOT PID # 107217		MVRPC # 2108.2		PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: US 35 at Valley/Trebein Intersection-Replace the existing intersection with an interchange of Valley/Trebein over US 35.							
COMMENTS : Increased Federal and Local construction funds to reflect changes in Ellis.							
TOTAL COST (000): \$38,724		LET TYPE: Traditional		A.Q. : Analyzed		LRTP GOAL: G2-3	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	NHPP	\$1,048					
ENG	STATE	\$200					
ENG	NHPP		\$76				
ENG	STATE		\$19				
ENG	NHPP			\$141			
ROW	NHPP			\$40			
ENG	STATE			\$35			
ROW	STATE			\$10			
CON	LOCAL				\$7,295		
CON	NHPP				\$29,178		
ENG	NHPP				\$3		
ROW	NHPP				\$543		
ENG	STATE				\$1		
ROW	STATE				\$136		

Table 4.1 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Greene County Projects

COUNTY, ROUTE, SECTION: GRE675-07.57		ODOT PID # 117486		MVRPC # 2537.4		PROJECT SPONSOR: Beavercreek	
DESCRIPTION: I-675 from south of the exit to Colonel Glenn Highway to the North Fairfield interchange-Construct new ramp connections to provide missing movements at the existing partial interchange at I-675 & Grange Hall Road.							
COMMENTS : New project, not in the current TIP. \$240,000 for PE and all R/W and construction funding uncommitted at this time.							
TOTAL COST (000): \$57,878		LET TYPE: Traditional		A.Q. : Analyzed		LRTP GOAL: G2-3	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	EAR				\$400		
ENG	LOCAL				\$44		
ENG	STATE				\$141		
ENG	EAR						\$20
ENG	LOCAL						\$65
ROW	LOCAL						\$30
ENG	OTH						\$240
ROW	OTH						\$120
CON	LOCAL						\$11,363
CON	OTH						\$45,454

Miami Valley Regional Planning Commission

Table 4.2 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Miami County Projects

COUNTY, ROUTE, SECTION: MIA571-13.40		ODOT PID # 114530		MVRPC # 2424.6		PROJECT SPONSOR: Tipp City	
DESCRIPTION: SR 571 at CR25A-Construct new mast arm signal with back plates, supplemental signal heads and lighting.							
COMMENTS : Federal PE funds in SFY2022 delayed to SFY2023, reduced Federal R/W funds in SFY2022 and added Federal R/W funds in SFY2023 to reflect changes in Ellis.							
TOTAL COST (000): \$356		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE		\$2				
ROW	STATE		\$40				
ROW	HSIP			\$11			
CON	HSIP				\$230		
ENG	HSIP				\$39		
ROW	HSIP				\$12		
CON	LOCAL				\$23		

Miami Valley Regional Planning Commission

Table 4.3 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Montgomery County Projects

COUNTY, ROUTE, SECTION: MOT - Lamme Road Improvement		ODOT PID # 107991		MVRPC # 2117.2		PROJECT SPONSOR: Montgomery County	
DESCRIPTION: Lamme Road from Alex-Bell Road to Bushwick Drive-Replacement of a functionally deficient 3-span bridge over Holes Creek with a wider structure that carries sidewalk on both sides. The traffic signal at Lamme Road and Alex-Bell Road will be replaced. Lamme Road will be resurfaced and re-stripped from Alex-Bell Road to Bushwick Drive. Through lanes will contain sharrows markings. Deteriorated curbing and sidewalk will be replaced on Lamme Road between Alex-Bell Road and the bridge, and on the north side of Alex-Bell Road on the east approach.							
COMMENTS : Increased Federal and Local construction funds to reflect changes in Ellis.							
TOTAL COST (000): \$3,455		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE	\$20					
ROW	STATE	\$40					
ENG	LOCAL		\$460				
ROW	LOCAL		\$75				
CON	LOCAL				\$1,001		
CON	STP				\$1,859		

Table 4.3 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Montgomery County Projects

COUNTY, ROUTE, SECTION: MOT725-14.41			ODOT PID # 108619 MVRPC # 2145.4		PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: SR 725 at I-75-Convert the interchange to a diverging diamond (DDI), upgrade the traffic signal at Byers Road and install sidewalk along SR 725.							
COMMENTS : Increased State PE funds in SFY2023 to reflect changes in Ellis.							
TOTAL COST (000): \$11,101		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-3			
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	HSIP	\$354					
ENG	STATE	\$116					
ENG	HSIP	\$152					
ENG	STATE	\$38					
ENG	HSIP		\$54				
ENG	STATE		\$16				
ROW	HSIP			\$120			
ENG	NHPP			\$673			
ENG	STATE			\$172			
ROW	STATE			\$30			
ENG	HSIP				\$24		
ENG	NHPP				\$118		
ENG	STATE				\$108		
CON	HSIP					\$2,384	
CON	LOCAL					\$834	
CON	NHPP					\$2,556	
CON	STATE					\$1,235	
CON	STP					\$2,116	

COUNTY, ROUTE, SECTION: MOT - Trotwood SRTS Infrastructure FY23			ODOT PID # 113624 MVRPC # 2405.4		PROJECT SPONSOR: Trotwood		
DESCRIPTION: Bell Haven Elementary School-Crosswalk upgrades at various intersections. Infill sidewalk on Myron Drive at Annapolis Avenue. Curb ramp upgrades as needed.							
COMMENTS : Increased Federal R/W funds to reflect changes in Ellis.							
TOTAL COST (000): \$104		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-3			
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	HSIP			\$8			
ENG	STATE			\$5			
CON	HSIP				\$62		
ROW	HSIP				\$28		

Table 4.3 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Montgomery County Projects

COUNTY, ROUTE, SECTION: MOT035-19.80, Phase 3		ODOT PID # 90273		MVRPC # 1208.2		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: US 35 from Woodman Drive/SR 835 to Linden Avenue-Reconfigure interchange to a Tight Urban Diamond (TUDI). Replace bridge decks. Project will also install sidewalk along Woodman Drive.							
COMMENTS : Increased State R/W funds in SFY2023, increased NHPP and State construction funds and decreased Local construction funds to reflect changes in Ellis.							
TOTAL COST (000): \$9,783		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-3	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ROW	STATE			\$55			
CON	HSIP				\$3,112		
CON	LOCAL				\$853		
CON	NHPP				\$2,174		
CON	STATE				\$889		
ROW	STATE				\$164		
CON	STP				\$2,536		

Miami Valley Regional Planning Commission

Table 4.5 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

All County Projects

COUNTY, ROUTE, SECTION: D07 - BP/BH FY23		ODOT PID # 105416		MVRPC # 2035.5		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: Various bridges in Montgomery County-Paint the structural steel and reset bearings. Project will also include raising the approach slab, patching backwalls and structural steel repair.							
COMMENTS : Increased Federal and State construction funds to reflect changes in Ellis.							
TOTAL COST (000): \$4,491		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE	\$166					
ROW	STATE				\$98		
CON	NHPP					\$3,606	
CON	STATE					\$621	

Miami Valley Regional Planning Commission

Table 4.6 - DETAILED PROJECT INFORMATION FOR STATEWIDE LINE ITEMS LISTED IN TABLE 4.5

COUNTY, ROUTE, SECTION: MIA571-07.18 - SLI-009			ODOT PID # 109792		MVRPC # 2248.3		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: SR 571 from the West Milton ECL to CR 25A-Resurface the existing roadway with asphalt concrete.								
COMMENTS : Construction delayed from SFY2024 to SFY2027 to reflect changes in Ellis.								
TOTAL COST (000): \$1,199		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future	
ENG	STATE	\$23						
CON	STATE							\$235
CON	STD							\$941

COUNTY, ROUTE, SECTION: MIA048-09.63 - SLI-009			ODOT PID # 110391		MVRPC # 2254.3		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: SR 48 from the Pleasant Hill NCL to the Covington SCL-Resurfacing and curb ramps.								
COMMENTS : Increased Federal and State construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$1,249		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future	
ENG	STATE	\$13						
CON	STATE					\$247		
CON	STD					\$989		

COUNTY, ROUTE, SECTION: WAR123-33.46 - SLI-012			ODOT PID # 117310		MVRPC # 2533.4		PROJECT SPONSOR: Carlisle	
DESCRIPTION: Curve on SR 123 at Chamberlain Road-Purchase LED speed activated chevrons.								
COMMENTS : Project changed from standard TIP project to SLI project based on request from ODOT.								
TOTAL COST (000): \$40		LET TYPE: Non-let		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future	
CON	HSIP				\$40			

Table 4.6 - DETAILED PROJECT INFORMATION FOR STATEWIDE LINE ITEMS LISTED IN TABLE 4.5

COUNTY, ROUTE, SECTION: MIA166-04.25 - SLI-004		ODOT PID # 117350		MVRPC # 2535.5		PROJECT SPONSOR: Miami County	
DESCRIPTION: Tipp Elizabeth Road approximately 800' east of Benham Road-Bridge replacement.							
COMMENTS : Decreased Federal PE funds to reflect changes in Ellis.							
TOTAL COST (000): \$478		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-2	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
CON	STD				\$428		
ENG	STD				\$50		

COUNTY, ROUTE, SECTION: MOT042-00.43 - SLI-004		ODOT PID # 117355		MVRPC # 2536.5		PROJECT SPONSOR: Montgomery County	
DESCRIPTION: Huffman Road approximately 2,300' east of Diamond Mill Road-Bridge replacement.							
COMMENTS : Decreased Federal PE funds to reflect changes in Ellis.							
TOTAL COST (000): \$1,348		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-2	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
CON	STD				\$1,303		
ENG	STD				\$45		

COUNTY, ROUTE, SECTION: MIA - SR 41 Troy Signal Timing - SLI-012		ODOT PID # 117597		MVRPC # 2539.4		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: SR 41 in Troy from Dorset Avenue to Marybill Drive-Signal timing analysis.							
COMMENTS : New project.							
TOTAL COST (000): \$32		LET TYPE: Non-let		A.Q. : Exempt		LRTP GOAL: G1	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	HSIP				\$32		

COUNTY, ROUTE, SECTION: MOT004-00.00 - SLI-009		ODOT PID # 92823		MVRPC # 2216.3		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: SR 4 from the Butler/Montgomery County Line to the Germantown SCL-Roadway milling and repaving.							
COMMENTS : Updated project description and increased Federal and State construction funds to reflect changes in Ellis.							
TOTAL COST (000): \$1,214		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE	\$141					
CON	NHPP					\$858	
CON	STATE					\$215	

RESOLUTION 23-002
AMENDING THE SFY2021-SFY2024 TRANSPORTATION IMPROVEMENT PROGRAM

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 Carlisle, Franklin, Springboro and Franklin Township 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 process for the Dayton Metropolitan Area; and

WHEREAS, all Federally funded transit and highway improvements within Greene, Miami and Montgomery County must be included in the region's Transportation Improvement Program (TIP) prior to the expenditure of Federal funds; and

WHEREAS, the SFY2021-SFY2024 Transportation Improvement Program was adopted on May 7, 2020; and

WHEREAS, MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for a SFY2021-SFY2024 TIP amendment; and

WHEREAS, the proposed amendment is consistent with the Region's long-range transportation plan; and

WHEREAS, this TIP amendment will not affect the regional air quality emission analysis of the SFY2021-SFY2024 TIP; and

WHEREAS, the MVRPC Public Participation Policy for Transportation Planning process allows for minor TIP amendments such as this to occur without separate public involvement meetings; and

WHEREAS, this amendment will result in a TIP that is in reasonable fiscal constraint

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts **Amendment #21** to the SFY2021-SFY2024 Transportation Improvement Program as shown on the attached TIP Tables.

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

Brian O. Martin, AICP
Executive Director

Greg Simmons, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date

MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: August 1, 2022
Subject: IIJA Funds Availability Report and Project Solicitation Request

Federal transportation planning regulations require Metropolitan Planning Organizations (MPOs) in areas over 200,000 population to select projects in consultation with the State. All FHWA and FTA funded projects within the metropolitan planning area must be included in the Transportation Improvement Program (TIP). The TIP must be prioritized and it must include a financial plan demonstrating how projects are to be funded.

Annually, MVRPC staff evaluates the current transportation planning requirements and subsequently suggest changes to the MVRPC's federal funding Program Policies and Procedures staff uses to solicit for new projects. These TIP development procedures require staff to provide an annual information report showing the status of regionally controlled federal transportation funds (Surface Transportation Program-STP, Congestion Mitigation/Air Quality-CMAQ, Transportation Alternatives-TA and Carbon Reduction-CR) for new projects. Based upon funding availability, the MVRPC Board may then authorize staff to begin new project solicitation.

The attached table entitled "Status of MVRPC's Regional Federal Funding – SFY2023-SFY2028" shows the status of regionally controlled federal transportation funds over the next six-year period. The report shows that staff anticipates a short-range fund balance of \$35.1 million (\$20.5 M STP, \$4 M of TA funds and \$10.6 M CR) which is more than a full years allocation for the region. Based upon the attached financial report, staff formally requests MVRPC Board authorization to solicit member jurisdictions for new projects.

Ohio's large MPOs no longer have direct control over CMAQ funds. A Statewide CMAQ Committee is in place and it has been determined that a CMAQ solicitation will take place on a biennial basis. As such, the CMAQ project solicitation will be included this year.

Upon Board authorization to solicit for new projects, all necessary information will be available at <https://www.mvrpc.org/transportation/transportation-financing>.

STATUS OF MVRPC'S REGIONAL (LOCALLY ALLOCATED) FEDERAL FUNDING					
SFY2023-SFY2028 Estimate					
SFY2023-SFY2028 Estimate	Funding Categories				
	STP	CMAQ	TA	CR	Total
Budget Estimates (Available For Allocation)	\$91,408,299		\$10,677,073	\$10,603,245	\$112,688,616
Previously Committed	\$70,881,897	\$26,483,554	\$6,658,758	\$0	\$104,024,209
Currently Available For Allocation	\$20,526,402		\$4,018,315	\$10,603,245	\$35,147,961

MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: August 3, 2022

Subject: Updated MVRPC Suballocated Funding Policy and Approval of Electric Vehicle Charging Program Set Aside

In 2021, the Fixing America's Surface Transportation Act (FAST Act) was replaced by the transportation bill called the Infrastructure Investment and Jobs Act (IIJA). In 1992, MVRPC's Transportation Committee adopted the policies and procedures for the STP and CMAQ funding categories, with TA added in later years. MVRPC's suballocated funding policies and procedures were last updated in 2021 to include minor edits to reflect the availability of a resurfacing set aside and CMAQ funding. MVRPC staff has since determined that additional updates are necessary which are shown in red text or strikethroughs in the policy document.

The IIJA includes a new suballocated funding source, the Carbon Reduction (CR) Program, to invest in projects that support a reduction in transportation emissions from on-road sources. Eligible projects include alternative fuel infrastructure, public transportation improvements, bicycle and pedestrian facilities, and energy efficient street lighting and traffic control equipment, among other viable carbon reduction projects. As the CR funding is immediately available in the current SFY and the development of traditional projects can take several years, \$1,500,000 from this program will be reserved for a regional project to purchase and install electric vehicle chargers for interested member jurisdictions with MVRPC acting as the Lead Agency. This will help reduce the surplus of CR funding available in early SFYs while traditional projects can be developed.

As you know, Ohio's large MPO's no longer have direct control over CMAQ funds. A Statewide CMAQ Committee is in place and it has been determined that a CMAQ project solicitation will take place on a biennial basis. As such, the CMAQ project solicitation will be included this year.

Additionally, it has been determined that \$6,000,000 will be set aside for an STP Resurfacing Program and only projects able to be awarded in SFY2026-SFY2028 will be considered. This is not a set aside for simple resurfacing funds in early SFYs as has been done in the past and these funds are not subject to simple resurfacing program limits such as limiting the scope of work to resurfacing only.



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Finally, based upon funding changes as a result of the IIJA, the number of applications that can be submitted per funding source has been adjusted. The maximum amount of TA (and CR) funds available per project has been raised to \$1,000,000 (for construction only) for the CY 2022 project solicitation. After this solicitation, this amount will be reduced to \$400,000 per project.

The updated policy continues to include the requirement that all projects incorporate bicycle and pedestrian friendly design features to enhance the overall connectivity of the region.

The updated MVRPC Suballocated Funding Policy, a resolution accepting the updated policy, and a resolution approving reserving \$1,500,000 of CR funding for a regional project to purchase and install electric vehicle chargers for interested member jurisdictions with MVRPC acting as the Lead Agency are attached for your consideration.

2022

APPLICATIONS DUE
OCTOBER 6, 2022



Surface Transportation Program
Congestion Mitigation/Air Quality
Transportation Alternatives
Carbon Reduction

September 2022



Contents

INTRODUCTION.....	1
Funds Availability and Project Approval Process	1
Eligible Applicants and Projects.....	2
STP-CMAQ Funding Provisions	4
Resurfacing Program Funding Provisions	5
TA-CR Funding Provisions	5
General Funding Provisions	6
PROJECT EVALUATION AND RANKING PROCESS	7
SUMMARY.....	7
Appendix A — MVRPC's TIP DEVELOPMENT PROCESS	A-1
Appendix B — MVRPC PROJECT FUNDING PRIORITIZATION DECISION MAKING PROCESS.....	B-1
Appendix C — STP AND CMAQ COMPLETE STREETS ADHERENCE PROCESS ..	C-1
Appendix D — ELIGIBLE STP, CMAQ, TA, and CR FUNDING ACTIVITIES	D-1
Appendix E — MVRPC STATE INFRASTRUCTURE BANK (SIB) LOAN REPAYMENT POLICY	E-1
Appendix F — MVRPC's LIST OF ACRONYMS	F-1
Appendix G — INFORMATION REGARDING ADA COMPLIANCE AND VARIOUS RIGHT-OF- WAY TOPICS	G-1

INTRODUCTION

Background - Requirements for project selection and priority.

1. Metropolitan Planning Organizations (MPO) are responsible for developing a Long Range Transportation Plan (LRTP) and a Transportation Improvement Program (TIP). The TIP must be consistent with the LRTP and must include all projects in the metropolitan area that are proposed for federal funding. States are required to develop a State Transportation Improvement Plan (STIP) which is consistent with MPO TIPs.
2. MPOs with populations over 200,000 like MVRPC are considered Transportation Management Areas (TMA) which are responsible for project selection of all highway and transit projects in consultation with the state. The exceptions are selected by the state in cooperation with the MPOs.
3. TIPs must be prioritized and include a financial plan demonstrating how projects are to be funded. The TIP must demonstrate that full funding can be reasonably anticipated in the time period contemplated for completion of the project.
4. MPOs are required to provide a reasonable opportunity for public comment on the LRTP and TIP. **Appendix A - TIP Development Process provides a graphic overview of the TIP development process including a public comment period.**
5. All project sponsors must know and implement the U.S. Department of Transportation Standard Title VI Assurances and Nondiscrimination Provisions, which states “No person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including FHWA”.

Use of MVRPC's *Program Policies and Procedures* in programming all federal transportation funds in the TIP.

1. MVRPC will use the *Program Policies and Procedures* to evaluate, rank, select and program suballocated Surface Transportation Program (STP) funds, Congestion Mitigation and Air Quality (CMAQ) improvement program funds, Transportation Alternatives (TA) funds, **and Carbon Reduction Program (CR) funds.**
2. MVRPC will also use the *Program Policies and Procedures* to evaluate, rank, select and program all other federal highway funds.

Funds Availability and Project Approval Process

Upon Board determination of funds availability, staff will update policies, procedures, and criteria, provide a seminar for jurisdictions, and solicit qualified member government entities for new STP, CMAQ, TA, **and CR** projects. The solicitation cycle will start on September **6**, with applications being due on October **6** at MVRPC. **Project sponsors are limited to submitting up to *the following number of applications:***

STP applications **2 including resurfacing**
TA or CR applications **4 combined**
CMAQ applications **No limit**

~~4 total applications for STP, CMAQ and TA funding. This year a Resurfacing Program set aside is available. Up to two additional applications for this program may be submitted, one each to the STP Resurfacing Program or the CRRSAA Resurfacing Program.~~

A seminar for project applicants is conducted during the solicitation timeframe to provide potential applicants with information to assist them with completing the forms. After all applications are received, staff will prepare a profile summarizing all applications that will be made available for public comments. Staff will then present the list to the Technical Advisory Committee (TAC) and Board of Directors as an information report. Staff will then review all project applications based upon the selection criteria outlined herein, and for consistency with the Regional Complete Streets Policy. Staff will create a draft ranking of the projects and hold project sponsor meetings, where a final consensus will be reached. Finally, staff will develop a draft list of preferred projects and financial plan that will be forwarded to the TAC and Board for final approval. Ultimately, the Board will make a final project adoption at or before their March meeting subsequently directing staff to notify all project sponsors of the result. Upon funding approval, project sponsors are required to attend biannual project review meetings as setup by MVRPC staff.

Appendix B – MVRPC Project Funding Prioritization Decision Making Process provides a graphic overview of MVRPC’s project funding prioritization decision making process.

Eligible Applicants and Projects

~~For required allocations of STP and TA funding, as well as CMAQ funding, Applicants are limited to qualified member government entities located inside the boundaries of the MPO area. Both MPO and non-MPO member jurisdictions are eligible to compete for discretionary allocations of STP and TA funding.~~

Typical **STP** projects include: Capacity and maintenance projects such as lane additions, resurfacing/rehabilitation, safety upgrades...etc. (see Appendix D)

Typical **CMAQ** projects reduce congestion and improve air quality including but not limited to: turn lane additions, traffic signal interconnects, bikeway and pedestrian projects, Intelligent Transportation System (ITS) projects, High Occupancy Vehicle (HOV) lane, new transit services, pedestrian access, intermodal facilities, rideshare/ozone action programs, ...etc. (see Appendix D)

The **TA** program provides funding for programs and projects defined as transportation alternatives, including on-road and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects ...etc. (see Appendix D)

The Carbon Reduction (CR) Program funds projects that support a reduction in transportation emissions (defined as carbon dioxide emissions from on-road sources). Eligible projects include alternative fuel infrastructure, public transportation improvements, bicycle and pedestrian facilities, and energy

efficient street lighting and traffic control equipment, among other viable carbon reduction projects. (see Appendix D)

All projects must be consistent with one or more of the 10 factors listed below as required by the Federal legislation.

1. Support the economic vitality of the metropolitan area
2. Increase safety
3. Increase security
4. Increase accessibility and mobility options for people and freight
5. Protect the environment, conserve energy, and improve quality of life
6. Enhance integration and connectivity of the transportation system
7. Promote efficiency
8. Emphasize preservation of the existing transportation system
9. Improve resiliency and reliability of the transportation system
10. Enhance travel and tourism

Projects must be consistent with one of the emphasis areas on comprehensive approaches to solving transportation problems, which include maintenance and improved efficiency, congestion reduction, coordination of transportation and land use planning, implementation of federal transportation control measures, and low cost operation or economically efficient improvements.

All project activities including design, right of way acquisition, ADA compliancy, etc. must adhere to all applicable federal and state laws.

Note: When Federal funds are used on a signal or signal project, warrants are required.

In addition to federal and state requirements, MVRPC requires that all projects:

- Be included or justified in a local plan or program.
- Are sponsored by an MVRPC member organization which has committed to a timely project development schedule.
- Be located within a member jurisdiction's boundaries. Projects located within the boundaries of a non-member jurisdiction are not eligible for MVRPC controlled Federal funds unless the member jurisdiction applying for funds would be the owner or maintainer of the facility being constructed.
- Are compliant with the Regional Complete Streets Policy, adopted January 6, 2011; STP and CMAQ project applications that do not comply with the Regional Complete Streets Policy will not be considered for funding.
- Applications must be submitted in accordance with the format guidelines included in the application.
- Are listed in a resolution from the applicant's governing body permitting the submission of an application, as well as detailing the local priority of the project. This resolution should also formally commit the jurisdiction to providing the local match (regardless of source) to the Federal funds as shown in the application as well as the funds for any 100% locally funded phases. **If there are multiple jurisdictions involved in the financing of a project, resolutions are required from each jurisdiction detailing their respective financial commitment to the project.**

- Upon funding approval, applicant is required to attend biannual project review meetings as setup by MVRPC staff.
- If an MVRPC funded project is subsequently awarded additional sources of Federal or State funds, the MVRPC funds must be encumbered first (100% up to the project cap) prior to utilization of the additional funding sources.

The Federal-Aid Highway Program, which includes STP, CMAQ, TA, **and CR**, is a federally funded state administered program. It is not a grant program, but rather a reimbursement program, meaning that FHWA reimburses the state for the funded share of the actual expenses it incurs on a project as the project proceeds. The state then reimburses the local project sponsor as the project progresses. In no case will costs be eligible for reimbursement until the project is approved by ODOT and the Federal Highway Administration (FHWA).

STP-CMAQ Funding Provisions

Project sponsors for either the STP or CMAQ program funds are encouraged to finance architectural/engineering plans, environmental assessment studies, right-of-way plans, right-of-way purchase and environmental remediation, if necessary. These costs are eligible for reimbursement, however, to maximize the region’s resources the project advocate is encouraged to undertake these costs locally.

MVRPC’s STP and CMAQ programs are very competitive; as such MVRPC’s project evaluation system awards bonus points on a gradient scale for projects that include more than the minimum local match required. **Applicants providing greater than 20% local match for project phases funded with regionally controlled Federal funds will score bonus points in the overall ranking and scoring process.**

For STP and CMAQ projects, MVRPC will provide up to 80% (federal) of the cost for individual phases of a project. The maximum amount of STP funds available per project is \$3,000,000. In the event that multiple phases of a project are awarded STP funds, no more \$3,000,000 STP will be programmed in a single SFY. The applicant is required to provide a minimum of 20% (non-federal) of the cost for individual phases of the project. Projects such as the Rideshare program are eligible for up to 100% funding.

~~MVRPC receives approximately \$12.3 million of STP funding annually. Of this amount, 90% (approximately \$11.1 million) is a required STP allocation and the remaining 10% (approximately \$1.2 million) is a discretionary STP allocation. By law, the required allocation can only be spent on eligible projects within the MPO boundary. The discretionary allocation can be spent on projects both within the MPO boundary and outside of the MPO boundary. The discretionary STP funding is not set aside for MVRPC non-MPO members but it allows the non-MPO member jurisdictions to submit eligible applications to compete for STP funding up to the discretionary STP allocation annually.~~

Please note that Ohio’s large MPOs no longer have direct control over CMAQ funds. A Statewide CMAQ Committee is in place and it has been determined that a CMAQ project solicitation will take place on a biennial basis. As such, the CMAQ project solicitation will be **included this year suspended until next year.**

Resurfacing Program Funding Provisions

From time to time, a certain amount of funds may be set aside to fund Federally eligible simple resurfacing projects. The amount set aside for these resurfacing projects will be determined on an annual basis. This year, it has been determined that **\$6,000,000** \$2,500,000 will be set aside for this component of the STP funded program and only projects able to be awarded in **SFY2026-SFY2028** ~~SFY2023 or SFY2024~~ will be considered. ~~The maximum amount of STP funds available per resurfacing project is \$750,000.~~ The maximum Federal participation for the STP funded Resurfacing Program is 80%. In addition, MVRPC is also receiving \$5,199,864 of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding which can be used for simple resurfacing projects able to be awarded in SFY2023 through the second quarter of SFY2024. ~~The maximum amount of CRRSAA funds available per resurfacing project is \$400,000. The maximum Federal participation for the CRRSAA funded Resurfacing Program is 100%.~~

This is not a set aside for simple resurfacing funds in early SFYs as has been done in the past and these funds are not subject to the simple resurfacing program limits such as limiting the scope of work to resurfacing items only. This funding will be available in the same timeframe as the rest of the STP funding and priority will be given to locally controlled NHS arterials with poor Pavement Condition Ratings (PCRs).

~~The intent of dedicating a specific set aside for simple resurfacing projects is that these are the types of projects that, while eligible for STP funds, typically don't score well using the standard Project Evaluation System. These are also the types of projects that can be developed and awarded much more quickly than standard reconstruction projects. **Therefore, projects including ADA ramp work will NOT be eligible for funding under this program and any necessary ADA ramp work must be completed prior to submitting the Resurfacing set-aside application to MVRPC.** Local jurisdictions are required to indicate on the application that a field visit took place (date of visit), measurements were taken, and ADA compliance of ramps within the project verified. Submitting documentation to MVRPC or ODOT is not required but should be kept in case compliance is ever questioned. Projects that include curb and gutter work will be considered for funding, but Resurfacing set-aside funds will only be used to fund the resurfacing portion of the project. Curb and gutter work can be part of the project but will be completed using local funds.~~

When applying specifically for this component of the STP program, the project sponsor should mark the appropriate box on the front page of the application and fill out the Resurfacing evaluation form.

TA-CR Funding Provisions

The TA **and CR** programs will provide up to 80% (federal) of the construction or implementation cost of a project. The maximum amount of TA **or CR** funds available per project is **\$1,000,000** ~~\$350,000~~. The applicant is required to provide a minimum of 20% (non-federal) of the construction or implementation cost. The applicant is required to finance architectural/engineering plans, environmental assessment studies, right-of-way plans, right-of-way purchase and environmental remediation, if necessary. These costs

cannot be credited toward the applicant's cost of the construction or implementation costs. Applicants providing greater than 20% local match for the construction/implementation phase will score bonus points in the overall ranking and scoring process.

~~MVRPC receives approximately \$1.23 million of TA funding annually. Of this amount, 63% (approximately \$770,000) is a required TA allocation and the remaining 37% (approximately \$461,000) is a discretionary TA allocation. By law, the required allocation can only be spent on eligible projects within the MPO boundary. The discretionary allocation can be spent on projects both within the MPO boundary and outside of the MPO boundary. The discretionary TA funding is not set aside for MVRPC non-MPO members but it allows the non-MPO member jurisdictions to submit eligible applications to compete for TA funding up to the discretionary TA allocation annually.~~

Please note that non-infrastructure projects, while eligible for TA funds, typically don't score well using the standard Project Evaluation System. Applicants interested in Safe Routes to School non-infrastructure projects under the TA program are encouraged to apply directly to ODOT's Safe Routes to School Program. Jurisdictions interested in completing travel plans near schools, adopting complete streets policies, conducting walking audits, or extending local trails should contact **Matt Lindsay** ~~Stacy Schweikhart~~, MVRPC Manager, Environmental Planning. **Mr. Lindsay** ~~Mrs. Schweikhart~~ will provide applicants with essential information for project justification. He is a planning resource during the preparation of the application by the local jurisdiction and development of plans.

General Funding Provisions

Appendix G provides information about ADA compliance and right-of-way that must be addressed prior to submitting an application for funding.

NOTE: Roadway projects utilizing MVRPC controlled Federal funds must be located on roadways functionally classified as Urban Collector or above or Rural Major Collector or above. Interactive functional classification maps can be found at: <https://geospark-mvrpc.opendata.arcgis.com/pages/pes-hub>

The amount of federal funds available for reimbursement for a project will be capped at the MVRPC Board approved amount. If during the Environmental phase of a project, issues are discovered which would unexpectedly increase the cost of the project, exceptions to the funding cap may be considered. It is expected that all cost estimates will be reliable, well researched, inflated to year of expenditure and not expected to increase. In addition, cost estimates must be certified by a professional engineer. When compiling cost estimates, please take into consideration that there can be significant costs associated with compliance to federal regulations. Failure to account for such costs may result in your application's approval with insufficient funds to enable the project to be realized. All cost overruns realized at bid opening will be the sole responsibility of the project sponsor. Once approved, a project's scope can not be changed without the Board's approval.

NOTE: All projects approved for funding must be programmed with ODOT within three months of the project approval date to avoid retraction of

funds. It is the responsibility of the project sponsor to program their project with ODOT, MVRPC will assist in this process if requested.

In order to prevent jeopardizing the regionally controlled Federal funds, once a State Fiscal Year (SFY) for the Federal funds has been requested by the project sponsor, every effort should be made by the project sponsor to ensure the funds are used in those years. When considering whether to allow a delay in the use of regionally controlled Federal funds, MVRPC will take into account the project sponsor's ability to obtain a waiver under ODOT's Annual Budget Carryover Reduction Policy. If existing projects that utilize MVRPC controlled Federal funds are allowed to be delayed from one SFY to another, a penalty of -5 points per project delay may be assessed to every future application by the project sponsor for the next application cycle or until the delayed project has been awarded. Similarly, if a sponsor withdraws a funded project, a penalty of -5 points per project withdrawn may be assessed to every application submitted to the next application cycle.

PROJECT EVALUATION AND RANKING PROCESS

All proposed projects are reviewed using a two step project evaluation and ranking process. The first step is an initial screening which includes items discussed previously under the project eligibility and funding provision sections. If the proposed project meets all of the pre-screening criteria, it will be assigned to either the STP, CMAQ, TA, **or CR** funding category. After funding categories have been determined for each project they will be advanced to the second step, ranking, using the criteria attached to the project application. The evaluation system is broken down into three categories of projects: roadway, transit and bikeway/pedestrian. The scoring system was devised to equitably rank all three types of projects regardless of project type.

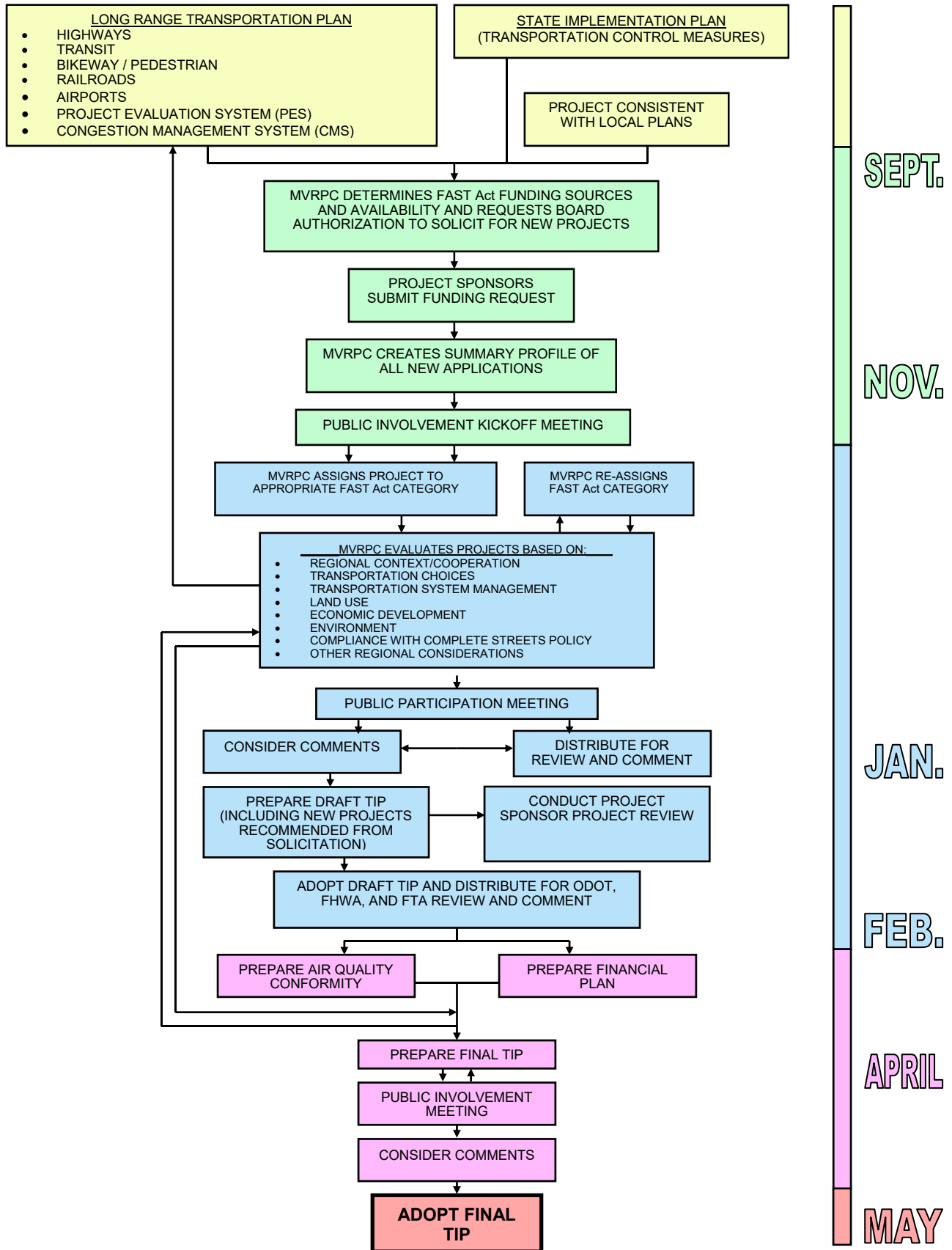
Once the draft scores from the project evaluation system are compiled, some projects may be reassigned to a different funding category. A final analysis would then be completed based upon the above criteria. In order to assure timely obligation of funds, annual TIP programming priority will be determined based upon funding rank, anticipated date of expenditure and funds availability.

SUMMARY

MVRPC's Program Policies and Procedures states the general practices of the MVRPC Board of Directors regarding programming projects with federal funds. The policies and procedures will enable communities to evaluate projects for funding eligibility prior to submittal to MVRPC. They also provide a means of continuously monitoring the program so that only projects which are actively pursued will ultimately receive federal funds. Exceptions to these general policies and procedures will be considered on a case by case basis. For further information please visit our web site at www.mvrpc.org or contact:

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Appendix A — MVRPC's TIP DEVELOPMENT PROCESS

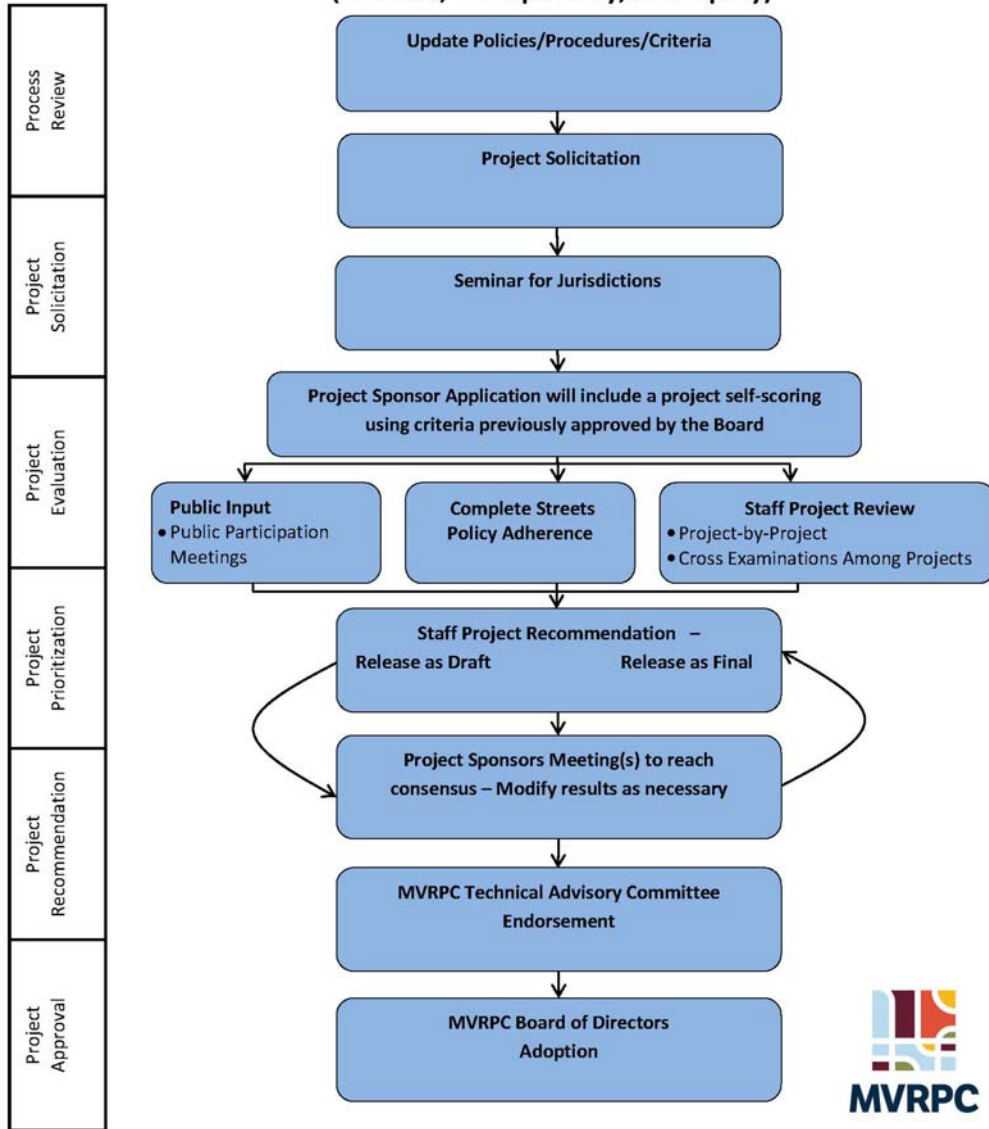


A-1

Appendix - B

MVRPC PROJECT FUNDING PRIORITIZATION DECISION MAKING PROCESS

(Fairness, Transparency, and Equity)



Appendix D - ELIGIBLE STP, CMAQ, TA, and CR FUNDING ACTIVITIES

Eligible STP activities

Eligible Activities (See 23 U.S.C. 133(b)): Subject to the location of projects requirements in paragraph a above, the following eligible activities are listed in 23 U.S.C. 133(b):

- (1) Construction, as defined in 23 U.S.C. 101(a)(4) as amended by the BIL, of the following:
 - (A) Highways, bridges, and tunnels, including designated routes of the Appalachian Development Highway System and local access roads under 40 U.S.C. 14501;
 - (B) Ferry boats and terminal facilities:
 - That are eligible under 23 U.S.C. 129(c) as amended by the BIL, or
 - That are privately or majority-privately owned, that the Secretary determines provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system described in 23 U.S.C. 101(b)(3)(D). This eligibility was added by BIL.
 - (C) Transit capital projects eligible under chapter 53 of title 49, U.S.C.;
 - (D) Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 - (E) Truck parking facilities eligible under Section 1401 of MAP-21 (See 23 U.S.C. 137 note);
 - (F) Border infrastructure projects eligible under Section 1303 of SAFETEA-LU (See 23 U.S.C. 101 note); and
 - (G) Wildlife crossing structures. This eligibility was added by BIL.
- (2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(19).
- (3) Environmental measures eligible under 23 U.S.C. 119(g), 148(a)(4)(B)(xvii), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (See 42 U.S.C. 7408(f)(1)(A)).
- (4) There is no longer a paragraph (4) in subsection (b).
- (5) Highway and transit safety infrastructure improvements and programs, including projects eligible under 23 U.S.C. 130 and installation of safety barriers and nets on bridges. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (6) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3). Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (7) Recreational trails projects eligible under 23 U.S.C. 206 as amended by the BIL, including maintenance and restoration of existing recreational trails, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 as amended by the BIL (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (See 42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under 23 U.S.C. 208 as amended by the BIL. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

- (8)** Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (9)** Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (10)** Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (11)** Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (12)** Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (13)** Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs. Not subject to the Location of Project requirement in 23 U.S.C.133(c).
- (14)** Projects and strategies designed to reduce the number of wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance. Preventive maintenance is defined in 23 U.S.C. 116(a). Not subject to the Location of Project requirement in 23 U.S.C. 133(c). This eligibility was added by the BIL.
- (15)** The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure. Not subject to the Location of Project requirement in 23 U.S.C. 133(c). This eligibility was added by the BIL.
- (16)** The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users. This eligibility was added by the BIL.
- (17)** Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop. This eligibility was added by the BIL.
- (18)** Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under STBG. Natural infrastructure is defined in 23 U.S.C. 101(a)(17). This eligibility was added by the BIL.
- (19)** Measures to protect a transportation facility otherwise eligible for assistance under STBG from cybersecurity threats. This eligibility was added by the BIL.
- (20)** Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for a STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.
- (21)** The creation and operation by a State of an office to assist in the design, implementation, and oversight including conducting value for money analyses or similar comparative analyses, of public-private partnerships eligible to receive

funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.

- (22)** Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted (i.e., in effect on December 3, 2015). Among these are:
- i.** Replacement of bridges with fill material;
 - ii.** Training of bridge and tunnel inspectors;
 - iii.** Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;
 - iv.** Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;
 - v.** Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
 - vi.** Approach roadways to ferry terminals to provide access into and out of the ports;
 - vii.** Transportation alternatives previously described in 23 U.S.C. 101(a)(29) and in 23 U.S.C. 213 (as in effect on the day before enactment of the FAST Act);
 - viii.** Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of “F” during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;
 - ix.** Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;
 - x.** Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);
 - xi.** Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(34);
 - xii.** Installation of safety barriers and nets on bridges, hazard eliminations, and projects to mitigate hazards caused by wildlife;
 - xiii.** Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;
 - xiv.** Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads;
 - xv.** Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and

- xvi.** Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (23)** Rural barge landing, dock, and waterfront infrastructure projects in accordance with 23 U.S.C. 133(j) (See Section K of this memorandum). Not subject to the Location of Project requirement in 23 U.S.C. 133(c). This eligibility was added by the BIL.
- (24)** Projects to enhance travel and tourism. This eligibility was added by the BIL. The following activities are made eligible by other sections of 23 U.S.C.:
- (25)** Public transportation projects: (i) as described in 23 U.S.C. 142(a)(1), (a)(2), (a)(3), and (c); and (ii) meeting the requirements contained in 23 U.S.C. 142.
- (26)** Initiatives to halt the evasion of payment of motor fuel taxes as provided for under 23 U.S.C. 143(b)(8), including expenditure limitations.
- (27)** Workforce development, training, and education activities under 23 U.S.C. 504(e).

Eligible CMAQ activities

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of clean air standards. The primary eligibility requirement is that they will demonstrably contribute to attainment or maintenance of clean air standards.

- Transportation activities in an approved State Implementation Plan
- Transportation control measures to assist areas designated as non-attainment under the Clean Air Act Amendments (CAAA) of 1990
- Pedestrian/bicycle facilities
- Traffic management/monitoring/congestion relief strategies
- Transit (new system/service expansion or operations)
- Transit vehicle replacement
- Alternative fuel projects (including vehicle refueling infrastructure)
- Inspection and maintenance (I/M) programs
- Intermodal freight
- Telecommunications
- Travel demand management
- Project development activities for new services and programs with air quality benefits
- Public education and outreach activities
- Rideshare programs
- Establishing/contraction with transportation management associations (TMAs)
- Fare/fee subsidy programs
- HOV programs
- Diesel retrofits
- Truck-stop electrification
- Experimental pilot projects
- Other Transportation projects with air quality benefits

NOTE: Ineligible CMAQ projects include construction of projects which add new capacity for single-occupancy vehicles.

For a complete listing of eligible projects, please visit the following link to review FHWA's Final CMAQ Program Guidance:

http://www.fhwa.dot.gov/environment/air_quality/cmaq/index.cfm

Upon MVRPC's initial project approval, sponsors may be asked to provide more detailed project information in order for MVRPC staff to conduct the required emissions reduction analysis. Assuming the analysis is favorable it will be forwarded to ODOT in a request for concurrence of the use of CMAQ funds. Following ODOT's determination of concurrence, ODOT will forward the analysis and a letter of concurrence to the FHWA and request final approval of the use of CMAQ funds.

Eligible TA activities

There are no location restrictions for the use of TA Set-Aside funds; they are not required to be located along highways. Activities eligible under the TA Set-Aside also are eligible for STBG funds (23 U.S.C. 133(b)(5), (7), (8), and (22)). Under 23 U.S.C. 133(c)(3), projects eligible under the TA Set-Aside funded with STBG funds are exempt from the general location restriction in 23 U.S.C. 133(c). Some aspects of activities eligible under the TA Set-Aside also may be eligible under other Federal-aid highway programs.

Eligible Activities

Projects or Activities described in 23 U.S.C. 101(a)(29) or 23 U.S.C. 213 as in effect prior to the enactment of the FAST Act. Those sections contained the following eligible projects:

(1) Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) as it appeared prior to changes made by the FAST Act: The term “transportation alternatives” means any of the following activities when carried out as part of any program or project authorized or funded under title 23 U.S.C., or as an independent program or project related to surface transportation:

(A) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

(B) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

(C) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

(D) Construction of turnouts, overlooks, and viewing areas.

(E) Community improvement activities, including:

(i) inventory, control, or removal of outdoor advertising;

(ii) historic preservation and rehabilitation of historic transportation facilities;

(iii) vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control (see State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance); and

(iv) archaeological activities relating to impacts from implementation of a transportation project eligible under title 23, U.S.C.

(F) Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:

(i) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or

(ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

(2) The recreational trails program under 23 U.S.C. 206 of title 23. (See the Recreational Trails Program section. Any project eligible under the RTP also is eligible under the TA Set-Aside.)

Transportation enhancement categories that are no longer expressly described as eligible activities under the definition of transportation alternatives are:

Landscaping and other scenic beautification. However, under the "community improvement activities" category, projects such as streetscaping and corridor landscaping may be eligible under TAP if selected through the required competitive process. States may use TAP funds to meet junkyard screening and removal requirements under 23 U.S.C. 136 if selected through the competitive process. Landscaping and scenic enhancement features, including junkyard removal and screening, may be eligible as part of the construction of any Federal-aid highway project under [23 U.S.C. 319](#), including TAP-funded projects.

For a complete listing of eligible projects, please visit the following link to review FHWA's Final TA Program Guidance:

http://www.fhwa.dot.gov/environment/transportation_alternatives.

Eligible CR activities

The purpose of the CR program is to provide funding for projects that support a reduction in transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road sources. See below for a list of eligible activities under the Carbon Reduction Program.

- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;*
- B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));*
- C. a transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act, including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;*
- D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;*
- E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;*
- F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;*
- G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);*
- H. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;*
- I. efforts to reduce the environmental and community impacts of freight movement;*
- J. a project to support deployment of alternative fuel vehicles, including—
 - (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and*
 - (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;**
- K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;*
- L. certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and*
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.*

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle.

Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle.

For a complete listing of eligible projects, please visit the following link to review FHWA's CR Program Guidance:

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

Appendix E - MVRPC STATE INFRASTRUCTURE BANK (SIB)

LOAN REPAYMENT POLICY

April 2014

Background

In an effort to expedite regional priority projects and make such projects more competitive for other funding sources, MVRPC has developed a policy to guide the process of applying for Surface Transportation Program (STP) funds as a means of repaying a State Infrastructure Bank (SIB) loan.

Financial Resources

After approval of the Board's resolution approving a SIB loan repayment project, MVRPC will set aside up to \$775,000 of its annual STP allocation for the purpose of loan (principal only) repayment. The years that STP funds are set aside for repayment of the loan will be clearly spelled out in the Board's resolution. At no time will the SIB loan repayment interrupt approved MVRPC projects that are on the Transportation Improvement Program (TIP).

For comparison purposes, \$775,000 is approximately 7 percent of the current SFY 2013 STP allocation for the Region. This amount will be reviewed and modified when necessary due to future allocations. No more than \$400,000 annually shall be made available to any one project. There is a limit of one project per local sponsor. MVRPC's federal STP funds must be matched by the local project sponsor at a minimum of 20 percent. An additional SIB loan for repayment of the 20 percent local match could be allowed as determined by ODOT. MVRPC funds shall not be used to repay a SIB loan that repays local match.

MVRPC's policy requires that a local project sponsor initiates taking out the loan, submits the funding application to the SIB, pays closing costs, and pays interest payments for the duration of the loan. MVRPC would in turn commit to paying back the loan principal as long as federal STP funds are available. No other MVRPC grants, operating, or capital funds are to be used for loan repayment.

MVRPC's current funding commitments as documented in the current Transportation Improvement Program (TIP) shall not be affected by this policy. Future loan requests will be accommodated starting with the first year of available STP capacity.

STP allocations (or other equivalent federal funds) may be subject to change over time and this policy will be adjusted accordingly.

Eligible Projects

Regional priority projects must meet the following conditions to be eligible for the STP SIB loan repayment program.

- The project is eligible to receive MVRPC STP funds and is included in the Region's most current Long Range Transportation Plan.
- Environmental document is complete and project development is underway.
- Project addresses a regional transportation goal such as improving safety or congestion.
- Project is included in a regional priority list.
- Project is supported by all directly affected communities.
- A long term funding plan has been prepared and has been agreed to by all local and state funding partners.

Consistent with MVRPC funding policy, the MVRPC portion of the payments shall be made available to the construction phase(s) of the project and the construction phase of the project must be estimated to be at least \$15 million.

Loan Request Process

A local member jurisdiction contacts MVRPC staff to initiate a loan request for a specific project. Requests may be made at any time during the year. Since the SIB loan repayment program is unlikely to be the sole funding source for a project, the project sponsor must also provide a complete funding package, including any additional resources made available by the project sponsor and resolution of support by the jurisdiction's government body.

MVRPC staff would then verify financial capacity, project eligibility and work with the project sponsor to develop a MVRPC resolution detailing the financial arrangement of the proposed loan including loan amount, term, interest, and other relevant details as coordinated with the ODOT State Infrastructure Bank.

The loan request would be made available to the next two TAC/Board cycles, first as an information item and then as an action item. The loan request would also be made available on the MVRPC website and publicized via press release to provide for the opportunity for comment by the general public and other interested parties.

Following Board approval, MVRPC and the local jurisdiction will work with the ODOT SIB loan staff to finalize the loan agreement.

Project Examples on Applying the MVRPC SIB Loan Repayment Policy

Example 1 – MOT-35 – PID 89130 – Yes

Project is eligible to receive MVRPC STP funds and is included in the current Long Range Plan. Environmental is complete and plans are finished. Project addresses congestion by adding an additional lane to US-35 in Montgomery County. Project has been on the TRAC list for several years and is supported by all directly affected communities. The construction phase of the project is estimated to be greater than \$15 million.

Answer: Based on the information above, the project would be eligible for a MVRPC STP repaid SIB loan based on the policy.

Example 2 – GRE-35 – PID 80468 – No

Project is eligible to receive MVRPC STP funds and is included in the current Long Range Plan. Environmental is not complete and plans are not finished. Project addresses safety by eliminating at-grade intersections on US-35 in Greene County. Project has been on the TRAC list for several years and is supported by all directly affected communities. The construction phase of the project is estimated to be greater than \$15 million.

Answer: Based on the information above, the project would not currently be eligible for a MVRPC STP repaid SIB loan based on the policy because Environmental and Design are not complete.

Example 3 – No

A member jurisdiction would like to utilize the MVRPC SIB loan program for a roadway (minor arterial) reconstruction project that is estimated to cost \$5 million for construction. Project is eligible for MVRPC STP funds and Environmental and Design are completed. The project is not in the Long Range Plan, as it does not add capacity and has never been included on a regional priority list.

Answer: Based on the information above, the project would not be eligible for a MVRPC STP repaid SIB loan based on the policy because it is not on the Long Range Plan, does not address a regional transportation goal, it has never been on a regional priority list and the construction cost is estimated to be less than \$15 million.

Example 4 – No

A member jurisdiction would like to utilize the MVRPC SIB loan program for a multi-jurisdictional roadway widening project that is estimated to cost \$20 million for construction. One directly affected community is opposed to the project. Project is eligible for MVRPC STP funds and Environmental and Design are completed. The project is in the Long Range Plan and has been included on a regional priority list.

Answer: Based on the information above, the project would be not eligible for a MVRPC STP repaid SIB loan based on the policy because it is not supported by all directly affected communities.

Appendix F – MVRPC’s LIST OF ACRONYMS

4R	New Construction/Reconstruction
ADA	Americans with Disabilities Act 1990
CMAQ	Congestion Mitigation and Air Quality – MVRPC’s historical allocation of this Federal funding source is approximately \$ 8 million each year
CMP	Congestion Management Process
CR	<i>Carbon Reduction Program – MVRPC’s historical allocation of this Federal funding source is approximately \$ 1.7 million each year</i>
ELLIS	ODOT’s web-based project management application
FAST Act	Fixing America’s Surface Transportation Act – Former Transportation Bill
FHWA	Federal Highway Administration, a department of the U.S. Department of Transportation
FTA	Federal Transit Administration
HOV	High Occupancy Vehicle
IJA	<i>Infrastructure Investment and Jobs Act – Current Transportation Bill</i>
I/M	Inspection and Maintenance programs
ISTEA	Intermodal Surface Transportation Efficiency Act – Former Transportation Bill
ITS	Intelligent Transportation System
L RTP	MVRPC Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century – Former Transportation Bill
MPO	Metropolitan Planning Organization
MVRPC	Miami Valley Regional Planning Commission
ODOT	Ohio Department of Transportation
PES	Project Evaluation System – Project scoring system for MVRPC projects
SAFETEA-LU	The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users – Former Transportation Bill
SFY	State Fiscal Year - July 1 st – June 30 th
SIB Loan	State Infrastructure Bank Loan
STIP	State Transportation Improvement Program

STP	Surface Transportation Program – MVRPC’s allocation of this Federal funding source is approximately \$ 15 million each year
SRTS	Safe Routes to School
TA	Transportation Alternatives - MVRPC’s allocation of this Federal funding source is approximately \$ 1.7 million each year
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TEA-21	Transportation Equity Act for the 21st Century – Former Transportation Bill
TELUS	MVRPC’s web-based project management application
TIP	Transportation Improvement Program
TMA	Transportation Management Areas
TRAC	Transportation Review Advisory Council

Appendix G – Information Regarding ADA Compliance and Various Right-of-Way Topics

ODOT FAQ on ADA Curb Ramp Requirements

Reference: FHWA Q&A on ADA requirements to provide curb ramps when streets, roads or highways are altered through resurfacing.

https://www.fhwa.dot.gov/civilrights/programs/ada_resurfacing_qa.cfm

1.) Resurfacing projects on federal aid highways

Q: What are the requirements for ADA Curb Ramps?

A: If a curb ramp was built or altered prior to March 15, 2012, and complies with the requirements for curb ramps in either the 1991 ADA Standards for Accessible Design (1991 Standards, known prior to 2010 as the 1991 ADA Accessibility Guidelines, or the 1991 ADAAG) or Uniform Federal Accessibility Standards UFAS, it does **not** have to be modified to comply with the requirements in the 2010 Standards. 1991 designed curb ramps require truncated domes.

2.) Design Standards

Q: Where can you find the ADA Standards for Accessible Design?

A: 1991 Standards – <http://www.ada.gov/1991standards/adastd94-archive.pdf>

A: ODOT has also created a webpage with current applicable ADA design standards and resources which will be updated regularly with links and resources:

<https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada>

3.) Proof of ADA Compliance

Q: What will ODOT require as documentation to demonstrate all ADA Curb Ramps are in compliance with either 1991 or 2010 design standards?

A: Documentation of ADA compliance by field evaluation is required. The ODOT ADA Rights of Way Inventory Manual for evaluating existing facilities may assist in the field evaluation:

https://www.mvrpc.org/sites/default/files/final_odot_ada_rights_of_way_inventory_manual.pdf

In addition, ORE has released a Curb Ramp Measuring Guide located on the ODOT ADA website under "Resources". A direct link to this Measuring Guide is

<https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada/ada-compliant-curb-ramp-measuring-guide> along with a link to the Curb Ramp Evaluation and Measuring Form (xlsx format) at that same page.

4.) Construction of ADA Curb Ramps on MVRPC funded resurfacing projects

Q: Does a resurfacing project require upgrading curb ramps to ADA standards?

A: Yes. Resurfacing is considered an alteration that requires curb ramps to be constructed or modified to ADA compliance. Due to the quick timeline associated with common resurfacing projects, ADA curb ramps must be upgraded prior to the application of funding.

Note: Including the reconstruction of curb ramps on a resurfacing project will require the curb ramp work to be included in the Environmental evaluation. This will require survey of the locations to establish existing R/W lines, design of the proposed curb ramp, and review of the information. This process will usually cause delay unintended for these types of projects and funding and is therefore not to be included.

ODOT's ADA Design Resources can be found at the following link:

<https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada>

5.) ADA Curb Ramp Waivers

Q: Can an ADA waiver be used in lieu of upgrading ramps?

A: Ramps shall be upgraded to the greatest extent possible in accordance with the requirements. A waiver should be the last option and justified. Waivers will be reviewed on a case by case basis and not assumed to be approved. At a minimum, the ramp is to be in good condition and include a detectable warning pad. Final approval of a waiver rests with the District Design Engineer. Refer to ODOT's L&D Vol. 1, Section 306.1 and the Waiver Form documents on the ADA Design Resources Website under the "Curb Ramp" heading. It is expected that future projects with the appropriate scope and Purpose & Need should reference previously approved waivers and make full upgrades where possible.

Ohio LPA Advisory Group - Right of Way Fact Sheet – May 15, 2015 (Updated May, 2021)

Certified Appraisers are being check/reviewed by Certified Appraisers. Why?

This is law...Ohio Administrative Code (OAC) 5501:2-5-06; CFR Title 49; Part 24.104. Ohio/FHWA has adopted a Waiver of Appraisal process. This valuation process/document is known as the Value Analysis valuation format, and it is the most common valuation report utilized on transportation projects (state and local). Persons preparing and/or reviewing a Value Analysis report are not required to be State Certified Appraisers, but must still be pre-qualified with ODOT to perform this task. ODOT has one of the most comprehensive Real Estate training schedules in the country, with many courses available online. LPA's are encouraged to have staff trained to perform one or more of the various Real Estate Acquisition disciplines. All online courses offered by ODOT are free of charge. Many LPA's across Ohio have staff members that are "pre-qualified" for Real Estate tasks, and it has always proven to be cost effective for those entities. Additionally, the Value Analysis report no longer requires an independent appraisal review, which can significantly cut time and cost measures on applicable projects.

Roadway Easement vs Warranty Deed

There is no law/requirement which states that an agency must acquire permanent rights of way by Warranty Deed, as opposed to Standard Highway Easement. However, the law does require that if any rights, which were acquired with federal funds, are disposed of then the agency must reimburse FHWA at current fair market value. The conflict is with State law. Ohio law states that the agency cannot charge a property owner when vacating easement rights. Thus, on projects utilizing federal funds to acquire property rights, ODOT generally acquires by Warranty Deed so that the agency may charge the property owner at current market value if rights of way are ever disposed. This is not a requirement, but if an LPA chooses to use federal funds to acquire by easement instead of warranty deed, the LPA must acknowledge that it will cover any costs associated with any disposal of said property right(s).

Quit Claim Deeds

An LPA may accept a Quit Claim Deed, and would be doing so at its own discretion. ODOT does not, generally, accept QC deeds and does not have a standardized QC form. However, the LPA is urged to review the Title Report closely, as the LPA will be held solely liable for any claims that arise from third parties as a result of accepting a QC deed.

Quick Take Authority for Bikeway Projects – Can this be enacted?

ODOT does not have and/or exercise quick take authority on bikeway projects, but a LPA may have such rights within its locale. The LPA should discuss these options with their own local legal counsel.

Establish a R/W Task Order for all Locals – There is no statewide task order contract for use by all locals, but ODOT District offices have the option to secure district-wide right of way services contracts for LPA use, if they desire.

Extreme expense to acquire a small amount of land - This is a direct result of supply and demand. Fee guidance for Right of Way Services has been established, and the LPA should work closely with the District Real Estate Office to explore options on a project by project basis. Additionally, there are various training (online) and pre-qualification opportunities for LPA employees, which can help limit the need/extent of professional services contracts.

LPA's not allowed to speak to property owners when federal funds are involved

An LPA may speak to a property owner at any time it pleases. In fact, early (during project development/plan design) communication with property owners is encouraged, as information derived from discussions with effected property owners could impact final design. Additionally, an LPA may inquire as to a property owner's interest in donating property rights, as long as the LPA makes the property owner aware that they have the right to full and just compensation. However, an LPA may not discuss money/compensation with a property owner, or initiate any type of "negotiation" on compensation, until an appraisal has been completed and the Fair Market Value Estimate (FMVE) has been established.

Limited number of pre-qualified R/W consultants in the State.

ODOT realizes that the pool of Right of Way professionals is limited, and this is also impacting the State's program. ODOT Real Estate has taken steps to help R/W consultants bring on additional staff/trainees. LPAs should work closely with their respective District Real Estate Office, Central Office Real Estate, and/or the Office of Consultant Services in the review of consultant proposals.

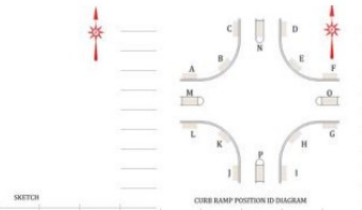
Questions regarding any of this information may be directed to:

Shawn P. Hillman
Statewide LPA Coordinator
ODOT-Office of Real Estate
1980 W. Broad Street
Columbus, OH 43223
614-644-8200
shillman@dot.oh.gov

Optional

ODOT Curb Ramp Evaluation and Measurement Form

Background Information			
C-R-S:		FID:	
Municipality:		Number of Approaches:	
District:		Number of Curb Ramps:	
County:		Traffic Control Type:	
Major Road:		Date Inspected:	
Minor Road:		Reviewer Name:	
Notes: 1. Take measurements for each Curb Ramp Type (A through E) and measurements for (F) Common Curb Ramp Elements. 2. All values should be collected and input out to two decimal places ex. 8.25% or 4.00 ft.			



(A) Perpendicular Ramps																	
Curb Ramp Position ID:	A		B		C		D		E		F		G		H		
ADA Collector App ID:	1234																
Waiver Required? (Y/N)	Y		Y		Y		N		N		N						
(A1) Ramp	Values	Compliant (Y/N)	Values	Compliant (Y/N)	Values	Compliant (Y/N)	Values	Compliant (Y/N)	Values	Compliant (Y/N)	Values	Compliant (Y/N)	Values	Compliant (Y/N)	Values	Compliant (Y/N)	
(A1.1) Running Slope (%)	8.34	8.34	N	8.34	N	8.34	N	8.32	8.32	Y	8.32	Y	8.32	Y			
(A1.2) Cross Slope (%)	2.01	2.01	N	2.01	N	2.01	N	1.99	1.99	Y	1.99	Y	1.99	Y			
(A1.3) Width (ft.)	3.99	3.99	N	3.99	N	3.99	N	4.01	4.01	Y	4.01	Y	4.01	Y			
(A2) Landing Area / Turning Space																	
(A2.1) Running Slope (%)	2.01	2.01	N	2.01	N	2.01	N	1.99	1.99	Y	1.99	Y	1.99	Y			
(A2.2) Cross Slope (%)	2.01	2.01	N	2.01	N	2.01	N	1.99	1.99	Y	1.99	Y	1.99	Y			
(A2.3) Length (ft.)	3.99	3.99	N	3.99	N	3.99	N	4.01	4.01	Y	4.01	Y	4.01	Y			
(A2.4) Width (ft.)	3.99	3.99	N	3.99	N	3.99	N	4.01	4.01	Y	4.01	Y	4.01	Y			
(A3) Flared Sides																	
(A3.1) Flares Present? (Y/N)		N	Y		Y	Y											
(A3.2) Right Flared Slope (%)		10.01	10.01	N		10.01	N	10.01	10.01	Y	9.99	9.99	Y	9.99	Y	9.99	
(A3.3) Left Flared Slope (%)		10.01	10.01	N		10.01	N	10.01	10.01	Y	9.99	9.99	Y	9.99	Y	9.99	
(A4) Pedestrian Street Crossings Without Yield or Stop Control																	
(A4.1) Ped. Access Route Cross Slope (%)	5.01	5.01	N	5.01	N	5.01	N	4.99	4.99	Y	4.99	Y	4.99	Y			

After filling in all measurements for curb ramp, if there is an "N" in any Compliant Column, then the ramp is noncompliant.

Pictorial Illustrations of Curb Ramp Elements

- Curb Ramp Elements (Perpendicular Curb Ramp)
▼
- Detectable Warnings
▼
- Detectable Warnings (at mid-block crossing)
▼
- Gutter/Street Slope
▼
- Flush Grade Breaks
▼

BIKEPATH PROJECTS: EMINENT DOMAIN, APPROPRIATION & QUICKTAKE

Stand Alone Bikepath Projects:

ODOT does not have quick take authority on these projects.

LPA's may use quick take on bikepath projects if their legal department is in agreement with the use of quick take.

Both ODOT and LPA's can appropriate bikepath projects, this does not mean they have the authority to use quick take.

Road Project with Bikepath/Pedestrian Facility:

ODOT and LPA's have the authority to appropriate and use quick take when the bikepath/pedestrian facility is part of a roadway project.

Eminent domain - is the inherent and innate power of a sovereign government to take private property for a public purpose.

ODOT is authorized to use the power of eminent domain to appropriate real property needed for highway purposes; this power of eminent domain is exercised by ODOT commencing an action to appropriate the needed property.

Appropriation - the appropriation process starts when a petition to appropriate is filed in the common pleas or probate court of the county in which the property, or a part of it, is located. Upon the filing of the petition to appropriate, ODOT deposits with the Clerk of Courts the amount of money which ODOT has determined to be just compensation for the property taken and damages, if any, to the residue.

Quick Take Authority - This authority gives ODOT the right to enter upon and take possession of the property that is to be appropriated on the condition that the deposit has been made to the court at the time of the filing of the petition.

ADA TRANSITION PLAN

Background

- An ADA transition plan identifies the steps and strategies to make the necessary changes to an agency's inventoried facilities within the public rights of way (ROW) and programs to bring them to ADA standards.
- Federal regulations require that Federal-aid recipients comply with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 (Section 504).
- Required for government agencies with more than 50 employees.
- For FHWA programs, recipients and public entities with responsibility for public roadways and pedestrian facilities are required to ensure that these facilities are accessible to and usable by persons with disabilities.

Why Does This Matter to Your MPO?

- The ADA transition plan either required for ODOT or applicable local public agency should be integrated with State and MPO planning processes.
- Federal planning regulations also require MPOs to self-certify compliance with ADA and Section 504.
- Since your MPO self certifies compliance with ADA and Section 504 on a periodic basis, MPO's need to be aware of the requirements and cooperate with ODOT and other local partners as they work to address any ADA Transition Plan deficiencies.

Elements of an ADA Transition Plan

- Location of barriers
- Methods to remove barriers
- Timetable to address
- Official responsible for implementation
- Estimated Cost

More information

- Please visit the following FHWA websites for an overview of the regulations and specific needs of an ADA Transition Plan.
 - Foundations of ADA/504 <https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?id=72>
 - ADA Transition Plans <https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?id=32>
- The FHWA Ohio Division and ODOT intend to provide training opportunities in the near future
- FHWA Ohio Division Contact: Andy Johns, andy.johns@dot.gov, 614.280.6850

**RESOLUTION 23-003
UPDATING MVRPC'S SUBALLOCATED FUNDING POLICY**

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 Carlisle, Franklin, Springboro and Franklin Township in Warren County; and

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

WHEREAS, the funding for the Surface Transportation Program, Congestion Mitigation and Air Quality, Transportation Alternatives, and Carbon Reduction (STP-CMAQ-TA-CR) programs are provided through the Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, the MVRPC staff revised the policies and procedures to include the CR program, to reinstate the CMAQ project solicitation for a year, to set aside funding for an STP Resurfacing Program, and to adjust the number of applications that can be submitted per funding source and the maximum amount of TA (and CR) funds available per project; and

WHEREAS, the updated **MVRPC Suballocated Funding Policy** is consistent with the current policies and procedures.

NOW, THEREFORE, BE IT RESOLVED, that the MVRPC's Board of Directors hereby accepts the updated **MVRPC Suballocated Funding Policy** as described in the attached policy.

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

Brian O. Martin, AICP
Executive Director

Greg Simmons, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date

**RESOLUTION 23-004
RESERVING \$1,500,000 OF CARBON REDUCTION FUNDING FOR REGIONAL
ELECTRIC VEHICLE CHARGER PROJECT**

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 Carlisle, Franklin, Springboro and Franklin Township in Warren County; and

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

WHEREAS, the funding for the Carbon Reduction (CR) program is provided through the Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, the amount of time needed to develop traditional CR eligible projects will create a surplus of available CR funding for the next few years; and

WHEREAS, the purchase and installation of electric vehicle chargers is eligible for CR funding and can be implemented much more quickly than it takes to develop traditional CR eligible projects.

NOW, THEREFORE, BE IT RESOLVED, that the MVRPC's Board of Directors hereby approves reserving \$1,500,000 from the CR program to fund a regional project to purchase and install electric vehicle chargers for interested member jurisdictions with MVRPC acting as the Lead Agency and approves the use of MVRPC's allocation of Toll Revenue Credit to provide the required local matching funds.

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

Brian O. Martin, AICP
Executive Director

Greg Simmons, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date

MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: August 2, 2022

Subject: Adoption of the 2022 Update to the Miami Valley Intelligent Transportation Systems (ITS) Regional Architecture

The Miami Valley Regional Planning Commission (MVRPC), in coordination with the Clark County Springfield Transportation Coordinating Committee (CCSTCC) and the Ohio Department of Transportation (ODOT), has completed a comprehensive update to the Miami Valley Regional ITS Architecture. A regional architecture is required by both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to qualify ITS projects for federal funding after April 2005.

MVRPC has updated the regional architecture to be consistent with the recently released National Reference ITS Architecture. Similarly ODOT/DriveOhio has completed a systems engineering analysis to develop a statewide framework for Connected and Automated Vehicles (CV/AV) technology deployments. This comprehensive framework promotes consistency and interoperability as various projects are implemented at varying scales by a wide range of stakeholders and has been incorporated in full into the Miami Valley Regional ITS Architecture.

Key points of the architecture update are summarized below:

- Comprehensive update to stakeholders, elements, and services to better reflect the services that are currently in use or planned/possible in the near future.
- Addition of functional requirements for the major ITS elements in the region.
- Addition of potential communication solutions based on nationally recognized standards.
- Integration of Statewide CV/AV architecture into Regional ITS architecture.
- Addition of RAD-IT database to MVRPC website, available to download.

Staff held a webinar on May 10th to present and answer questions about the changes to the ITS Stakeholder Committee and interested TAC members.

A resolution to adopt the 2022 Update to the Miami Valley ITS Regional Architecture is attached and staff recommends its adoption.

Attachments:

1. Resolution Adopting the 2022 Update to the Miami Valley Intelligent Transportation Systems (ITS) Regional Architecture



MIAMI VALLEY
Regional Planning Commission

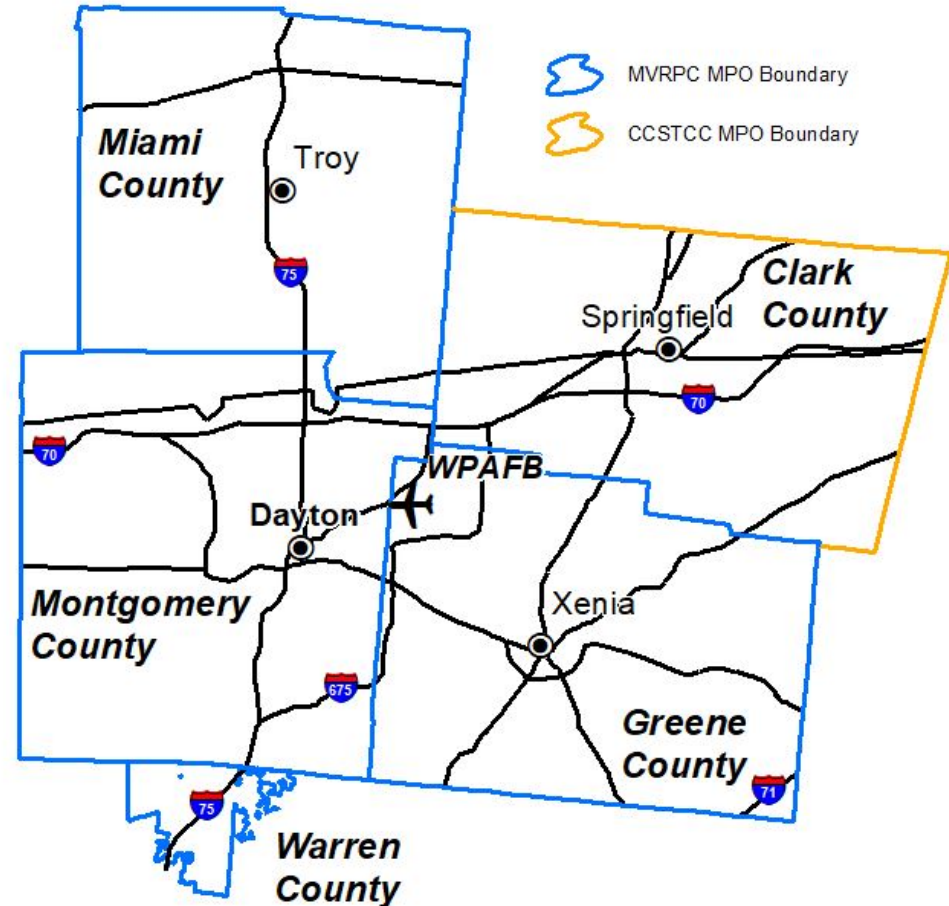
Miami Valley

Regional ITS Architecture Update

August TAC
September Board
2022

Overview

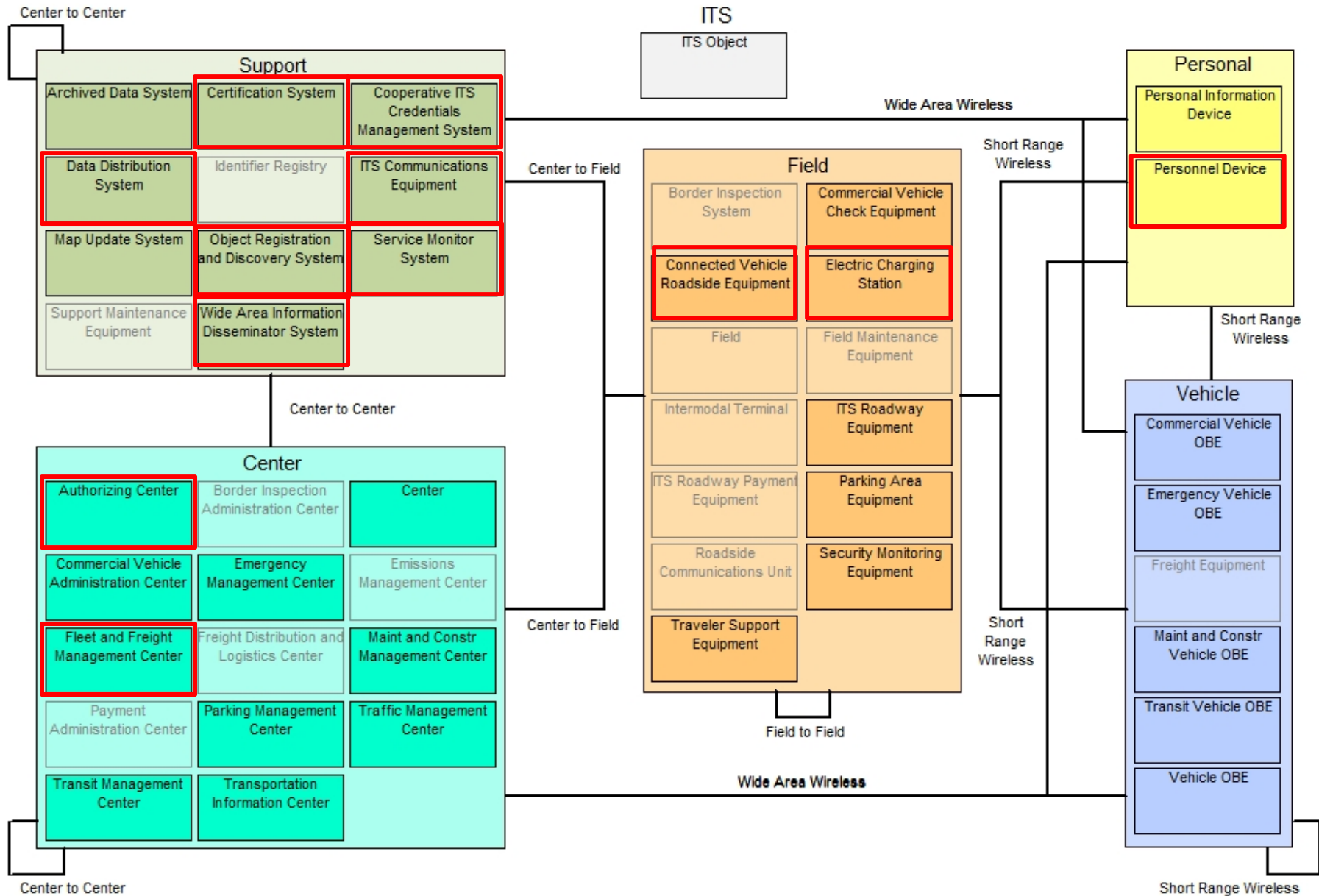
- Initially completed in 2005 with an update in 2008, and 2013/2018 (minor changes)
- Software updates over the years currently RAD-IT 9.0



Summary of 2022 Changes

- Comprehensive update to stakeholders, elements, and services to better reflect the services that are currently in use or planned/possible in the near future.
- Addition of functional requirements for the major ITS elements in the region.
- Addition of potential communication solutions based on nationally recognized standards.
- Integration of Statewide CV/AV architecture into Regional ITS architecture.

System Overview



More Information



The screenshot shows the Miami Valley Regional Planning Commission website. The logo is at the top left. A navigation menu is open, showing two main categories: 'TRANSPORTATION' and 'REGIONAL PLANNING'. Under 'TRANSPORTATION', there are two sub-sections: 'LONG RANGE PLANNING (LRTP)' and 'SHORT RANGE PLAN (TIP)'. The 'LONG RANGE PLANNING (LRTP)' section is highlighted with an orange border and contains a list of items: '- CURRENT LONG RANGE PLAN', '- CONGESTION MANAGEMENT PROCESS', '- TRANSPORTATION SAFETY', '- REGIONAL FREIGHT', '- INTELLIGENT TRANSPORTATION SYSTEMS (ITS)', '- TRAFFIC COUNT PROGRAM', '- SMART MOBILITY', and '- PERFORMANCE MANAGEMENT'. The 'SHORT RANGE PLAN (TIP)' section contains: '- WEB TELUS', '- CURRENT TIP', '- TIP 2020 AMENDMENTS', and '- PAST TIP'.

Contact

– Ana Ramirez –
aramirez@mvrpc.org





MIAMI VALLEY

Regional Planning Commission

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RESOLUTION 23-005 ADOPTING THE 2022 UPDATE TO THE MIAMI VALLEY INTELLIGENT TRANSPORTATION SYSTEMS (ITS) REGIONAL ARCHITECTURE

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, Springboro and Franklin Township 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 Federal Highway Administration (FHWA) Intelligent Transportation Systems (ITS) Architecture and Standards regulation (23 CFR 940) and Federal Transit Administration (FTA) parallel policy, effective on April, 2001, requires that a ITS regional architecture must be developed in regions that are currently implementing ITS projects to guide their deployment by April, 2005; and

WHEREAS, the Miami Valley Regional ITS Architecture was cooperatively developed and serves as the ITS regional architecture for both the MVRPC and the Clark County-Springfield Transportation Coordinating Committee (CCSTCC); and

WHEREAS, the Miami Valley Regional ITS Architecture was developed in accordance with the Intelligent Transportation Systems (ITS) Architecture and Standards regulation (23 CFR 940); and

WHEREAS, the Technical Advisory Committee has reviewed the Miami Valley Regional ITS Architecture Update and has found it to be consistent with local, state, and Federal transportation planning requirements and recommends MVRPC Board adoption.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts the 2022 Update to the Miami Valley ITS Regional Architecture.

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

Brian O. Martin, AICP
Executive Director

Greg Simmons, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date



MIAMI VALLEY

Regional Planning Commission

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MEMORANDUM

TO: Board of Directors
FROM: MVRPC Staff
DATE: September 1, 2022
SUBJECT: Adoption of SFY2022 Transportation Work Program Completion Report

Every year at this time, the Board is requested to adopt the completion report that summarizes the highlights of the MPO's transportation planning efforts for the preceding fiscal year (July 1 to June 30). The report and resolution are then forwarded to the Ohio Department of Transportation (ODOT).

Recommendation

Staff recommends that the Board adopt the attached Resolution and SFY2022 Transportation Work Program Completion Report.

Attachments:

- (1) MVRPC SFY2022 Work Program Completion Report Summary
- (2) Resolution Adopting the SFY2022 Transportation Work Program Completion Report

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
601	Short Range Planning		FTA/ FHWA/ ODOT/ MVRPC	74%	100%	The work has been completed.
601.3	Transit and Human Service Transportation	Continue to apply and update as necessary 5307 Formula Allocation	Staff worked with transit agencies to apply the existing 5307 formula to suballocate FFY 2022 funding. In anticipation of 2020 Census urbanized area changes, staff developed alternative scenarios for possible changes to the suballocation formula which were then shared with the transit agencies.			
		Provide technical assistance to human services agencies	Staff participated in meetings and gave presentations throughout the Region, as well as extended an invitation to agency personnel, parents and community members to join the HSTC Council. Staff regularly attended the Montgomery & Greene County Board of Developmental Disabilities self-advocacy groups to share and present relevant transportation options and resources including being invited to be a guest speaker at the Voices Matter Advocacy Conference. Staff also responded to periodic calls and requests from human service agencies looking for resources such as driver training resources, catalytic converter theft challenges, etc.			
		Assist in developing a regional mobility management perspective	Staff met quarterly with the region's mobility managers to share information regarding projects in the region and worked closely with the mobility managers to implement regional goals and strategies from both the HSTC and GRMI Plan.			
		Continue coordination with transit agencies, ODOT, for-profit and nonprofit transportation providers	Staff facilitated quarterly transportation coordination meetings with transit agencies and continued to lead the regional coordination planning effort in partnership with ODOT through the Greater Regional Mobility Initiative. Staff continued to advocate for regional projects by partnering with transit agencies, ODOT and for-profit and not-for-profit transportation providers on various projects and programs.			
		Take citizen inquiries regarding transportation needs and refer callers to appropriate resources when possible	Staff responded to inquiries from the public regarding transportation services available in the area. Callers were referred to services which best matched needs, other social service agencies that could assist with their requests, and/or were referred to mobility managers who serve their county.			
		Continue work to standardize volunteer driver recruiting, screening, and training through the Human Services Transportation Coordination Council	Staff responded to inquiries from the public regarding transportation services available in the area. Callers were referred to services which best matched needs, other social service agencies that could assist with their requests, and/or were referred to mobility managers who serve their county.			
		Assist in developing appropriate transportation solutions for underserved special populations	Staff supported this effort by partnering with mobility managers within the Greater Region who are launching volunteer driver programs in their service areas. Staff worked with the HSTC Council to facilitate a new Driver Training and Volunteer Resource Group that will work together to establish best practices, fill in gaps of service, and standardize driver training resources.			
		Support GDRTA in the development and expansion of a One Call, One Click concept and ODOT with the Gohio Mobility platform	Staff continued to convene partnerships with various transportation providers and health and human service agencies to identify challenges and develop solutions for elderly and disabled populations in underserved regions through the HSTC council.			
		Research new technologies that may impact the mobility of non-drivers	MVRPC continued to advocate and provide feedback to GDRTA on the One Call, One Click concepts by being an active member of the GDRTA Customer Advocacy Group.			
601.4	Safety Planning	Assist ODOT District 7 and 8 and local jurisdictions with funding requests and applications	Staff attended DSRT meetings virtually on Microsoft Teams hosted by District 7. Staff completed the Smithville Rd and Linden Ave intersection study and GCAT/ECAT analyses to assess short term and long term improvements.			
		Use the latest available crash data to support transportation programs and PSA messages to the public	Staff used the regional safety analysis for CY 2017-2019 to decide the next round of educational safety messages based on regional factors that contribute to a high rate of injuries and/or fatalities including speeding, distracted driving, pedestrian safety, and seat belt use. Distracted driving messages were aimed at 16-25 drivers. Social media was also used to highlight those messages throughout the year and included the results of the new regional safety analysis.			
601.5	Federal and State Legislation	Monitor transportation and air quality related legislation, regulations and funding	Staff monitored the status and content of various developments regarding the IIJA implementation. Staff reviewed Federal Register and grant information and forwarded pertinent information to appropriate staff as necessary.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
602	<i>Transportation Improvement Program (TIP) and Project Monitoring and Assistance</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	94%	100%	<i>The work has been completed.</i>
602.1	TIP Amendments	Amendments to the SYF2021-SFY2024 TIP				Numerous highway and transit SFY2021-2024 TIP amendments were prepared and processed through the TAC and approved by the Board during the year. All transmittals for the subject amendments were transmitted to ODOT for STIP amendment on a quarterly basis. All proposed and approved TIP amendments were posted on MVRPC's web site and are also available for viewing through the MVRPC Web-TELUS TIP system.
602.2	Regional Transportation Planning Program and Project Development and Planning Assistance	Update STP/CMAQ and TA Policies and Major New Program Policies				Staff continued to implement and monitor ODOT's Carryover Reduction Policy. Staff completed minor updates to the STP/CMAQ and TA Policies. There were no changes to the TRAC Policy and Procedures this year.
		FAST Act funding availability memo and implement application process for STP/CMAQ and TA Programs				A FAST Act funding availability report was prepared and presented to the Board on September 2, 2021. Staff formally requested Board authorization to solicit member jurisdictions for new STP, CRRSAA and TA projects, which was subsequently authorized. Staff solicited for STP, CRRSAA, and TA projects in September-October. Staff compiled the listing of the newly received projects for the public involvement meeting in November and made it available for public comment and review as part of the 30 day comment period. Staff entered received projects into the MVRPC's database. The projects were ranked and 31 STP projects, 18 CRRSAA projects and 2 TA projects were approved at the March 3, 2022 Board meeting. Approval/disapproval letters were prepared and sent to all of the project applicants. MVRPC staff worked with numerous jurisdictions regarding potential projects during our solicitation for STP/CRRSAA/TA projects.
		Prepare and publish annual listing of obligated projects				Staff prepared a listing of projects that were obligated in SFY2020 and published the list on the MVRPC website.
		Assist jurisdictions with the Complete Streets policy				Staff reviewed all applications for STP funding to ensure compliance with the Regional Complete Streets policy. Provided sign-off on project applications which met the policy upon submission. If needed, staff contacted project sponsors when there were questions or when changes needed to be made and provided ideas, resources and other assistance on how to modify the application to come into compliance with the policy.
		Annual project sponsor survey and TSM summary				Staff completed the CY2021 Local Project Survey and updated databases as appropriate. Staff distributed the CY2022 Local Project Survey and entered the results into the Local Project Database. Staff collected information and updated internal databases to reflect CY2021 TSM activities within the region.
		General assistance to ODOT and project sponsors				Staff provided assistance to numerous jurisdictions and ODOT on projects being programmed into Ellis.
		Assist in preparing project programming information, update TELUS and coordinate with Ellis				Staff reviewed project information in ELLIS and coordinated with the TELUS database. Staff attended numerous project field reviews throughout the year. Staff continued to update the TELUS database, queries, search pages, project pages, and mapping features.
		Develop SFY2023 Lock-down project listing				Staff prepared a SFY2023 lock-down project list and worked with jurisdictions that had projects scheduled in SFY2023 to ensure the schedules were correct and achievable.
		Staff assistance to ODOT STIP Subcommittee				Staff coordinated with ODOT Central and District Offices in regards to the TIP/STIP Modification process.

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
602.2	Regional Transportation Planning Program and Project Development and Planning Assistance	Project status reviews				Staff prepared and coordinated Bi-annual TIP project reviews for District 7 projects on November 23, 2021 and May 26, 2022 and for District 8 projects on November 16, 2021 and May 24, 2022. Several projects were moved up as a result of discussions during both rounds of meetings.
		Assistance with ODOT's TRAC Major New Program application process				The 2022 TRAC Application Cycle opened on Sunday, May 1, 2022 and closed on Tuesday, May 31, 2022. MVRPC did not receive any TRAC applications this cycle.
		Participate in the Ohio MPO Statewide CMAQ Program and conduct CMAQ project eligibility determinations				Staff continued to participate in the Ohio Statewide CMAQ committee by participating in meetings and electronic discussions. Staff monitored CMAQ projects for accuracy in order to ascertain available future capacity at the state level. Staff prepared and submitted 3 CMAQ project eligibility determinations during the year.
		Provide assistance to jurisdictions to implement and expedite LRTP projects				As in prior years, MVRPC supported the Region's Priority Development and Advocacy Committee (PDAC) process this year. PDAC identifies important regional projects including transportation projects. MVRPC evaluates proposed transportation projects for consistency with the LRTP. A seminar for jurisdictions was held on October 21, 2021 in order to clarify the FY2023 PDAC application process. Staff worked extensively with various jurisdictions to complete FY2023 PDAC applications. Following staff scoring of the FY2023 PDAC applications, a ZOOM meeting was conducted with PDAC Project Sponsor's in order to reach consensus on the individual project rankings. Staff organized a review panel to review and recommend priorities for proposed regional FY2023 PDAC Transportation and Government Services Applications. The staff recommendations were presented to the Transportation and Government Services Review Panel on January 5, 2022. The TAC approved the list of FY2023 PDAC requests on January 20, 2022 and the list was subsequently approved by the MVRPC Board on February 3, 2022.
		Provide assistance with data, consultant selection, project development and miscellaneous review functions				Staff coordinated changes and evaluated various issues related to project scope and funding for projects throughout the Region including Chambersburg Road and Stillwater River Bikeway Bridge.
		Generate traffic assignment information				Staff responded to numerous consultant requests for regional growth projections and assisted ODOT with certified traffic reviews and data. Staff conducted new model runs for the Wilmington/I-675 interchange project and completed a review of socioeconomic projections for the TAZs surrounding the DIA due to faster than anticipated growth in this area.

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
605	Monitoring and Surveillance		FTA/ FHWA/ ODOT/ MVRPC	84%	100%	The work has been completed.
605.1	Planning Databases	Continue updating transportation, land use, and environmental databases	Staff continued updating the development tracking database and continued quality checking ES202 2020 employment in preparation for 2020 model validation.			
		Implementation of Year 1 counting cycle (2021-2023) by taking supplemental in-house vehicular and bicycle traffic counts	Staff did not take Year 1 counts due to the Covid19 pandemic. Staff coordinated with jurisdictions to submit count data for full count cycle. Staff compiled all counts and conducted quality check of data. Staff maintained database of classified/period counts. No bike count studies were taken in region due to the Covid19 pandemic. Data from 31 trail counters were received from five local agencies and recorded on a point shapefile. One agency did not submit trail counter data.			
		Summarize and analyze planning databases to support on-going planning efforts and disseminate data	Staff updated the Traffic Count Viewer web application to include trail user counts through 2020 and bike counts through 2019.			
		Assistance with Census 2020/ACS Data	Staff continued to monitor annual data releases of the American Community Survey and reviewed the first 2020 U.S. Census data releases.			
605.2	Planning Research, Data, and GIS Support	Provide general research, data, and GIS support to agency's planning activities	Staff provided data and mapping assistance for long range transportation planning and short range transportation program. Staff updated various core GIS datasets (Jurisdiction boundaries, bikeways, streets, transit, etc.), refined 2020 TAZ data, assisted staff on different GIS issues, and administered the agency's ArcGIS Online account. Staff reviewed data sources, constructed both GIS and non-GIS databases, conducted data analysis, and generated maps to identify important trends and visualize findings for PLAN4Health Health Environment Assessment project. Staff published Health Environment Assessment in March 2022. Staff reviewed reference materials and data sources, conducted best practices research, and developed new Activity Infrastructure data layers for PLAN4Health Built Environment Assessment project. Staff conducted a preliminary best practices research on the topic of regional housing assessment to prepare for a new Maim Valley Housing Assessment study.			
		Maintain and enhance agency's web mapping applications, including Miami Valley Geo-Spark	Staff update and maintain Miami Valley Geo-Spark GIS Open Data Hub site with additional open data, web maps and mapping applications, regional D-Hive initiative, and other community initiatives, as needed. Staff updated D-Hive Census layer to incorporate new census data. Staff launched new mapping applications on the topic of land use including existing conditions, open space and amenities, land use policies, and land use changes.			
		Attend conferences, seminars, and workshops	Staff attended ESRI Virtual User Conference (July 12-15), Title VI training (August 31), Ohio GIS Conference (September 15-17), APA Virtual Policy and Advocacy Conference (September 29-30), APA Ohio Virtual Planning Conference (October 1 – November 4), GIS Day Virtual Event (November 17), ArcGIS Hub Workshop (January 26), APA National Conference (April 30 – May 3), APA Virtual Conference (May 18 – May 20), and other webinars.			
		Coordinate Resource Center functions	Staff maintained MVRPC's subscriptions and resource center as needed.			
		Coordinate with the U.S. Census Bureau and Ohio Development Services Agency to provide program assistance, including for 2020 Census activities	Staff reviewed PUMA materials for the State Data Center. Staff completed and submitted the State Data Center annual report on census activities. Staff updated 2020 Census Resource page as new information and data products became available. Staff analyzed 2020 Census data and published maps, databases, and data products, including jurisdiction level population counts, detailed demographic information, and housing unit data. Staff developed additional data tables, interactive infographics, and maps related to race, housing units, households, etc. Staff provided data assistance to local jurisdictions and the general public per requests. Staff developed 2020 Census Profile and 2019 LEHD dashboards for publication next fiscal year.			
		Respond to data, information, and mapping requests	Staff responded to numerous public and private data, information, and mapping requests including: City of Riverside; City of Kettering; Jefferson Twp.; League of Women Voters; City of Germantown; City of Trotwood; Dayton Metro Library; University of Dayton; City of West Carrollton; First Suburbs Consortium of Dayton; Miami Conservancy District; Jewish Federation of Greater Dayton; Montgomery County Auditor's office; Five Rivers MetroParks; WPAFB; Bath Twp.; Bethel Twp.; Dayton Collaboratory; City of Franklin; Greene CATS; and City of Troy.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
605.3	Regional GIS	Continue to provide GIS support to previous PSS program participants				Staff provided GIS application and data maintenance, support, and updates to past Professional Services Support Program (PSS) participants including: City of Trotwood; City Riverside; Miami County; Bethel Township; and Harrison Twp.
		Seek and provide GIS support to new participants				Staff created online mapping application for the City of Clayton, and added and/or created several other layers to it. Staff created a new GIS Hub and mapping applications for Harrison Township, created and modified layers, and attended Trustees workshop meeting in November to report the progress with Township GIS Hub.
		Form project-specific groups with ArcGIS Online				Staff launched a new GIS Hub page for Plan4Health – Miami Valley Initiative and published data / maps related to the Health Environment Assessment.
		Participate in Southwest Ohio GIS Users Group (SWOGIS) Steering Committee				Staff participated in the Steering Committee meetings for 2021 GIS Day event. Staff attended and presented at Ohio URISA meeting in July.
		Expand Regional Geospatial Coordination program with additional partners				Staff continued updating and maintaining Tornado Affected Properties database, individual and property recovery dashboards and databases.
		Conduct regional projects in partnership with SWOGIS and other organizations				Staff gave a joint presentation on GIS Day about Cartography on November 17, 2021.
		Implement GIS training programs in partnership with subject matter expert GIS professionals				Staff explored alternative training opportunities to replace hand-on training sessions. Training sessions were canceled this fiscal year due to the COVID-19 pandemic.

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
610	<i>Continuing Planning - Review and Appraisal</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	85%	100%	<i>The work has been completed.</i>
610.1	Long-Range Transportation Planning	Prepare 2050 LRTP amendments and attend TAC and Board meetings	No amendments needed this year.			
		Travel demand model coordination/LRTP Modeling	Staff updated the 2020 TAZs to align with 2020 U.S. Census blocks and prepared comparisons of 2010-2020 population and households. Staff reviewed and initiated the transfer of traffic counts to the 2020 model network. Staff flagged areas of concern and missing counts to take during the summer of 2022.			
		Develop a yearly transportation network: 2021 highway and transit network	Staff completed network updates to reflect completed projects and changes to the fixed-route network made in SFY 2021.			
		Continue staff training by attending seminars, workshops and conferences and updating software	Staff attended numerous short webinars with a focus on safety focused design and COVID traffic adjustments. Staff updated the RAD-IT software and MVRPC's Regional ITS Architecture to the latest 9.0x version and completed a free course on Python from the Python Institute. Staff obtained certification from ESRI in use of the ArcGIS API for Python. Staff participated in the FHWA Environmental Justice and Equity Screening Tools Peer Network. All staff completed Title VI training.			
		Administer traffic counting program	Staff continued administering traffic counting program. First year of 2021-23 count cycle was completed and database with most recent qualified counts developed. Staff continued 2021-23 count cycle by selecting count locations and coordinating with jurisdictions to collect counts. Staff monitored traffic volume trends in the State and the Region as a result of the Covid-19 pandemic and decided to postpone the in-house traffic counting program to CY 2022.			
		Update and analyze transportation performance metrics	As per the federal performance management requirements, and in coordination with ODOT, staff obtained and examined safety data and statistics for the region and decided to continue to support Ohio's targets for all annual safety performance measures. Staff reviewed and analyzed regional data for pavement, bridges, reliability, CMAQ, peak hour delay, and non-SOV for the second performance period.			
		Work with ODOT and regional transit providers to develop and report performance targets	Staff presented the annual safety performance targets to the Board for adoption in November 2021. The MVRPC Board of Directors supported State targets for pavement, bridges, reliability, CMAQ, peak hour delay, and non-sov for the second performance period at its May 2022 meeting. Staff coordinated with regional transit agencies on work program items relating to transit asset management plans and PTASP changes as a result of the IJA.			
		Update and maintenance of Miami Valley Regional ITS Architecture	Working with ODOT/Drive Ohio and with assistance from AECOM, MVRPC staff completed the update of the Regional ITS architecture which included a comprehensive update of the main architecture and incorporating the Statewide CV/AV architecture. Staff held a webinar on May 10th to present the changes to the ITS Stakeholder Committee and TAC members. The Board of Directors is expected to adopt the changes at its September 2022 meeting.			
		Participate in Regional and Statewide Transportation Planning efforts/activities	Staff attended the OTDMUG, OARC Transportation, and OARC Safety Committee meetings virtually.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
610.2	Regional Planning	Lead on regional initiatives that address regional needs with partnering organizations				Staff published PLAN4Health - Miami Valley Health Environment Assessment in March 2022 and hosted briefing sessions to various partners and stakeholders to share the findings and information. Staff prepared and hosted the first PLAN4Health - Miami Valley workshop on May 17 focused on the Social Determinants of Health involving planning and public health professionals. Staff prepared workshop summary document, published it on the website and Hub site, and released it to the workshop participants.
		Develop a new and maintain existing resources and tools, including Miami Valley Data Commons and Planning Tools				Staff conducted the audit of existing Planning Tools resources by reviewing all posted links to ensure they are working correctly and added new resources, as appropriate.
		Participate and partner on local planning initiatives following the agreed upon project scope				Staff updated database and project implementation management application for the Dayton Riverfront Plan project. Staff continued to support Greene County RPCC on Greene County Future Land Use Plan update project. Staff continued to support Montgomery County Land Bank Thriving Neighborhood Initiatives. Staff attended Ohio DOT/NASA Advanced Air Mobility Community Integration Workshop meetings. Staff provided support to Beavercreek Township as they develop a land use plan RFP.
		Upon request, provide planning consultation and technical services to local jurisdictions and other agencies				Staff provided various planning services (project planning, scope consultation, and data/mapping) upon request for the following projects: Miami Twp. Comprehensive Plan Update project; Dayton Metro Library Service Area Update; Village of West Milton Comprehensive Plan, City of Trotwood Comprehensive Plan, City of West Carrollton Western Lakes Development Plan, City of Germantown Downtown Plan, and City of Riverside Future Land Use Plan. Staff attended City of West Carrollton Planning meeting, City of Dayton Housing Roundtable meetings, WPAFB AICUZ (Air Installation Compatible Use Zone) Study meeting, Dayton International Airport Master Plan Regional Advisory Committee meetings.
		Provide status updates to MVRPC TAC and Board of Directors				Staff provided 1st update at the November TAC and December Board meetings with a focus on regional data and GIS tool and 2nd update at the March TAC and April Board meetings with a focus on PLAN4Health – Miami Valley Health Environment Assessment.
610.3	L RTP Executive Summary	Publish the 2050 LRTP Executive Summary				Staff developed the design and content of the LRTP Executive Summary booklet including all text, graphics, maps, and charts. Staff worked with a graphic consultant for the final layout and printing of the booklet. Staff provided copies of the LRTP Executive Summary to the TAC, Board, and coordinating agencies as well as interested parties in the LRTP update process. Staff updated MVRPC's website with the electronic version of the LRTP Executive Summary.

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
625	<i>Public Information and Service</i>		FTA/ FHWA/ ODOT/ MVRPC	76%	100%	The work has been completed.
625.1	Public participation and media relations	Ensure compliance with MVRPC's <i>Public Participation Policy</i> and review policy annually for any necessary updates	The public participation policy was followed for all public involvement meetings held during FY2022.			
		Oversee and maintain agency website and various sub-domains to highlight transportation issues and options	The MVRPC Website updated regularly with public participation meetings, project and program information, and the Executive Director's updates.			
		Routinely review and revise agency contacts in all databases	Agency contacts were updated as needed including new representatives and contacts.			
		Include outreach to under-served populations through a broad network of community organizations and media outlets	Continued expansion of partner organizations and media outlets who receive news releases and public participation opportunity information from MVRPC.			
		Facilitate the hosting of public meetings and when necessary, produce any documentation relevant to the gathering according to the guidelines in the Public Participation Policy	Coordinated virtual public participation actions for the following topics: STP/TA Public Meeting - November 4, 2021 and Draft Active Transportation Plan May 2, 2022.			
		Participate in the Ohio Association of Regional Councils' Communications & Public Participation Subcommittee	MVRPC Communications/Marketing staff member participated in the OARC Communications & Public Participation subcommittee including chairperson position for the committee.			
		Coordinate a regional safety awareness campaign to address trends in regional crash data	MVRPC conducted a safety advertising campaign in Fall 2021 and Spring 2022 with messages related to crash trends in the Region. The advertising campaign encouraged cyclists and pedestrians to wear brightly-colored and reflective clothing to be visible to drivers; encouraged motorists to wear their seatbelt; and cautioned of the risks associated with distracted driving. New safety message was added to discourage speeding. These campaigns were promoted on billboards, print publications, bus ads and digital platforms like social media and streaming music services. A portion of the digital campaign was specifically targeted to drivers 16-25 who according to trends are more likely to speed and be distracted drivers.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
667.1	RIDESHARE Program		FTA/ FHWA/ ODOT/ MVRPC	80%	100%	The work has been completed.
667.11	RIDESHARE Program	Continue contract with MORPC to host a web-based, commute solutions search tool	The Request for Proposals request resulted in the OARC Rideshare/Air Quality subcommittee selected RideAmigos to once again serve as the commute solutions platform for the State. This initial contract is for FY2023, 2024, 2025.			
		Provide users services on GohioCommute.com or over the phone, if needed	Ride matching is available on GohioCommute.com for those looking to form a carpool. For those who do not have access to the internet, Rideshare representatives are available to assist by phone.			
		Promote Active Transportation options as outlined in the soon to be adopted Ohio Department of Transportation's Plan - Walk.Bike.Ohio	The Rideshare Program partnered with Bike Miami Valley, Greater Dayton RTA, Miami County Transit, Greene CATS transit, Darke County Parks, Beavercreek Police Dept., Miami County Parks, and Greene County Parks to distribute bike light kits and clip on safety lights to encourage safe commuting by bike or walking and distributed program information promoting the Rideshare Program.			
		Employer Outreach	The Rideshare Program presented information to the Clinton County Port Authority workforce development group which included 7 company representatives and others were provided materials via email. Staff attended an employee outreach event at Sinclair College to distribute program information to staff. Wright State University featured information about the program on their parking and transportation pages. The City of Kettering Human Resources department partnered with MVRPC to feature commute options as a wellness benefit. Provided information to Crane Pumps and Systems, Dayton VA, and Hobart Institute of Welding to promote the program on their campus.			
		General advertising and outreach to promote RIDESHARE, including cross promoting with the Air Quality Awareness Program and ODOT including MiamiValleyRoads.org	Advertising throughout the year included TV commercials, streaming TV (OTT), static and digital billboards, radio commercials, print ads in newspapers, Dayton Magazine, boosted social media posts, YouTube, Spotify and Audio Go/Pandora commercials. The advertisements promoted the Rideshare Program messages of carpooling, biking, taking transit and MiamiValleyRoads.org which has commute solutions and construction projects in the Region that may impact your commute. The Rideshare Program was a presenting partner for the Virtual Bike Month promotion held by Five Rivers MetroParks. The Rideshare Program promoted Rideshare Week held during the first week of October.			
		Coordinate with ODOT and OARC Rideshare/Air Quality subcommittee to update Rideshare Road Signs as needed	The Rideshare Program asked the board of directors representatives and technical advisory committees representatives to suggest new locations and any signs that need replaced. Explored pricing to fulfill requests for FY2023.			
		Coordinate the "Drive Less Live More" Initiative	The Drive Less Live More Initiative has a commercial to air in June to promote walking, biking, carpooling or taking transit to events, festivals, concerts type events rather than driving alone. This commercial was featured on TV, newspaper, radio, social media, and digital platforms.			
		Coordinate the Guaranteed Ride Home Program	MVRPC continued to offer and promote the Guaranteed Ride Home Program. No requests were received in FY 2022.			
		Participate in RIDESHARE / Air Quality OARC meetings	An MVRPC staff member attended all OARC Rideshare/Air Quality subcommittee meetings and passed the chairperson seat to a representative from NOACA in December 2021.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
667.2	<i>Air Quality Awareness Program</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	<i>82%</i>	<i>100%</i>	<i>The work has been completed.</i>
667.21	Miami Valley Air Quality Awareness Program	"Air Quality Alert" issued in coordination with RAPCA	RAPCA issued seven (7) AQAs (Air Quality Alerts) between July 1, 2021 and June 30, 2022: July 22 and July 27, 2021 and May 30, May 31, June 15, June 25, and June 30, 2022. RAPCA measured four (4) exceedance days of the 2015 8-hour ozone standard (>70 ppbv) and zero (0) exceedance days of the 2006 24-hour PM2.5 standard (>35µg/m3) in FY2022: Tuesday, July 27, 2021 – Ozone (1 monitor exceedance), Tuesday June 21, 2022 – Ozone (6 monitor exceedances), Wednesday June 22, 2022 - Ozone (2 monitor exceedances) and Thursday June 30, 2022 - Ozone (1 monitor exceedance).			
		Update outreach materials and distribution lists for AQAs	Distribution lists are updated as needed to include new partners or members of the public who registered to receive notifications. The daily AQI forecast email sign up is promoted on the press release and MiamiValleyAir.org website.			
		Provide custom emails for when an air quality alert is issued for the Region	Emails are sent out each day that an Air Quality Alert are issued. This email was integrated into MVRPC's new e-newsletter delivery platform.			
		Coordinate with GDRTA, Clark County-Springfield TCC, Springfield City Transit, Miami County Transit and Greene CATS when the advisories are issued	Notifications are sent via email to partners if and when an Air Quality Alert is issued. These notifications are sent the day before by 3:30 p.m.			
		Continue to maintain the air quality website (www.MiamiValleyAir.org) to include ground-level ozone / PM 2.5 information and EnviroFlash option	MiamiValleyAir.org features updated air quality index information for the Dayton Area, actions residents can take to reduce air pollution and information regarding air quality alerts and how to receive the alerts.			
		Advertising and outreach efforts promoting the program messages of actions to reduce air pollution and information about AQAs	MVRPC advertised the Air Quality Awareness program messages using TV commercials, streaming TV (OTT), static and digital billboards, radio commercials, print ads in newspapers, Dayton Magazine, social media, YouTube, Spotify and Audio Go/Pandora commercials. On days when Air Quality Alerts are issued advertisements about the alert are featured on digital billboards, ITS signs, Dayton Daily News, MVRPC's social media and email sent to partners. In addition, the National Weather Service activates the alert on their website which is picked up by affiliates and push notifications are sent out for the AQA and reshares the alerts on their social media channels. MVRPC's Air Quality Awareness Program participated in the Earth Day celebration at the Dayton VA Hospital and an event held in front of Dayton Dragons stadium to promote EV cars and Air Quality.			
		Participate in RIDESHARE / Air Quality OARC meetings	An MVRPC staff member attended all OARC Rideshare/Air Quality subcommittee meetings, served as chairperson, and passed the chairperson's gavel to a representative from NOACA in December 2021.			
667.22	Enhanced Air Quality Forecasting	Contract with RAPCA / Forecasting Service / Consultant for enhanced, year-round air quality forecasting	MVRPC contracted with RAPCA for Air Quality Alerts (AQA) forecasting in SFY21. RAPCA issues AQAs when the ozone concentration is forecasted to be over 70 ppbv or the PM2.5 concentration is over 35 µg/m3. While our region continues to measure relatively low levels of ozone and PM2.5, indicating the success of local, state and federal air pollution control programs, the region does exceed the ozone and PM2.5 standard on occasion. The region remains designated by U.S. EPA as an "attainment area" under the 2015 ozone air quality standard. RAPCA employs a suite of forecasting tools to generate daily forecasts of air quality in terms of PM2.5 and ozone. These forecasts are then sent to MVRPC, U.S. EPA, the National Weather Service and the public. RAPCA contracts with Sonoma Technology, Inc. for updated forecasting tools.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
667.3	<i>Alternative Transportation Program</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	63%	100%	<i>The work has been completed.</i>
667.31	Alternative Transportation Activities/ Outreach	Complete an active transportation "dashboard" feature for MVRPC website to report on community progress in becoming more bike and walk friendly (additional miles of trail, new access points, additional parking, etc.)	MVRPC coordinated with 12 trail managing agencies and trail advocate organizations to conduct the 2021 Miami Valley Trails User Survey. Survey data serves as the basis of the "Tale of the Trails" infographic. Survey data report available on the MVRPC web site here: https://www.mvrpc.org/transportation/bikeways-pedestrians/trail-user-surveys .			
		Participate in opportunities to increase public awareness of alternative transportation	MVRPC staff presented remarks at the Franklin-Middletown Great Miami River Trail ribbon cutting in September 2021. MVRPC shared alternative transportation information at the Earth Day event at the Dayton VA Hospital on April 15, 2022. MVRPC shared alternative transportation information at the Active Earth Day event in Fairborn on April 23, 2022. MVRPC was the presenting sponsor of the May 20, 2022 Bike to Work Day Pancake Breakfast in Dayton. On an ongoing basis, MVRPC participates in planning for the Miami Valley Cycling Summit; the 2023 summit will be held in Dayton and planning meetings began in April of 2022. MVRPC staff maintains content on the Miami Valley Trails web site, responded to 103 "Contact Us" inquiries, and fulfilled over 250 requests for regional Bikeways maps during the fiscal year.			
		Attend meetings that focus on Safe Routes to School coordination and participate in outreach activities	MVRPC staff participated in SRTS plan development or implementation activities with the Cities of Dayton, Piqua, Beavercreek. MVRPC also participates in the Greater Dayton Safe Kids Coalition.			
667.32	Alternative Transportation Planning Activities	Provide assistance to jurisdictions related to implementation of Regional Complete Streets Policy	MVRPC staff participated in Active Transportation planning discussions with Washington Township and City of Centerville in July 2021. MVRPC staff serve as members of the City of Dayton Walk-Bike-Ride committee (Bike and Pedestrian advisory committee). MVRPC staff serve as a liaison member of the Vandalia Bicycle Advisory Committee. MVRPC staff met with City of Beavercreek staff regarding complete street elements on the N. Fairfield Road project in November 2021. Though not complete streets focused, MVRPC staff participated as needed in implementation of Level 2 EV charging grants received through the Volkswagen settlement (DMTF) by member jurisdictions, and also provided assistance to jurisdictions and developers pursuing Level 3 (DCFC) DMTF grants. MVRPC also assisted the City of Dayton Sustainability Department to plan and deliver a city EV Charging seminar and workshop in February 2022. Also, MVRPC staff served on Clean Fuels Ohio's statewide advisory committee for EV Stakeholders. MVRPC provided feedback, stakeholder input and meeting assistance to Drive Ohio regarding NEVI plan development.			
		Complete a comprehensive update of the 2015 Bike Plan Update, transforming it into a Regional Active Transportation Plan aligned with Walk.Bike.Ohio	MVRPC staff conducted a year-long project to develop the Regional Active Transportation Plan. Representatives of member jurisdictions, ODOT Districts 7 & 8, Advocacy groups served on the steering committee. Extensive public engagement and data analysis went into plan and project development and project prioritization. The plan draft is closely aligned with Walk.Bike.Ohio. As of June 30, 2022 the plan is in FINAL DRAFT form and is set for another round of public participation and MVRPC Board consideration/adoption in Summer 2022. Steering committee meeting were held in July, September, October, January, and February. Public input meetings were held in November and early December. Formal Public Participation period was in April and May, 2022 with the Public Participation meeting on May 2, 2022.			
		Schedule and staff the regional bikeways committee meetings	Regional Bikeways Committee meetings were held on July 23, 2021 (virtual), November 5, 2022 (Yellow Springs), and March 25, 2022 (Miamisburg).			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
674.1	<i>Administration of the Coordinated Public Transit-Human Services Transportation Plan</i>			68%	100%	<i>The work has been completed.</i>
674.13	Coordinated Public Transit Human Services Transportation Plan	Advise and convene Human Services Transportation Council on any relative changes to the 5310 program administration and assist in relative tasks relating to program administration		Facilitated the transition of MVRPC's 5310 administration to ODOT. Carefully coordinated with all providers regarding the change in 5310 award application procedures that resulted from the transition.		
		Convene and facilitate quarterly Human Services Transportation Coordination Council meetings		The GRMI and HSTC Councils held quarterly or combined meetings to share information, resources and advance coordination efforts.		
		Convene ad hoc working groups focused on expanding services, driver issues, resource sharing, information sharing and other coordination opportunities		Working groups under both the GRMI and HSTC Councils met as necessary for new projects and initiatives.		
		Assist in maintaining and implementing existing informational tools such as www.miamivalleyridefinder.org and new tools such as Gohio Commute Mobility statewide tool		Staff provides updates to HSTC inventory as needed to Shannon Webster, Greene County Mobility Manager, who is responsible for upkeep of web listings. MVRPC, partnering with OARC members and ODOT Office of Transit, is looking to expand Gohio Commute to include a new tool called Gohio Mobility. New tool would offer similar functionality as MVRF but will be offered as a state-wide resource. Negotiations about contracts and the final tool are still underway with ODOT Office of Transit and MORPC.		
		Work with partners to implement the HSTC plan and assist in developing a structure for the HSTC		HSTC formulated 2-3 subcommittees who will work on actionable steps to implement the goals and strategies of the HSTC plan. HSTC and GRMI Councils continue to have open conversations with ODOT Office of Transit on available funding opportunities and resources to implement regional level projects. Clark County TCC led a region wide project which will be funded with state general revenue funds.		
	Designated Recipient for Enhanced Mobility for Seniors and People with Disabilities (Section 5310)	Revise regional Program Management Plan for Section 5310 to reflect transition to MVRPC's administration leadership		This task was not necessary, as MVRPC entered in to an agreement with ODOT for the administration of 5310 apportionment.		
		Complete recertification with FTA to designate MVRPC as the 5310 direct recipient		This task was not necessary, as MVRPC entered in to an agreement with ODOT for the administration of 5310 apportionment.		
		Develop new cycle for 5310 program administration		This task was not necessary, as MVRPC entered in to an agreement with ODOT for the administration of 5310 apportionment.		
		Perform 5310 administration functions		MVRPC worked with providers to ensure compliance with mandatory reporting and vehicle inventory data.		
		Coordinate with ODOT and FTA to ensure that the process for managing the 5310 process and the new CRRSAA meets requirements and expectations		This task was not necessary, as MVRPC entered in to an agreement with ODOT for the administration of 5310 apportionment.		
		Manage award process for 5310 vehicle funding		This task was not necessary, as MVRPC entered in to an agreement with ODOT for the administration of 5310 apportionment.		

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
674.14	Greater Region Mobility Initiative	Convene GRMI Human Services Transportation Coordination Council meetings				GRMI Council meetings convened quarterly.
		Meet with Mobility Managers in Region 2 to discuss transportation related topics throughout region and shape content for GRMI Council meetings				Regular contact with mobility managers to develop GRMI meeting topics as well as discuss other project possibilities.
		Conduct outreach to older adults and people with disabilities for planning and recruitment				MVRPC works in partnership with the mobility managers and other stakeholders to advise older adults and persons with disabilities of their transportation options as well as solicits feedback to ensure transportation services match user needs.
		Conduct annual update of regional transportation coordination plan and review SWOT Analysis				An updated to the GRMI plan was conducted in partnership with the GRMI Council, Mobility Managers and Advisory Committee to ensure region was still heading in the appropriate direction to meet goals and strategies. The update was submitted and accepted by ODOT in December 2021.
		Assist Region 2 with providing structure to the GRMI Council				An Advisory Committee was established that assists with the annual update as well as establishing performance standards for the region to determine how the region is meeting goals and strategies set forth in GRMI plan.
		Work with GRMI Council to implement regional coordination plan goals				Created a regional discussion forum (online tool) to allow for better communication across the region for providers as well as share ideas for overcoming challenges with transportation.
		Create strategy for scoring 5310 projects in region and provide funding recommendations to ODOT for Champaign, Clark, Darke, Preble and Shelby Counties				A scoring strategy was developed and utilized to assist in providing project recommendations to ODOT. MVRPC also worked with a stakeholder group to assist in this effort to ensure project recommendations remained free of bias.
		Provide support to regional mobility management projects				MVRPC is in regular communication with the regional mobility managers to provide feedback and support on projects as needed.
		Provide support to the regional transit assessment project administered through Clark County TCC				Report was completed by the consultant Stantec which was contracted by Clark County TCC. The report will be shared with the larger GRMI network and ODOT.
		Continue to network and expand the GRMI Council including transit users, transportation agencies, clergy, medical facilities, public health and other interested parties				Regularly meet with new transportation providers and users to identify transportation needs. Invite new groups to participate in the GRMI Council which meets on a quarterly basis.
Continue to work with ODOT on the development of future regions and RCAs through development of a Regional Coordination Plan Guidance document				MVRPC provided ODOT with comments and recommendations to their current guidance documents. ODOT is reviewing and currently working through an updated draft template for further review. MVRPC will continue to provide feedback and comments as requested.		

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
674.2	<i>Transit Exclusive Planning (GDRTA)</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	<i>75%</i>	<i>75%</i>	The work has been completed.
674.2.1	Market Research & Customer Outreach	Customer Satisfaction Surveys & MaaS & Fare Payment System	Completed.			
674.2.2	Annual Planning & Zoning Workshop	Materials, Planning and Event Development	In progress, event will be held in December 2022.			
674.2.3	Coordinated Planning	Coordinate with MVRPC, ODOT, and FTA to update RTA's Transit Asset Management Plan as needed and work together on the upcoming Public Transportation Agency Safety Plan	Completed.			
674.2.4	2021 Title VI Passenger Fare Survey and Report	The survey and report is to insure that RTA provides a fair and equitable fare program and structure. This effort will be completed in accordance with RTA's policies and procedures related to Title VI	There is no budget for this.			
674.2.5	Member of Human Services Transportation Council and Greater Regional Mobility Initiative Council	Participate, support and provide assistance in achieving the goals of both councils which are focused on improving the overall mobility of seniors, people with disabilities and low-income within the Miami Valley region and surrounding counties supported by the MVRPC	There is no budget for this.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
674.3	<i>Transit Exclusive Planning (Miami County Public Transit)</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	100%	100%	<i>The work has been completed.</i>
674.3.1	Coordinated Planning	Coordinate with MVRPC, ODOT, and FTA to update our Transit Asset Management Plan as needed	Coordination will be continued as needed.			
		Work with a consultant on finance planning and costing	Continue to meet with our consultant monthly on finance planning and costing.			
674.4	<i>Transit Exclusive Planning (Greene County Transit Board-Greene CATS)</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	100%	100%	<i>Expenditures - \$9,000. Also, see notes below for specific projects. The work has been completed.</i>
674.4.1	Attend HSTC meetings and serve on project sub-committees	Alignment of Access Ohio 2045 strategies with MPO Transportation Plan Development Establishing new and expanding existing transportation partnerships	Attended meetings and served on sub-committees.			
674.4.2	Attend GRMI meetings and serve on project sub-committees	Alignment of Access Ohio 2045 strategies with MPO Transportation Plan Development Establishing new and expanding existing transportation partnerships	Attended meetings and served on sub-committees.			
674.4.3	MiamiValleyRideFinder.org website	Management of website and inclusion of GRMI county transportation providers	Managed website throughout the year, updated information as needed.			
674.4.4	Develop plan for online payments and mobile ticketing	Ability of riders to pay with debit or credit cards and/or using a mobile ticketing app	Developed plan to implement debit/credit card payments and mobile ticketing app. Began procurement process to choose third party payment system provider. Grant request submitted to ODOT via NEO Ride to fund start up of mobile ticketing app.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
697	Work Program Administration		FTA/ FHWA/ ODOT/ MVRPC	72%	100%	The work has been completed.
697.1	Work Program Administration	Transportation program supervision	Technical supervision and program oversight was provided.			
		Committee staff support	Staff support was provided for the following Board of Directors Meetings: August 5, September 2, November 4, December 2, March 3, April 7, May 5, and June 2.			
		Transportation Budget and Work Program	Draft Work Program and Budget was completed and sent to ODOT March 4, 2021.			
		Transportation Budget and Work Program Amendments	Final work program and budget was completed and sent to ODOT May 6, 2021. FY2021 budget revisions were submitted September 2.			
		Progress Report	Staff produced the SFY 2021 final completion report, which was approved by the Board on September 2, 2021 and submitted to ODOT on September 2, 2021.			
		Coordination with ODOT and OARC	Coordination with ODOT and OARC was completed.			
		Coordination with other MVRPC divisions, jurisdictions, system operators and other agencies	Staff continued to work closely with OARC, ODOD, ORDC, and OEPA member jurisdictions with other agencies as necessary.			
		Annual Title VI Compliance Report	Updated Title VI Completion Report was submitted as a part of the Work Program and Budget submission.			



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RESOLUTION 23-006 ADOPTING THE SFY2022 TRANSPORTATION WORK PROGRAM COMPLETION REPORT

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 Carlisle, Franklin, Springboro, and Franklin Township in Warren County; and

WHEREAS, MVRPC’s Board of Directors serves as the policy and decision making body through which local governments guide the MPO’s transportation planning and programming processes; and

WHEREAS, the SFY2022 Transportation Work Program and Budget were adopted and amended by the Miami Valley Regional Planning Commission; and

WHEREAS, various reports listed in the SFY2022 Transportation Work Program Completion Report have previously been acted upon by the Miami Valley Regional Planning Commission's Board of Directors, as appropriate.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Miami Valley Regional Planning Commission adopts the **SFY2022 Transportation Work Program Completion Report** and authorizes the Executive Director to submit this report and any additional information to funding agencies to document work completed in SFY2022.

BY ACTION OF the Board of Directors of the Miami Valley Regional Planning Commission.

Brian O. Martin, AICP
Executive Director

Greg Simmons, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date



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Ohio University/Mass
Communications
Bachelor degree

Columbia College, Chicago
Mass Media; 4.0 GPA

United Theological Seminary,
Urban Ministries &
Community Development
Doctoral Studies

Community

- Women’s Council of REALTORS since 1995, 2010 WCR President
- Greater Dayton Realtist/NAREB
- Montgomery County Land Reutilization Corporation (Land Bank)
- Montgomery County Planning Commission
- Montgomery County Developmental Disability Services
- Abolition Ohio (University of Dayton)
- Ohio Attorney General Human Trafficking Commission
- Ohio REALTORS Diversity, Equity & Inclusion, Chair

OHIO REALTORS

- OR Director
- Equal Opportunity & Diversity Committee, Chair
- 2016 OAR Executive Committee
- Commercial Industrial Committee
- Diversity, Equity & Inclusion, Chair

DAYTON REALTORS

- Equal Opportunity & Diversity Committee, Chair
- Global Alliance Committee
- Commercial/Industrial Committee

Certifications, Designations, Service

Construction Management (since 2010)

GREEN Designation

CIPS: Certified International Property Specialist

AHWD: At Home With Diversity

2014 Ohio REALTORS Community Service Award

2018 HER REALTORS Community Service Award

Soroptimist International-Dayton, Secretary

Family Promise of Greene County, Board member

Dayton Dream Center, Board member

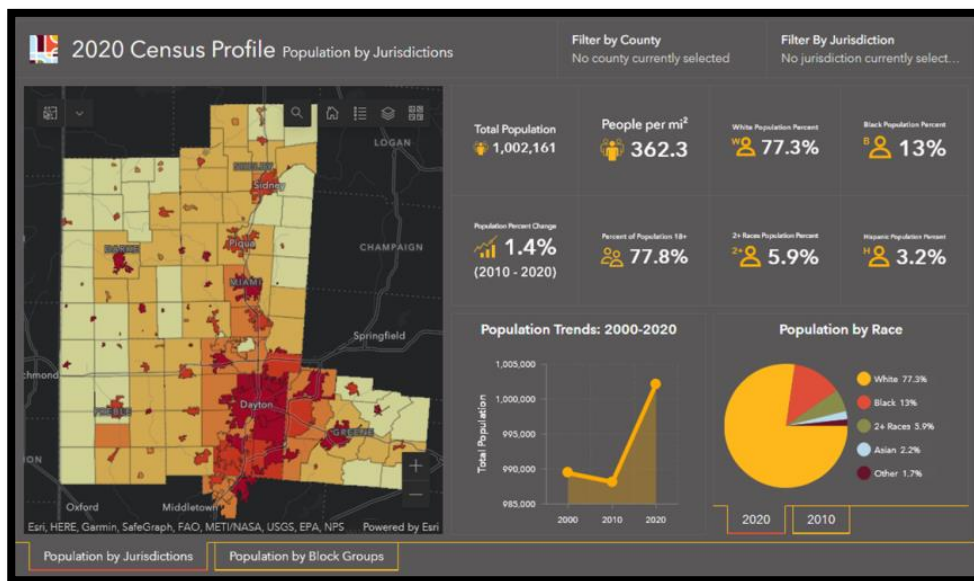
EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP
mvrpc.org



September 1, 2022

MVRPC Releases New Dashboards Featuring 2020 Population and Housing Data



As a Census Affiliate organization, MVRPC not only assists the U.S. Census Bureau's various programs, but also maintains and disseminates regional data for the Miami Valley. With the release of the 2020 Decennial Census Redistricting data, MVRPC has compiled two new interactive dashboards in order to display 2020 Census findings in a practical and easy to use format.

One dashboard focuses on population data, while the other

focuses on housing data. Each dashboard features data for MVRPC's 6+ county region at the regional, county, jurisdiction, and block group levels. Users can zoom in and out, pan around, or select filters to view data for specific areas or jurisdictions. Users may also click on the map to view a pop-up with more detailed information about the selected geography. Data from previous Decennial Censuses (2000 and 2010) has also been utilized in the dashboards to provide trend analysis for certain data points.

Additional data from the 2020 Decennial Census is not expected to be released until Spring 2023. MVRPC will continue to provide updates as new data is released from the 2020 Census.

To view the 2020 Census population dashboard, follow this link: <https://bit.ly/3BJNM88>. To view the 2020 Census housing dashboard, follow this link: <https://bit.ly/3zzKP7E>.

For questions or to learn more about 2020 Census data, visit our 2020 Census Resource Center page at <https://www.mvrpc.org/data-mapping/census-data-center/2020-census-resource-page> or contact Elizabeth Whitaker, Principal Planner at ewhitaker@mvrpc.org.

MVRPC Hosts First RTPO Steering Committee Meeting

MVRPC hosted its first [RTPO Steering Committee meeting](#) on Tuesday, August 16th at Dayton Realtors. Representatives from organizations in each of the RTPO county, Preble, Darke, and Shelby, were in attendance. Membership of the RTPO Steering committee includes ODOT Districts 7 & 8, counties, cities, townships, transit mobility managers, transit agencies, park districts, bicycle and other interests from the three counties. During the meeting the group concluded their official name will be the “RTPO Steering Committee” and will hold their quarterly meetings every third Wednesday of the month at 2:00 p.m.



Funding for the organization is provided by ODOT and local dues paid by the RTPO members. Their first product will be creation of a transportation plan for the RTPO, associated transportation maps and other datasets. The RTPO members are also MVRPC members and we look forward to their participation.

The next in-person meeting is scheduled for November 16, 2022 in Darke County with each county taking turns with hosting the steering committee. They will also have periodic teleconference meetings on specific topics. For more information regarding the RTPO, please visit our website <http://rtpo.mvrpc.org/> or contact Ana Ramirez ARamirez@mvrpc.org.

Grants & Funding Resources

On a monthly basis MVRPC is highlighting several funding opportunities for eligible cities, counties, and townships on our website that could benefit communities in the Region. We include a description, contact information and program links. We have also listed other valuable resources for funding opportunities for our regional jurisdictions and organizations. See more at: mvrpc.org/grant-and-funding-opportunities

This month we are featuring information on:

- Ohio History Fund– Deadline: September 27, 2022
- Continuum of Care Supplemental to Address Unsheltered and Rural Homelessness– Deadline: October 20, 2022

If you have any questions, please contact Kathryn Youra Polk at kyourapolk@mvrpc.org.

MiamiValleyGovJobs.org

MiamiValleyGovJobs.org is a one-stop website for candidates seeking positions with a public agency in the Miami Valley. This service is provided for MVRPC member organizations and partners at no cost. Posting your positions on MiamiValleyGovJobs.Org increases visibility of your positions and expands your candidate pool. Each job post will be displayed with your organization's logo and a link to your website where candidates can find more information. To post a position with your organization, please email your posting to JobBoard@MVRPC.Org.

Upcoming MVRPC Meetings in September 2022

Please check the agency calendar on www.mvrpc.org or contact Savannah Diamond at sdiamond@mvrpc.org for the status of your meeting.

<u>Date</u>	<u>Time</u>	<u>Meeting</u>	<u>Location</u>	<u>Staff</u>
9/1	8:30 a.m.	MVRPC Executive Committee Meeting	Dayton Realtors 1515 S. Main St., Dayton, OH	S. Diamond
9/1	9:00 a.m.	MVRPC Board of Directors Meeting	Dayton Realtors 1515 S. Main St., Dayton, OH	S. Diamond
9/6	10:00 a.m.	Joint GRMI & HSTC Council Meeting	Montgomery County Business Center 1435 Cincinnati St., Suite 300, Dayton, OH	S. Anderson
9/15	9:00 a.m.	Technical Advisory Committee Meeting	Dayton Realtors 1515 S. Main St., Dayton, OH	S. Diamond
9/28	9:30 a.m.	Regional Equity Initiative Meeting	Via Zoom Teleconference https://www.mvrpc.org/events/regional-equity-initiative-meeting-september-2022	F. Juin

*Meetings are sometimes canceled. Visit mvrpc.org for up to date meeting information.