



## Board of Directors Meeting

**LOCATION:** DAYTON METRO LIBRARY – 215 E. Third St., Dayton, OH 45402

**DATE/TIME:** Thursday, September 7, 2023 at 9:00 a.m.

### 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 3, 2023 – Meeting Minutes	1	9:05	Greg Simmons
III.	Public Comment Period on Action Items		9:10	Greg Simmons
IV.	<b>RPC (REGIONAL PLANNING COMMISSION ACTION ITEMS)</b>			
* A.	Resolution 23-034: Recommended Adoption of SFY2023 Transportation Work Program Completion Report	4	9:15	Martin Kim
V.	<b>MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS</b>			
* A.	Resolution 23-031: Accepting the Federal Funding Agreement to Suballocate Federal 5307 Bus Urban Transit Funding within the Dayton Urbanized Area	24	9:25	Ana Ramirez
* B.	Resolution 23-032: Recommended Adoption of Amendment #2 to MVRPC's SFY2024-SFY2027 Transportation Improvement Program	30	9:30	Paul Arnold
* C.	IIJA Funds Availability Report and Project Solicitation Request	49	9:35	Paul Arnold
* D.	Resolution 23-033: Updating MVRPC's Suballocated Funding Policy	51	9:40	Paul Arnold
VI.	<b>INFORMATION ITEMS</b>			
* A.	Ohio Commuter Challenge	86	9:45	Laura Henry
* B.	Changes in the Water Cycle and the Effects on the Landscape of the Miami Valley Region	93	10:00	Mike Ekberg, Miami Conservancy District
* VII.	<b>EXECUTIVE DIRECTOR'S REPORT</b>	111	10:15	Brian Martin
VIII.	<b>ADJOURNMENT</b>		10:30	Greg Simmons

**THE NEXT BOARD OF DIRECTORS MEETING WILL BE OCTOBER 5, 2023 AT 9:00 A.M.**

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

**Dayton Metro Library  
215 E. Third Street, Dayton, OH 45402**

**August 3, 2023  
9:00 AM**

**Members/Voting Alternates**

Robert Beeler, AES-Ohio  
Greg Blatt, Dayton Realtors  
Anthony Bornhorst, Shelby County  
Scott Brown, ODOT District 8  
John Bruns, City of Union  
Nancy Byrge, City of Huber Heights  
Rick Dobson, City of West Carrollton  
Judy Dodge, Montgomery County  
Elmer Dudas, City of Springboro  
Joanna Garcia, City of Beavercreek  
Georgeann Godsey, Harrison Township  
Forrest Greenwood, City of Bellbrook  
Paul Gruner, Montgomery County Engineer  
Sarah Hackenbracht, GDAHA  
Karen Hesser, Five Rivers MetroParks  
Pat Higgins, City of Germantown  
Sarah Hippensteel-Hall, Miami Conservancy Dist.  
Amber Holloway, City of Vandalia  
Larry Holmes, Darke County  
Brian Housh, Village of Yellow Springs  
Matt Joseph, City of Dayton  
Sonja Keaton, City of Brookville  
Tony Klepacz, City of Kettering  
Kevin Knepp, City of Fairborn  
Sara Lommatzsch, City of Riverside  
Sarah Mays, City of Xenia  
Mary McDonald, City of Trotwood  
Mardie Milligan, City of Sidney  
Paul Murphy, Sinclair College  
Robin I. Oda, City of Troy  
Matt Parrill, ODOT District 7  
Cindy Pearson, City of Piqua  
Mehdi Sharzi, CenterPoint Energy  
Woody Stroud, Greene County Transit  
Beth Van Haaren, Bethel Township  
Rachael Vonderhaar, Preble County  
Deborah Wallace, Beavercreek Township

**Other Alternates/Guests**

Chrisonna Anderson-Lutz, Greene Co Eng.  
Mike Bowers, Darke County  
Michelle Caserta-Bixler, Shelby County  
Tom Kelley, United Way of Greater Dayton  
Shawn Mason, American Structure Point  
Steve Naas, County Corp  
Jessica Olson, GDRTA  
Patrick Titterington, City of Troy

**MVRPC Staff**

Serena Anderson  
Paul Arnold  
Nick Cannistraci  
Brad Daniel  
Chanda Davis  
Jakob Denney  
Savannah Diamond  
Jessi Hansen  
Laura Henry  
Martin Kim  
Leslie King  
Matt Lindsay  
Mike Lucas  
Brian Martin  
Taylor O'Rourke

The Miami Valley Regional Planning Commission Board of Directors met on August 3, 2023 at 9:02 a.m. at Dayton Metro Library, 215 E. Third Street, Dayton, OH 45402. All members and news media were notified of the meeting pursuant to the Sunshine Law.

**I. INTRODUCTIONS**

Chairperson Simmons called the meeting to order at 9:02 a.m. Self-introductions were made and a quorum was confirmed for the Miami Valley Regional Planning Commission's Board of Directors meeting. The Pledge of Allegiance was recited.

## **II. APPROVAL OF JUNE 1, 2023 MEETING MINUTES**

Mr. Bruns made a motion to approve the minutes from the June 1, 2023 Board meeting. Mr. Housh seconded the motion. The motion passed unanimously.

## **III. PUBLIC COMMENT PERIOD ON ACTION ITEMS**

None

## **IV. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS**

### **A. Resolution 23-029: Recommended Adoption of Amendment #1 to MVRPC's SFY2024-2027 Transportation Improvement Program**

Mr. Arnold referred to the 1st amendment to the SFY 2024-2027 TIP and the numerous project changes made by MVRPC and ODOT. He referred to the packet showing the tables by county as well as the statewide line item project tables. Mr. Arnold stated that staff and the Technical Advisory Committee recommend adoption of Amendment #1 for the SFY 2024-SFY 2027 Transportation Improvement Program.

Ms. Keaton made a motion to adopt the first amendment of the SFY2024-SFY2027 Transportation Improvement Program. Ms. Wallace seconded the motion. The motion passed unanimously.

### **B. Resolution 23-030: Recommended Approval of MVRPC TRAC projects for CY2023**

Mr. Daniel provided information regarding MVRPC TRAC Projects for CY2023. He explained that The TRAC can only fund projects that are included or consistent with the MPO's Long Range Transportation Plan (LRTP). The TRAC also takes into consideration regional and local priorities by requesting MPOs to submit project priority lists. In addition, all projects need to be approved, reviewed, or commented on by the appropriate MPO. Mr. Daniel then explained that MVRPC staff has completed its review of the single CY2023 TRAC project submitted this year in accordance with the Policy. The project received involves widening and rehabilitating I-70 from Upper Lewisburg-Salem Road near Brookville to State Route 48 in Englewood, and the entire Miami Valley strongly supports the completion of this project. Mr. Daniel stated that staff and the Technical Advisory Committee recommend approval of the MVRPC TRAC Projects for CY2023.

Ms. Lommatzsch made a motion to approve the MVRPC TRAC projects for CY2023. Ms. Vonderhaar seconded the motion. The motion passed unanimously.

## **V. INFORMATION ITEMS**

### **A. Update on the Climate Pollution Reduction Planning Grant**

Mr. Lindsay delivered a comprehensive update pertaining to the Climate Pollution Reduction Grant. He stated that MVRPC staff has successfully concluded the preparation of the entire application package and submitted it to U.S. EPA on May 31, 2023. It was later announced that the grant application was approved and MVRPC should be entering into a cooperative agreement with US EPA in the next month. While we wait for the grant agreement between MVRPC and US EPA to be finalized, staff has been working to develop and release a Request for Proposals (RFP) package seeking consultant support for the work. The RFP is available on the MVRPC web site and has also been posted on the Ohio Department of

Transportation's LPA Bids page, the American Planning Association's RFP list page, and on BidPrime.com. The deadline to submit proposals is August 17, 2023. The intention is to have a firm or team of firms under contract in September to get the work underway.

Mr. Lindsay also announced information about the upcoming [Water and Environment Subcommittee](#) meeting on August 9th. He stated the Subcommittee will include all the representatives from the wastewater committee but also representatives of local environmental organizations, and academia. It will fulfill the role of the former committee with respect to the water quality plan, but also be able to address the CPRG work, and other environmental matters that come before our Region. Lastly, Mr. Lindsay opened the floor for questions and discussed Environmental Equity.

## **B. Tour de Gem 6<sup>th</sup> Annual Cycling Classic**

Mr. Tom Kelley, President and CEO of United Way of the Greater Dayton Area, and Mr. Steve Naas, President of County Corp, presented information regarding the [Tour de Gem 6<sup>th</sup> Annual Cycling Classic](#). Mr. Kelley first explained that the Tour de Gem is a fundraising cycling event for local Nonprofits to raise money and bring awareness to their important missions. This is a fun, family-friendly way for cyclists of all ages and abilities to have a positive impact in their community and explore the many GEMs the Dayton region has to offer. Mr. Naas then shared the various maps of all the routes. Lastly, Mr. Kelley invited Board members to donate or register to attend this year's event on Sunday, October 1, 2023.

## **VI. EXECUTIVE DIRECTOR'S REPORT**

### **A. Executive Director's Update**

Mr. Martin announced that Mr. Jakob Denney, MVRPC's Administrative Assistant, has been accepted into Cardiff University in England and will leave MVRPC to pursue a Master's degree in International Planning. Mr. Denney's last day will be September 8<sup>th</sup>.

Mr. Martin then reviewed the [August ED's Update](#):

- MiamiValleyRoads.org - Two Major Reconstruction
- GIS Expertise and Member Services at MVRPC
- Drive Electric Dayton and MVRPC's Air Quality Awareness Program
- Grants & Funding Resources
- Miami ValleyGovjobs.org
- Adult Changing Tables
- Upcoming MVRPC Meetings

## **VII. ADJOURNMENT**

Chairperson Simmons adjourned the meeting at 10:03 a.m.

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**Brian O. Martin, AICP**  
Executive Director

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**Sara Lommatzsch**  
First Vice Chairperson

**Date:**



# MIAMI VALLEY

Regional Planning Commission

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## MEMORANDUM

**TO:** Board of Directors  
**FROM:** MVRPC Staff  
**DATE:** September 7, 2023  
**SUBJECT:** Adoption of SFY2023 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 SFY2023 Transportation Work Program Completion Report.

### Attachments:

- (1) MVRPC SFY2023 Work Program Completion Report Summary
- (2) Resolution Adopting the SFY2023 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	69%	100%	Non 5307 related work in task 601.3 including HSTC and coordination tasks were undertaken under GRMI and 5310 task 674. Text is redundant here and will be consolidated in FY 2024.
601.3	Transit and Human Service Transportation	Continue to apply 5307 Formula Allocation		Staff prepared worksheets for the Full Year FFY2023 Allocation in April 2023. The 5307 transit funding was then allocated between the three transit agencies in our urbanized areas.		
		Work with the regional transit agencies to reevaluate the existing FTA Section 5307 Urban Transit Formula		Due to the changes of the 2020 Census Urbanized Area, the Federal Funding Agreement used to allocate 5307 funds in the region was revised to remove Miami County transit, update outdated references and incorporate low income population into the formula as is current practice by FTA. Miami Co. Transit is now a rural transit system and coordinates with ODOT for funding state and federal funding needs.		
		Provide technical assistance to human services agencies		Staff supported local human service agencies by regularly attending and updating the human service transportation coordination councils in surrounding communities. Staff supported human service transportation agencies in applying for Section 5310 funding.		
		Assist in developing a regional mobility management perspective		Staff partnered with mobility managers on regional projects such as a new driver training program established in partnership with local mobility managers and Clark State College to address regional driver shortages.		
		Continue coordination with transit agencies, ODOT, for-profit and nonprofit transportation providers		Staff regularly attended and supported local transit boards, human service transportation coordination councils, and ODOT Office of Transit meetings to stay engaged on both the local and state level. In addition, staff participated on a number of local transportation advisory groups such as the Greater Dayton RTA Customer Advocacy Group and the Montgomery County Board of Developmental Disability Transportation Planning Group.		
		Take citizen inquiries regarding transportation needs and refer callers to appropriate resources when possible		Staff continued to serve as a source of information to the public by regularly taking phone calls from citizens looking for transportation resources.		
		Continue work to standardize volunteer driver recruiting, screening, and training through the Human Services Transportation Coordination Council		In 2023, Clark State College, MVRPC, local mobility managers and Ohio Means Jobs partnered together to create a standardized driver training program for the region. This new pilot training program is hosted at Clark State and designed to prepare individuals with basic knowledge to prepare individuals for employment in the public and not-for-profit transportation sectors.		
		Assist in developing appropriate transportation solutions for underserved special populations		Staff continued to lead regional coordinated efforts to address gaps in transportation services for underserved populations such as individuals with disabilities, older adults and low-income individuals.		
		Continue to work towards a regional One Call, One Click concept by continuing to partner with ODOT on Gohio Mobility platform and through the regional transportation study which will identify steps towards developing a centralized scheduling hub for the region		Regional transportation study was completed in July 2022 by Stantec consulting services. The study identified recommended steps towards increasing coordination between transportation providers such as standardized communication plans, standardized data collection processes and formalized partnerships between partners. Recommendations from the study will be further evaluated in the 2024 Greater Regional Mobility Initiative Plan update.		
		Research new technologies that may impact the mobility of non-drivers		No work on this element.		
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.		
		Use the latest available crash data to support transportation programs and PSA messages to the public		Staff reviewed the educational safety messages for SFY 2023 for consistency with high injury or fatality rates crash types and/or rising crash trends.		
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 IJA 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>	<b>58%</b>	<b>100%</b>	
602.1	TIP Development	Draft Report		Staff began preparing reports and tables for the new Draft SFY2024-SFY2027 TIP. Staff updated the Web-TELUS database tables, queries, forms and reports to meet the needs of the Draft TIP. Staff compiled the listing of Draft TIP projects for the public participation meeting in January. Staff coordinated with all three transit agencies in the area on submittals of updated TIP information and tables for the Draft TIP.		
		Final Draft Report	Comments on the Draft TIP were received and changes were incorporated into the Final Draft TIP. The individual county TIP maps were edited and completed. Staff published the Final Draft TIP in PDF format and made it available at www.mvrpc.org.			
		Final Report	Staff drafted a cover memo and resolution for the Final TIP, which was approved by the Board on May 4, 2023. The report was then submitted to ODOT, and subsequently FHWA; final approval of the STIP/TIP was received on July 1, 2023. Website was updated with Final TIP Report and TIP Fact Sheet.			
		Amendments	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.			
		Staff assistance to ODOT STIP Subcommittee	Staff coordinated with ODOT Central and District Offices in regards to the TIP/STIP Modification process.			
		Continue staff training by attending seminars, workshops and conferences	Staff took part in numerous training webinars during SFY2023.			
		Participate in Regional and Statewide Transportation Planning efforts/activities	Staff participated on the Statewide LPA Advisory Group and the ODOT E-STIP subcommittee.			
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 Sub allocated Funding Policy including provisions for the new CR funding source. There were no changes to the TRAC Policy and Procedures this year.			
		IIJA funding availability memo and implement application process for STP/CMAQ and TA Programs	Staff prepared and presented an IIJA funding availability report to the Board on September 1, 2022. Staff formally requested Board authorization to solicit member jurisdictions for new STP, CMAQ, TA and CR projects, which was subsequently authorized. Staff solicited for STP, CMAQ, TA and CR 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 17 STP projects, 5 TA projects and 9 CR projects were approved at the March 2, 2023 Board meeting. The Board approved 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. The Board also forwarded 12 CMAQ applications to the Statewide CMAQ committee for their consideration. Staff prepared the approval/disapproval letters and sent to all of the project applicants. Staff worked with numerous jurisdictions regarding potential projects during our solicitation for STP/CMAQ/TA/CR projects.			
		Prepare and publish annual listing of obligated projects	Staff prepared a listing of projects that were obligated in SFY2022 and published the list on the MVRPC website.			
		Assist jurisdictions with the Complete Streets policy	Staff reviewed all applications for STP and CMAQ funding to ensure compliance with the Regional Complete Streets policy. Staff 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 were needed. Staff provided ideas, resources and other assistance on how to modify the application to come into compliance with the policy.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
602.2	Regional Transportation Planning Program and Project Development and Planning Assistance	Annual project sponsor survey and TSM summary				Staff completed the CY2022 Local Project Survey and updated databases as appropriate. Staff distributed the CY2023 Local Project Survey and entered the results into the Local Project Database. Staff collected information and updated internal databases to reflect CY2022 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 SFY 2024 Lock-down project listing				Staff prepared a SFY2024 lock-down project list and worked with jurisdictions that had projects scheduled in SFY2024 to ensure the schedules were correct and achievable.
		Project status reviews				Staff prepared and coordinated Bi-annual TIP project reviews for District 7 projects on November 22, 2022 and May 25, 2023 and for District 8 projects on November 23, 2022 and May 22, 2023. 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 2023 TRAC Application Cycle opened on Monday, May 1, 2023 and closed on Wednesday, May 31, 2023. MVRPC received one TRAC application 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 8 CMAQ project eligibility determinations during the year.
		Provide assistance to jurisdictions to implement and expedite LRTP projects				As in prior years, staff supported the Region's Priority Development and Advocacy Committee (PDAC) process this year. PDAC identifies important regional projects including transportation projects. Staff evaluated proposed transportation projects for consistency with the LRTP. Staff worked extensively with various jurisdictions to complete FY2024 PDAC applications. Following staff scoring of the FY2024 PDAC applications, staff organized a review panel to review and recommend priorities for proposed regional FY2024 PDAC Transportation and Government Services Applications. The staff recommendations were presented to the Transportation and Government Services Review Panel on January 5, 2023. The TAC approved the list of FY2024 PDAC requests on January 19, 2023 and the list was subsequently approved by the MVRPC Board on February 2, 2023.
		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 the Chambersburg Road project and the SR 725/I-75 Diverging Diamond Interchange project.
Generate traffic assignment information				Staff responded to numerous consultant requests for regional growth projections and assisted ODOT with certified traffic reviews and data.		



TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
605	Monitoring and Surveillance		FTA/ FHWA/ ODOT/ MVRPC	79%	100%	
605.1	Planning Databases	Continue updating transportation, land use, and environmental databases	Staff continued updating the development tracking database. Staff created a database of existing and planned Electric Vehicle charging stations. Staff updated transportation, land use, and environmental databases as needed.			
		Implementation of Year 2 counting cycle (2021-2023) by taking supplemental in-house vehicular and bicycle traffic counts	Staff completed Year 2 counts by taking additional in-house counts. 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. Staff purchased new materials and equipment to replace outdated or malfunctioning equipment as needed. Staff performed 17 bike counts studies, in coordination with Kettering, during CY2022. Staff compiled data from 15 trail counters received from three local agencies and recorded on a point shapefile.			
		Federal-aid urbanized area changes and functional classification modifications	Staff initiated coordination with ODOT by assigning a staff member to work on the project.			
		Summarize and analyze planning databases to support on-going planning efforts and disseminate data	Staff provided ODOT with development tracking data and analysis in support of the Montgomery County I-70 corridor TRAC application.			
		Database updates and assistance with Census 2020/ACS Data	Staff continued to monitor annual data releases of the American Community Survey and reviewed and analyzed the first 2020 U.S. Census data releases in particular in relation to changes to the Dayton Urbanized area.			
605.2	Planning Research, Data, and GIS Support	Provide general research, data, and GIS support to agency's planning activities	Staff compiled 2020 Census Urban Area (UA) data and published UA mapping application. Staff compiled new data for the Regional Transportation Planning Organization (RTPO) area. Staff updated various core GIS datasets as required (Jurisdiction boundaries, bikeways, transit, etc.). Staff conducted research on the topic of planning strategies promoting healthy active living in rural, suburban, and urban environments. Staff researched and conducted preliminary demographic analyses to review the active community condition through the equity lens. Staff developed methodology for the Housing Mobility and Accessibility Assessment component of the PLAN4Health Built Environment Assessment Equity Analysis. Staff reviewed study reports and conducted brainstorming activities to identify topic areas for a regional housing assessment. Staff provided technical support on different GIS issues, assisted in using ArcGIS Pro, and managed the agency's ArcGIS Online account.			
		Maintain and enhance agency's web mapping applications, including Miami Valley Geo-Spark	Staff updated and maintained Miami Valley Geo-Spark GIS Open Data Hub site with additional open data, web maps, and mapping applications. Staff updated Geo-Spark with new data for the Regional Transportation Planning Organization (RTPO) area. Staff updated Geo-Spark with data/maps related to the Built Environment Assessment and launched a new Dashboard Gallery. Staff updated transportation Project Evaluation System GIS Application. Staff updated D-Hive to add environmental data and new 3D maps. Staff updated GIS activities mapping application with the latest information.			
		Attend conferences, seminars, and workshops	Staff attended Grants and Government Funding Workshop (August 23), Ohio GIS Conference (September 20 -22), APA OKI Regional Planning Conference (September 28 – 30), Dayton Fair Housing Symposium (October 27), Montgomery County Food Summit (November 10), MV APA Planning and Zoning Workshop (December 2), Sunshine Laws Certified Training (December 14), Sinclair CC Strategic Outlook Symposium (January 27), Tour of Our American Journey Exhibit (February 23), American Planning Association National Conference (April 2 – 4), Ohio Public Health Conference (April 25 – 26), Ohio Land Bank Association Conference (April 27 – 28), 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 and publish 2020 Census data products	Staff updated 2020 Census Resource page on the agency web site to incorporate new data products including: demographic and housing data summary sheet; 2020 Census Profile Dashboards covering population and housing data for 6+ county areas; and 2019 Employment Profile Dashboards for All Jobs as well as sub sector job groupings using LEHD datasets. Staff published a feature article on the 2020 Census at the Dayton Daily News.			
		Respond to data, information, and mapping requests	Staff responded to numerous public and private data, information, and mapping requests including: City of Vandalia; City of Kettering; City of Miamisburg; City of Germantown; Harrison Twp., Washington Twp., City of Tipp City; City of Piqua; City of Bellbrook; Dayton Daily News; Miami County; Miami Soil and Water Conservation District; and The Miami Valley Urban League.			

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605.3	Regional GIS	Continue to provide GIS support to previous PSS program participants				Staff continued to provide GIS support to past Professional Services Support Program (PSS) participants: City of Trotwood; City of Riverside; Miami County; Bethel Township; and City of Clayton.
		Seek and provide GIS support to new participants				Staff provided assistance with stormwater mapping to the City of Riverside.
		Form project-specific groups with ArcGIS Online				Staff met with the Miami Conservancy District on ideas to facilitate GIS data sharing.
		Participate in Southwest Ohio GIS Users Group (SWOGIS) Steering Committee				Staff participated in SWOGIS Steering Committee and other regional GIS events and activities including the 2022 International GIS Day in November.
		Expand Regional Geospatial Coordination program with additional partners				Staff provided review assistance to the 2022 Montgomery County orthophoto project. Staff continued to support Long Range Recovery Group and local partners by maintaining and editing the Tornado Affected Properties database and dashboard applications.
		Conduct regional projects in partnership with SWOGIS and other organizations				Staff discussed potential future projects with SWOGIS leadership.
		Implement GIS training programs in partnership with subject matter expert GIS professionals				Staff redesigned and hosted a GIS training session on ArcGIS Online focusing on real time data collection through FieldApps in November 2022. Staff designed a new training course focusing on ArcGIS Pro and hosted a training session in May 2023.

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610	Continuing Planning - Review and Appraisal		FTA/ FHWA/ ODOT/ MVRPC	78%	100%	
610.1	Long-Range Transportation Planning	Prepare 2050 LRTP amendments and attend TAC and Board meetings		No amendments needed this year. Staff attended TAC and Board meetings as needed in support of the transportation planning program.		
		Travel demand model coordination/LRTP Modeling		Staff coordinated upcoming 2020 validation model update tasks with ODOT modeling staff. Staff updated the 2020 validation network with circa 2017-2022 counts and a copy was provided to ODOT for coordination with statewide model. Staff completed the review of the 2020 QCEW employment data.		
		Develop a yearly transportation network: 2022 highway and transit network		Staff completed network updates to reflect completed projects and changes to the fixed-route transit network made in SFY 2022.		
		Continue staff training by attending seminars, workshops and conferences and updating software		Staff attended numerous short webinars with a focus on safety, the ODOT multimodal design guide, and LPA participation modules. In conjunction with the 2023 Cycling Summit, staff attended Complete Streets training. Staff trained new staff as needed by using both in-house resources and resources available through the ODOT LTAP program.		
		Administer traffic counting program		Staff continued administering traffic counting program. Second 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 continue the in-house traffic counting program in 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. In preparation for the SFY 2024-2027 TIP, staff prepared a summary of the impact that TIP projects have in the various performance measures in coordination with ODOT and the regional transit agencies.		
		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 December 2022. Staff worked with the regional transit agencies to develop updated Transit Asset Management Plans and targets and needed updates to Public Transit Agency Safety Plans mandated by the IIJA, the updated targets were presented to the Board of Directors in December 2022 for adoption.		
		Update and maintenance of Miami Valley Regional ITS Architecture		The updated regional ITS architecture was adopted by the MVRPC Board of Directors on September 2022.		
		Participate in Regional and Statewide Transportation Planning efforts/activities		Staff served on the OARC Safety Committee. Staff attended OARC (Transportation Committee and Safety Subcommittee) meetings and OTDMUG meetings. Staff participated in the statewide carbon reduction strategy and the coordination of transportation plan projects statewide by providing input on the draft database. Staff participated in Fly Ohio's efforts to advance AAM in the State.		
Participate in the Streetlight data contract for SFY 2023		MVRPC participated in the SFY 2023 statewide Streetlight contract and coordinated the addition of MVRPC members for access to the platform.				

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 Health Environment Assessment Equity Analysis in August 2022 and shared its analysis results with various partners and stakeholders. Staff published PLAN4Health Built Environment Assessment and supporting applications including County Data Viewer applications with a news release in October 2022. Staff published both Built Environment Assessment Equity Analysis and Housing Mobility and Accessibility Assessment in March 2023. Staff prepared and hosted the second PLAN4Health - Miami Valley workshop on March 2 involving planning and public health professionals. Staff prepared workshop summary document, published it on the website and information hub site, and released it to the workshop participants. Staff presented PLAN4Health – Miami Valley at conferences and to local organizations.
		Develop a new and maintain existing resources and tools, including Miami Valley Data Commons and Planning Tools				Staff updated the Comprehensive Plan and Land Use Plan Inventory.
		Participate and partner on local planning initiatives following the agreed upon project scope				Staff participated in the Dayton Riverfront Plan to update existing web mapping applications and attended working group and steering committee meetings. Staff provided support to the Greene County Regional Coordinating Committee on the Perspectives 2040 future land use plan update project. Work elements included supporting their survey and outreach efforts, providing best practices information, assisting the public open house meeting, and reviewing and commenting on the draft plan. Staff provided support on Beavercreek Twp future land use plan, providing data and participating in Steering Committee meetings and open houses. Staff participated in the City of Riverside Future Land Use Plan, attending Steering Committee meetings and providing feedback on ONE Riverside Comprehensive Plan document. Staff assisted City of Germantown Downtown Redevelopment proposal development and attended monthly Steering Committee meeting to discuss and review consultant progress.
		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 on the following projects: Montgomery County Land Bank Brownfield Coordination; City of Trotwood Comprehensive Plan Update; WPAFB Compatible Use Plan (CUP) and Military Installation Resiliency Plan(MIR); and Miami County Future Land Use Plan Update. Staff attending meetings on numerous topics Jefferson Twp planning, WPAFB Gate 22B Planning Charrette, and NASA Advanced Air Mobility (AAM) Community Annex meetings.
		Provide status updates to MVRPC TAC and Board of Directors				Staff provided 1st update at the November TAC and December Board meetings on the topic of PLAN4Health – Miami Valley Health Environment Assessment Equity Analysis and Built Environment Assessment. Staff provided 2nd update at the May TAC and June Board meetings on the topic of member planning and GIS support services. Staff provided information for Executive Director’s monthly update publication highlighting various planning information and activities.

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
625	Public Information and Service		FTA/ FHWA/ ODOT/ MVRPC	103%	100%	
625.1	Public participation and media relations	Ensure compliance with MVRPC's Public Participation Policy and review policy annually for any necessary updates	The public participation policy was followed for all public involvement meetings held during FY2023.			
		Oversee and maintain agency website and various sub-domains to highlight transportation issues and options	The MVRPC Website was updated regularly with public participation meetings, project and program information, and the monthly Executive Director's updates.			
		Routinely review and revise agency contacts in all databases	Agency contacts were updated as needed including new representatives and contacts. New categories were created to organize contacts for new projects.			
		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: Active Transportation Plan 7-28-2022, STP TA CMAQ CR 11-3-2022, Draft Transportation Improvement Program 1-17-2023, Final Draft TIP 4-6-2023.			
		Participate in the Ohio Association of Regional Councils' Communications & Public Participation Subcommittee	MVRPC Communications/Marketing staff participated in the OARC Communications & Public Participation subcommittee.			
		Coordinate a regional safety awareness campaign to address trends in regional crash data	MVRPC conducted a safety advertising campaign in Fall 2022 and June 2023 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 and to discourage speeding. These campaigns were promoted on billboards, print publications, bus ads and digital platforms like social media and streaming music services.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
667.1	RIDESHARE Program		FTA/ FHWA/ ODOT/ MVRPC	83%	100%	
667.11	RIDESHARE Program	Continue contract with MORPC to host a web-based, commute solutions search tool	MORPC was the point of contact for the three year contract that started with FY2023 with the company RideAmigos who created the commute solutions platform for GOhioCommute.com.			
		Provide users services on GohioCommute.com or over the phone, if needed	Rideshare representatives provided support for online registering and database management for commute options. Ride matching, transit and bike routes, park n ride locations and bike share locations are updated for the GohioCommute.com for those exploring commute solutions in the Region. For those who do not have access to the internet, Rideshare representatives assisted registering and exploring options by phone.			
		Promote Active Transportation options as outlined in the Ohio Department of Transportation's Plan - Walk.Bike.Ohio	MVRPC partnered with bike to work day celebrations hosted by Five Rivers MetroParks and Wright-Patterson Air Force Base to promote bike commuting. Continued partnership with Bike Miami Valley to distribute bike light kits and clip-on flashing lights promoting the Rideshare Program. MVRPC's Rideshare Program also participated in the 2023 Cycling Summit.			
		Employer Outreach	The Rideshare Program presented information to the Dayton Area Chamber of Commerce Workforce Solutions group and the SupplyChain OKI Workforce Solutions group. Staff attended an employee outreach event at Sinclair College to distribute program information to staff. The Rideshare Program provided commute solution resource information to Honda of Jeffersonville, Sinclair Community College Directors, Scotts, McDonalds Franchise group, Community Rides of Troy.			
		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	MVRPC staff is part of the OARC subcommittee working with ODOT Central to compile a list of the updated signs needed for the state and work on fulfilling those sign replacements.			
		Coordinate the "Drive Less Live More" Initiative	The Drive Less Live More Initiative commercial aired in June to promote walking, biking, carpooling or taking transit to events, festivals, concerts, other events rather than driving alone. This commercial was featured on TV, newspaper, radio, social media, and digital platforms. A partnership with the Levitt Pavilion promoted the Drive Less Live More message on their "How to Get There" webpage, social media and on location to venue attendees. A partnership with Troy Community Radio promoted the Drive Less Live More message as part of the community calendar feature.			
		Coordinate the Guaranteed Ride Home Program	MVRPC continued to offer and promote the Guaranteed Ride Home Program. No requests were received in FY 2023.			
		Participate in RIDESHARE / Air Quality OARC meetings	MVRPC staff attended all OARC Rideshare/Air Quality subcommittee meetings.			

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>80%</i>	<i>100%</i>	
667.21	<b>Miami Valley Air Quality Awareness Program</b>	"Air Quality Alert" issued in coordination with RAPCA	RAPCA issued eight (9) Air Quality Alerts (AQA) between July 1, 2022 and June 30, 2023. Two (2) for Ozone and six (7) for PM2.5. Between July 1, 2022 and June 30, 2023 RAPCA measured five (5) exceedance days of the 2015 8-hour ozone standard (>70 ppbv) and six (6) exceedance days of the 2006 24-hour PM2.5 standard (>35µg/m3) and one (1) exceedance of the 24-hour PM10 standard (>150ug/m3).			
		Update outreach materials and distribution lists for AQAs	Distribution lists were updated as needed to include new partners or members of the public who registered to receive notifications. The daily AQI forecast email sign-up was promoted on the press release and MiamiValleyAir.org website.			
		Provide custom emails for when an air quality alert is issued for the Region	Emails were sent out each day that an Air Quality Alert is issued. This email was integrated into MVRPC's new e-newsletter delivery platform. The press release for air quality alerts was adjusted based on the level and type of pollution forecasted for the Region.			
		Coordinate with GDRTA, Clark County-Springfield TCC, Springfield City Transit, Miami County Transit and Greene CATS when the advisories are issued	Notifications were sent via email to partners if and when an Air Quality Alert is issued. These notifications are sent the day before the forecasted day.			
		Continue to maintain the air quality website (www.MiamiValleyAir.org) with program information	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. The website is reviewed annually for updated information regarding the region and suggested actions to reduce air pollution.			
		Advertising and outreach efforts promoting the program messages of actions to reduce air pollution and information about AQA's	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, Digital Media partners, MVRPC's social media platforms 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 an event held in front of Dayton Dragons stadium to promote EV cars and Air Quality.			
		Participate in RIDESHARE / Air Quality OARC meetings	MVRPC staff attended all OARC Rideshare/Air Quality subcommittee meetings.			
667.22	<b>Enhanced Air Quality Forecasting</b>	Contract with RAPCA / Forecasting Service / Consultant for enhanced, year-round air quality forecasting	The AQA forecasting program was in effect throughout the year. RAPCA and MVRPC coordinate regularly regarding forecasts, training, and educational conferences. We have a contract agreement with Sonoma Technology, Inc. (STI) to provide us with updated forecasting tools. This helps us to continue enhancing our air quality forecasting skills.			

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>	<b>56%</b>	<b>90%</b>	
667.31	<b>Alternative Transportation Activities/ Outreach</b>	Complete an active transportation "dashboard" feature for MVRPC website to report on regional progress in becoming more bike and walk friendly	Review of opportunities and available data led to a focus on a more user-centered, community-based series of bike comfortability maps, centered initially on the Miami Valley Trail Communities, is a more valuable tool to develop.			
		Participate in opportunities to increase public awareness of alternative transportation	MVRPC staff used consultant support to update the Miami Valley Bikeways Map and Guide for the 7th Edition. 55,000 copies of the map were printed and distributed to park districts and other trail managing agencies, visitors bureaus, bike shops, and other advocates for free distribution to the public. The map can be viewed/downloaded from the MVRPC web site here: <a href="https://www.mvrpc.org/transportation/bikeways-pedestrians/bikeways-map">https://www.mvrpc.org/transportation/bikeways-pedestrians/bikeways-map</a> . MVRPC also supported planning and deployment of EV charging infrastructure, supporting two Drive Ohio NEVI meetings in the region, as well as supporting the EV project under CR funding. MVRPC participated in outreach events, such as the Miami Valley Cycling Summit in Dayton to share information about transportation cycling, and carpooling.			
		Attend meetings that focus on Safe Routes to School coordination and participate in outreach activities	MVRPC staff participated in implementation meetings for the SRTS plan for the City of Dayton, through the Dayton Children's Safe Kids Committee. Dayton is transitioning from the Large District SRTS plan to a comprehensive city AT Plan, which will include SRTS elements. Staff participated on the Steering Committee for the new Dayton AT Plan process through the full year. The City of Dayton is transitioning their bike plan and the large district SRTS plan into a single, combined City Active Transportation Plan.			
667.32	<b>Alternative Transportation Planning Activities</b>	Provide assistance to jurisdictions related to implementation of Regional Complete Streets Policy	MVRPC staff reviewed all STP, CMAQ, TA and CR applications received for funding for compliance with the MVRPC Regional Complete Streets Policy. Guidance and suggestions for consideration of the needs of pedestrian, bicycle and transit users were made for select applications. Specific AT infrastructure issues were integrated into the Multimodal Design Guide Training delivered on June 29, 2023. MVRPC staff participates in the Vandalia BPAC, which is supporting city efforts to develop a complete streets policy and AT Plan. MVRPC also participates in the Dayton Walk/Bike/Ride committee. Presentation was made to the Kettering BPAC regarding the AT Plan.			
		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 completed the plan development, review, public comment and adoption process for the new Miami Valley Active Transportation Plan. The plan was adopted in October 2023. The plan is available on the MVRPC web site here: <a href="https://www.mvrpc.org/transportation/bikeways-pedestrians/active-transportation-plan">https://www.mvrpc.org/transportation/bikeways-pedestrians/active-transportation-plan</a> . Presentations on the completed plan and planning process were made to various community planning boards and BPACs, as well as ODOT's MPO/RTPO Conference in Columbus.			
		Schedule and staff the regional bikeways committee meetings	In coordination with Bike Miami Valley, Rails to Trails, and other advocates, MVRPC planned and hosted meeting of the Regional Active Transportation committee in August 2022, December 2022, March 2023, and June 2023. Meeting topics included discussion of bicycle, pedestrian and transit access infrastructure.			
		Plan for the safety, security, accessibility, integration and connectivity of the transportation system for motorized and non-motorized users	During the fiscal year, MVRPC hired its first Active Transportation Planner, to directly support alternative transportation planning work. MVRPC staff actively maintained GIS data layers for both bicycle facilities (MPO, RTPO and beyond) and sidewalk infrastructure in the MPO area. Technical assistance was provided to Dayton, Huber Heights, Yellow Springs, Springboro regarding active transportation infrastructure design. MVRPC sponsored two in-person training deliveries: Complete Streets Policy Development on May 19, 2023 and Multi-Modal Design Guide training on June 29, 2023. Both courses were offered free of charge to engineers and planners across the Miami Valley. MVRPC actively supported efforts by City of Trotwood and Five Rivers MetroParks to develop a RAISE grant application for the remaining gap in the Wolf Creek Trail.			



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>		FTA/ FHWA	56%	85%	<i>We had considerable staff turnover in our 5310 program during the year. While we are catching up, staffing has solidified and we have moved ahead with combining the urban and rural transit coordination efforts.</i>
674.13	Coordinated Public Transit Human Services Transportation Plan	Advise and convene Human Services Transportation Council on administrative changes of the 5310 program to include new solicitation, application process, and reporting requirements	Section 5310 program administration has successfully transitioned to ODOT Office of Transit who is now the designated recipient for the Dayton Urbanized Area. MVRPC sent out letters to past recipients about the change as well as used other sources of media such as Constant Contact and MVRPC website to notify of the change. In addition, MVRPC advised the council directly during quarterly meetings and staff provided one-on-one technical support to agencies who applied for funding.			
		Convene and facilitate quarterly Human Services Transportation Coordination Council meetings	MVRPC staff coordinated merging the HSTC council which covered 3+ counties in the urbanized area into a larger GRMI council covering 8-counties in both urbanized and rural areas. Staff planned and prepared quarterly meetings, managed communication and provided support to the council through technical assistance and resources.			
		Convene ad hoc working groups focused on expanding services, driver issues, resource sharing, information sharing and other coordination opportunities; develop momentum towards developing and implementing consistent driver and vehicle standards	MVRPC staff and local mobility managers established a new driver training program in partnership with Clark State College to address regional driver shortages. MVRPC staff is actively part of a small working group that meets regularly to expand outreach of the program, bring partners to the table and to grow the program to address driver shortages and standardize driver training.			
		Assist in maintaining and implementing existing informational tools such as <a href="http://www.miamivalleyridefinder.org">www.miamivalleyridefinder.org</a> and new tools such as Gohio Commute Mobility statewide tool	Both Gohio Community Mobility and Miami Valley Ride Finder are tools managed and supported by local Mobility Managers in the region. MVRPC staff offers direct support to Mobility Managers by making connections to new providers in the region which are added to the websites as needed. MVRPC staff supported the launch of the Gohio Community Mobility statewide tool by reviewing and testing the site for accuracy.			
		Work with partners to implement the HSTC plan	The HSTC plan has been merged into the GRMI plan in FY2023. Staff assisted in implementing the GRMI plan by supporting Section 5310 applicants in applying for funding, partnering with Clark State College to create a regional driver training program, supporting expanding volunteer driver program into new counties in partnership with Catholic Social Services.			
		Continue to network/expand membership of the HSTC	The HSTC council which previously served 3+ counties, has now expanded to 8 counties through the GRMI. MVRPC continues to engage and expand outreach through various platforms and events in 2023: Montgomery County Board of Developmental Provider Meetings, Montgomery County Frail Elderly Services Advisory Committee Meetings, Gala of Hope Dayton Cancer Care Consortium, etc.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS	
674.13	<b>Enhanced Mobility for Seniors and People with Disabilities (Section 5310)</b>	Provide technical assistance to providers for ODOT solicitation cycle				MVRPC staff held a Section 5310 grant workshop on March 14, 2023 to support the application cycle for funding for SFY 2024 and to ensure the remaining \$1.5 million 5310 grant allocations are spent down in the coming year(s) and do not lapse. A total of 24 agencies representing various non-profit and governmental agencies attended the in-person Section 5310 grant workshop, of the 24 agencies who joined 17 agencies submitted letters of intent to apply for funding in SFY 2024. Additional support and outreach provided: survey of attendees to provide specific follow-up support; direct outreach to past 5310 vehicle recipients to encourage applying for operations and preventative maintenance; provided step-by-step guides and checklists to prep for application process; offered open 5310 grant application hours weekly to anyone who needs direct one-on-one coaching and support.	
		Work with ODOT to establish a scoring/ award process for MPO 5310 applicants				MVRPC successfully reviewed, scored and made project recommendations to ODOT Office of Transit for project awards in SFY 2023. Section 5310 grant dollars in the amount of \$275,400 were awarded to 2 agencies in Greene, Miami and Montgomery Counties. MVRPC staff organized a scoring panel of representatives from agencies which have a vested interest in transporting people using specialized transportation, but do not directly benefit from the funding: Area Agency on Aging, Opportunities for Ohioans with Disabilities, Veteran's Affairs. Each panelist evaluated and scored applications to establish a list of priority projects to be funded.	
		Work with ODOT to ensure sub-recipients are meeting Title VI requirements					MVRPC Title VI program was adopted and approved by the Board of Directors June 1, 2023. Sub recipients are expected to follow MVRPC's Title VI requirements outlined on page 21.
		Perform 5310 administration functions					MVRPC staff provided technical support to applicants during SFY2023 solicitation cycle and reviewed and scored grant applications for recommendations to ODOT Office of Transit. MVRPC tracked and reviewed bi-annual reports submitted by sub recipients for compliance and reported to the National Transit Database (NTD) on past awards. The annual report was submitted October 2022 to the NTD and the FTA accepted the 2022 report and data revisions for the database.

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 meetings were held quarterly throughout the year.
		Meet with Mobility Managers in Region 2 to discuss transportation related topics throughout region and shape content for GRMI Council meetings				Mobility managers serve as long standing members on the GRMI Advisory Committee. The GRMI Advisory Committee met in April and May 2023 to review progress of the GRMI Plan goals and strategies and helped establish a vision for the 2024 GRMI Plan update.
		Conduct outreach to older adults and people with disabilities for planning and recruitment				Outreach and engagement with impacted populations continues to be a top need for the council. In 2023, MVRPC staff engaged with directly with organizations which support disability advocacy such as Access Center for Independent Living, Montgomery and Greene County Boards of Developmental Disabilities, and We Care Arts. In the coming year, MVRPC will be directly engaging with impacted populations by implementing a regional survey and organizing a series of focus groups with different populations.
		Work with GRMI Advisory Committee to establish regional performance metrics and a regional transportation survey				No work completed in SFY2023. Regional performance metrics and a regional transportation survey will be included in the 2024 GRMI Plan update in SFY2024.
		Finalize work with ODOT on the development of future regions and RCAs through development of a Regional Coordinated Plan Guidance document				MVRPC staff representing Region 2 along with OMEGA staff representing Region 9 and MORPC staff representing Region 6 met regularly with ODOT Office of Transit staff to advise on the content of the Regional Coordinated Plan Guidance document. ODOT Office of Transit is finalizing the Regional Coordinated Plan Guidance by the fall of 2023.
		Conduct annual update of regional transportation coordination plan and review SWOT Analysis				The four step annual review process completed in 2023 includes: meetings held in each county to review local unmet needs; GRMI Council reviewed the SWOT analysis to understand progress made in 2022; GRMI Advisory Committee reviewed changes to the local unmet needs and regional SWOT assessment to determine progress of goals and strategies; final plan amendment submitted to ODOT Office of transit with letters of support from Boards of County Commissioners. A total of 45 individuals representing local area non-profits, government agencies, transit agencies and county boards evaluated local unmet needs on behalf of the clients they serve.
		Work with GRMI Council to implement regional coordination plan goals				MVRPC staff continues to work with the GRMI Council to support implementation of plan goals through projects and initiatives such as the regional driver training program at Clark State College; Section 5310 funded medical shuttle partnership between three transit agencies in Greene, Miami and Montgomery County; and RideConnect volunteer driver program ran by Catholic Social Services.
		Provide Section 5310 funding recommendations to ODOT for Champaign, Clark, Darke, Preble and Shelby Counties				MVRPC successfully reviewed, scored and made project recommendations to ODOT Office of Transit for project awards in SFY 2023. Section 5310 grant dollars in the amount of \$575,194 were awarded to 5 agencies in Champaign, Clark, Darke, Preble and Shelby Counties. MVRPC staff organized a scoring panel of representatives from agencies which have a vested interest in transporting people using specialized transportation, but do not directly benefit from the funding: Area Agency on Aging, Opportunities for Ohioans with Disabilities, Veteran's Affairs. Each panelist evaluated and scored applications to establish a list of priority projects to be funded.
		Provide support to regional mobility management projects				MVRPC staff continues to partner with mobility managers on regional mobility management projects such as the regional driver training program at Clark State College and RideConnect volunteer driver program at Catholic Social Services.
		Provide support to the regional transit assessment project administered through Clark County TCC				Regional transportation study was completed in July 2022 by Stantec consulting services. MVRPC staff attended visioning workshops and provided charts and data to Stantec consultants which were incorporated in the final report. Recommendations from the study will be further evaluated in the 2024 Greater Regional Mobility Initiative Plan update.
		Continue to network and expand the GRMI Council including transit users, transportation agencies, clergy, medical facilities, public health and other interested parties				MVRPC staff continues to expand outreach and serve the existing partners. 2023 continued to prove to be a hard year for many small non-profit agencies who are still struggling to overcome staffing challenges with constant turnover in key leadership. MVRPC staff continues to support expanding outreach but also re-educating existing partners on the role of regional coordination during times of staff turnover.
		Draft process to create a Section 5310 allocation to regions				No work was completed on this activity. This is no longer a priority by ODOT Office of Transit who manages the Section 5310 program administration.
Monitor and support the Mobility Ohio Pilot program and identify opportunities to prepare the MVRPC region for potential expansion				No activity. Mobility Ohio Pilot program is an ODOT Office of Transit project that is being piloted in another region and was on hold most of 2023. MVRPC will engage and identify ways to incorporate what we learn into the 2024 GRMI plan update.		

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>100%</i>	<i>100%</i>	
674.2.1	<b>Market Research &amp; Customer Outreach</b>	Customer Satisfaction Surveys				RTA participated in the annual American Bus Benchmarking Group (ABBG) Survey, which surveyed our customers on the safety, quality and customer service of our system.
674.2.2	<b>Annual Planning &amp; Zoning Workshop</b>	Materials, Planning and Event Development				RTA worked on and attended this event Q4 2022.
674.2.3	<b>Coordinated Planning</b>	Coordinate with MVRPC, ODOT, and FTA to update RTA's Transit Asset Management Plan as needed and work together on RTA's Public Transportation Agency Safety Plan				RTA's Public Transportation Agency Safety Plan was last updated in 2022 and is still current. However, RTA is considering updates which would take place in 4th quarter of 2023.
674.2.4	<b>2022 Title VI Passenger Fare Survey and Report</b>	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				The Fare Report was completed and approved by the Board of Trustees in late 2021. RTA also completed a Title VI Analysis and Report, which was approved by the Board of Trustees in June 2023.
674.2.5	<b>Member of Human Services Transportation Council and Greater Regional Mobility Initiative Council</b>	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				On-going participation by RTA staff.

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>	<b>100%</b>	<b>100%</b>	
674.3.1	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.			
		Work with a consultant on finance planning and costing	Completed.			
674.3.2	Attend HSTC meetings and serve on project sub-committees	Participate, support and provide assistance in achieving the goals of the council which is 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. Establishing new and expanding existing transportation partnerships.	Attended and participated in the HSTC meetings.			
674.3.3	Attend GRMI meetings and serve on project sub-committees	Participate, support and provide assistance in achieving the goals of the council which is 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. Establishing new and expanding existing transportation partnerships.	Participated in the GRMI meetings quarterly. Assistance with the GRMI plan as one of the Advisory Committee.			
674.4	<i>Transit Exclusive Planning (Greene County Transit Board-Greene CATS)</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	<b>100%</b>	<b>100%</b>	
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 GRMI Transportation Plan development. Establishing new and expanding existing transportation partnerships	Attended meetings and served on sub-committees. Helped to create regional driver training program with Clark State College.			
674.4.3	Upgrade of Miami Valley Ride Finder website	Updates to website, inclusion of GRMI county transportation providers, coordination with similar ODOT websites	Managed website throughout the year, infrastructure for additional county providers created but providers not yet added, updated Greene, Miami, and Montgomery County information as needed.			
674.4.4	Update Transit Asset Management Plan	Updated Transit Asset Management Plan	Updated Transit Asset Management Plan 7-11-2023			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
697	<i>Work Program Administration</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	<i>111%</i>	<i>100%</i>	
697.1	<b>Work Program Administration</b>	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 4, September 1, October 6, December 1, February 2, March 2, May 4, and June 1.		
		Transportation Budget and Work Program		Draft Work Program and Budget was completed and sent to ODOT March 3, 2022.		
		Transportation Budget and Work Program Amendments		Final work program and budget was completed and sent to ODOT May 5, 2022. FY2022 budget revisions were submitted September 1.		
		Progress Report		Staff produced the SFY 2022 final completion report, which was approved by the Board on September 1, 2022 and submitted to ODOT on September 2, 2022.		
		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.		

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
700	<i>Regional Transportation Planning Organization Pilot Program</i>		FTA/ FHWA/ ODOT/ MVRPC	73%	50%	<i>Excellent progress made considering: starting a new plan from scratch with counties that haven't worked together before has been difficult and we have had staff challenges. We are currently fully staffed. Plan adoption anticipated late calendar year 2024.</i>
705.1	Transportation Planning Databases	Develop initial transportation and other planning databases	Staff socioeconomic, demographic, transportation and development tracking databases for Darke, Preble, and Shelby counties. Staff gathered, analyzed, and stored transportation, census, environmental, and bikeway information for the Region. Staff entered all existing projects with PIDs located in Darke, Preble and Shelby Counties into TELUS. Staff created and organized geodatabases storing RTPO infrastructure and results from spatial analyses.			
		Analysis and data summary of transportation and other planning databases	Staff performed existing condition analysis on the RTPO Region. Existing condition infrastructure analyses focused on the functional class distribution, regional bikeway system, public transit options, airports, railroads, pavement conditions, bridge conditions, as well as roadway characteristics. A safety analysis pinpointing where and how many crashes occurred in the Region was performed: crash locations were ranked based on several factors (crashes with serious injuries or that were fatal were prioritized). Top intersections and roadway segments where crashes occur were identified. Staff performed various traffic flow analyses from measures such as Annual Average Daily Traffic (AADT), Truck Volume, Level of Service, and Annual Speed data gathered primarily from ODOT TIMS and INRIX.			
		Respond to information requests	Staff provided information in support of the Versailles Truck Route TRAC application.			
710.1	Long-Range Transportation Planning	Goals and Objectives	The Region's transportation goals and objectives were finalized in February 2023 following a facilitated group goal exercise at the November 2022 Steering Committee meeting. The objective of the exercise was to identify the collective transportation values of the communities in the Region and develop a shared transportation vision. The final goals and objectives included the themes of Safety, System Preservation, Mobility, Economic Development, Quality of Life, and Stewardship.			
		Existing Conditions	Staff collected and worked with Existing Conditions data for the RTPO Region. Existing conditions for the State of the Region include information on the Region's socio-demographic profile, vulnerable populations and limited English population, journey to work characteristics, employment, and environmental resources. Existing transportation conditions focused on the functional class distribution, regional bikeway system, public transit options, airports, railroads, pavement conditions, bridge conditions, as well as roadway characteristics. Crash and traffic pattern information was also collected and analyzed. Information has been organized and stored for future reference.			
		Future Conditions	No activity this fiscal year.			
		Needs Analysis	No activity this fiscal year.			
		Plan Recommendations	No activity this fiscal year.			
		Fiscal Analysis	Staff started gathering resources to complete the fiscal analysis for the Regional Transportation Plan, including inflation and current and past STIP project cost information by mode and funding source.			
		Report Write Up	Staff have nearly completed Chapters 1, 2, and 3. Chapters 1 and 2 include information on MVRPC organizational structure, RTPO pilot plan participation, the Region's socio-demographic profile, vulnerable populations and limited English population, journey to work characteristics, employment, and environmental resources. Chapter 3 includes sections on all relevant existing transportation conditions and maps depicting that information.			
Prepare and attend various transportation planning related meetings	Staff attended and led various transportation planning-related meetings including 4 of the Steering Committee. Staff compiled and presented regional information during Steering Committee meetings and informal workshops as various analyses were completed. In addition, staff met with representatives from the various RTPO counties individually to discuss their visions for potential bikeway plans for the short-term (2023-2030) and long-term (2030-2050). Staff attended ODOT RTPO quarterly coordination meetings.					
725.1	Public Participation and Service	Public Participation	Staff completed gathering information for Media contacts focused on the RTPO geography. Staff researched and began compiling lists for public participation contacts for the Region.			

**RESOLUTION 23-034**  
**ADOPTING THE SFY2023 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 SFY2023 Transportation Work Program and Budget were adopted and amended by the Miami Valley Regional Planning Commission; and

**WHEREAS**, various reports listed in the SFY2023 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 **SFY2023 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 SFY2023.

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

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**Brian O. Martin, AICP**  
Executive Director

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**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:** Technical Advisory Committee, Board of Directors  
**From:** MVRPC Staff  
**Date:** August 10, 2023  
**Subject:** Funding Agreement to Suballocate Federal (5307) Bus Tier Urban Transit Funding  
Within the Dayton Urbanized Area

In conjunction with the 2020 U.S. Census, the Dayton Urbanized Area boundary was redrawn resulting in changes to the transit systems designations within the Metropolitan Planning Area. As a result, the Miami County Transit System is transitioning to a rural system and will no longer be eligible for 5307 funding therefore necessitating a revision to the standing agreement. In addition, due to the age of the standing agreement dating back to April 2003, outdated references have been updated throughout and low income populations have been incorporated into the distribution formula as it is current practice by FTA.

The revised agreement has been signed by the Greater Dayton RTA and the Greene County Board of Commissioners as FTA has requested that a new agreement be in place prior to the start of FFY 2023 on October 1<sup>st</sup>, 2023. A resolution accepting the agreement is attached and staff recommends your approval.

Attachments:

- (1) Federal Funding Agreement
- (2) Resolution

**Federal Funding Agreement**  
**to Suballocate Federal (5307) Bus Tier Urban Transit Funding**  
**Within the Dayton Urbanized Area**

The Greater Dayton Regional Transit Authority (GDRTA), 4 South Main St., Dayton, OH 45402 and the Greene County Board of Commissioners (or their designee), 35 Greene Street, Xenia, OH, 45385 agree as follows:

**I. Background:**

5307 Federal Transit Administration (FTA) transit funds are apportioned to urbanized areas such as the Dayton Urbanized Area, based on various criteria set forth in the law or regulations as summarized in Appendix A. Consistent with the 2020 U.S. Census urbanized area changes, there are two transit systems in the Dayton Urbanized Area eligible to use the 5307 funds apportioned to the Dayton area: GDRTA and the Greene County Board of Commissioners (or their designee)

**II. Agreement:**

- A. GDRTA and the Greene County Board of Commissioners (or their designee) agree to suballocate the 5307 funds using the FTA formula used to allocate funding to the Dayton urbanized area, as set forth by the legislative process, and as reported yearly in the Federal Register, as summarized in appendix A
- B. 5307 formula Bus Tier funds will first be allocated by county based on each county's census data and transit systems' National Transit Database (NTD) information. This is the same data that is utilized by the FTA to calculate the Dayton area 5307 allocation. If a transit system does not file an NTD report, only census data will be utilized to determine the allocation for that Authority or Agency.
- C. Each transit system shall submit a grant within two years from the allocation date. If the entity fails to file its grant within this time limit, it must formally notify the Miami Valley Regional Planning Commission (MVRPC). In that event, MVRPC shall notify the remaining entity to discuss reapportioning the unused allocation based upon the previous agreed formula with the exception of the entity failing to meet the grant award timeline as discussed above.
- D. For each fiscal year, from FY2024 and beyond, each transit system's suballocation shall be calculated using the above FTA 5307 funding formula structure and unit coefficients as summarized in Appendix A. Note that the sum of the calculated suballocations of the two transit systems will equal the total FTA allocation to the region. The Miami Valley Regional Planning Commission will annually determine the specific suballocation for each of the region's transit systems based upon the procedures outlined above. This annual determination will not require action by MVRPC's Board of Directors or amendment of this agreement. Appendix A provides further description of the criteria used in the allocation.

- E. GDRTA and the Greene County Board of Commissioners (or their designee) will be designated recipients of Federal 5307 funds. As such, each designated recipient is responsible for their individual annual Certifications and Assurances, applying for grants and adhering to all FTA and Ohio Department of Transportation (ODOT) regulations and reporting requirements.
- F. This agreement shall be reviewed, and amended if necessary, if the structure of the FTA allocation formula changes and after the 2030 U.S. Census impacts are determined. A mere change in the values of the unit coefficients shall not require an official review or amendment; however, the changed unit coefficients shall be used in the suballocation calculations.
- G. All actions amending or changing this agreement shall require a unanimous vote of GDRTA and the Greene County Board of Commissioners (or their designee), with each having one vote. All actions amending or changing this agreement shall also require approval by the MVRPC's Board of Directors. The Greene County Board of Commissioners may submit the name of their designee at any time. The designee will then automatically be used in place of the appointing body from that time hence.
- H. This agreement is effective for Federal 5307 funds allocated beginning with FY2024 funding, and will continue unless an amendment or termination is requested in writing by GDRTA or the Greene County Board of Commissioners (or their designee). Any amendment or withdrawal of any participant will require a unanimous vote of GDRTA and the Greene County Board of Commissioners (or their designee).

**Signatories:**

Greater Dayton Regional Transit Authority  
Robert Ruzinsky

6.27.23

Date

Greene County Board of Commissioners (or their designee)

Res. No. 23-6-29-14

6/29/2023

Date

## Appendix A

The FTA formula that is currently used to allocate 5307 funding to the Dayton Urbanized Area region is:

$$\begin{aligned} & [(a) \times (\text{population})] + \\ & [(b) \times (\text{density} \times \text{population})] + \\ & [(c) \times (\text{low income population})] + \\ & [(d) \times (\text{bus revenue vehicle-miles})] + \\ & [(e) \times (\text{bus passenger-miles}) \times (\text{bus passenger-miles}) / \text{bus operating costs}] \end{aligned}$$

All components as defined by FTA's National Transit Database (NTD):

- A qualified motor vehicle as defined by FTA NTD
- "population" is the population of the entire urbanized area (UZA)
- "density" is the density of the entire UZA
- "bus revenue vehicle-miles" are the total bus revenue vehicle-miles for all transit systems in the UZA, as reported by each transit system to the FTA's NTD for 2 fiscal years prior to the allocation fiscal year
- "bus passenger-miles" are the total bus passenger-miles for all transit systems in the UZA, as reported by each transit system to the FTA's NTD for 2 fiscal years prior to the allocation fiscal year
- "bus operating costs" are the total bus operating costs for all transit systems in the UZA, as reported by each transit system to the FTA's NTD for 2 fiscal years prior to the allocation fiscal year
- unit coefficient "a" represents funding \$ allocated per UZA population
- unit coefficient "b" represents funding \$ allocated per UZA population x density
- unit coefficient "c" represents funding \$ allocated per UZA low income population
- unit coefficient "d" represents funding \$ allocated per UZA bus revenue vehicle-mile
- unit coefficient "e" represents funding \$ allocated per UZA bus passenger-miles x UZA bus passenger-miles / UZA bus operating cost

The unit coefficients are normally changed each fiscal year by FTA.

The formula's structure normally is not changed by FTA.

The 5307 formulas to calculate Bus Tier funds for FY2024 and beyond are assuming the submission of NTD data as follows:

1. The amount determined by the population criteria will be allocated to GDRTA and the Greene County Board of Commissioners (or their designee) based upon each county's urbanized population multiplied by the FTA population value.
2. Butler, Clark, Miami, and Warren Counties' portion of the formula determined by population is based upon their urbanized population multiplied by the FTA population value. The resulting dollar amounts shall be redistributed to Montgomery and Greene

Counties based upon the proportional percentage share of the individual county urbanized area population to the two counties (Montgomery and Greene) total urbanized population.

3. The amount determined by the population density criteria will be allocated to GDRTA, and the Greene County Board of Commissioners (or their designee) based upon each county's population multiplied by the regional urbanized population density determined by the U.S. Census and accepted by FTA multiplied by the FTA population density value.
4. Butler, Clark, Miami, and Warren Counties' portion of the formula determined by density is based upon their urbanized population times the regional urbanized population density noted in #3. The resulting dollar amounts shall be redistributed to Montgomery and Greene Counties based upon the proportional percentage share of the individual county urbanized area population to the two counties (Montgomery and Greene) total urbanized population.
5. The amount determined by the low income population criteria will be allocated to GDRTA and the Greene County Board of Commissioners (or their designee) based upon each county's low income population multiplied by the FTA low income population value.
6. 5307 Formula funds allocated based upon operational data will be solely distributed utilizing data which has been formally accepted in the NTD format.



Regional Planning Commission

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**RESOLUTION 23-031**  
**ACCEPTING THE FEDERAL FUNDING AGREEMENT TO SUBALLOCATE FEDERAL 5307 BUS**  
**URBAN TRANSIT FUNDING WITHIN THE DAYTON URBANIZED AREA**

**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**, the Dayton Urbanized Area has been redefined as part of the 2020 U.S. Census; and

**WHEREAS**, transit systems that reside within Urbanized Areas are funded by the Federal Transit Authority's (5307) Bus Tier Urban Transit Funding; and

**WHEREAS**, the Greater Dayton RTA and the Greene County Board of Commissioners are eligible recipients of Federal (5307) Bus Tier Urban Transit Funding; and

**WHEREAS**, the Greater Dayton RTA and the Greene County Board of Commissioners have entered into an agreement that determines the amount of 5307 funds that will be sub-allocated to each entity; and

**WHEREAS**, the Miami Valley Regional Planning Commission will be responsible for determining the sub-allocation of 5307 funds to each transit system annually as formulated in the federal funding agreement.

**NOW THEREFORE BE IT RESOLVED**, that the Board of Directors of the Miami Valley Regional Planning Commission hereby accepts the Federal Funding Agreement to suballocate Federal (5307) Bus Tier Urban Transit Funding Within the Dayton Urbanized Area (as shown on the attached agreement).

**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 8, 2023  
**Subject:** SFY2024-SFY2027 Transportation Improvement Program (TIP) Amendment #2

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 SFY2024-SFY2027 TIP amendment. The attached TIP Tables 4.1, 4.2, 4.3 and 4.4 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 4.4
- (3) Statewide Line Item Project table 4.6 (For information only)
- (4) Resolution Adopting Amendments to the SFY2024-2027 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
SCR -State Carbon Reduction	80/20
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
CR -Carbon Reduction	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 2024 - SFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Greene County Projects**

<b>COUNTY, ROUTE, SECTION:</b> GRE042-02.63/20.21			<b>ODOT PID #</b> 102746		<b>MVRPC #</b> 1983.5		<b>PROJECT SPONSOR:</b> ODOT District-8	
<b>DESCRIPTION:</b> US 42 over the Little Miami Bikepath-Bridge replacement by widening to match approach roadway width. Bridge length may be reduced. US 42 over North Fork Massies Creek-Bridge rehabilitation by installing a rigid overlay, upgrading the guardrail, and performing other minor rehabilitation items.								
<b>COMMENTS :</b> Updated Federal construction funding source and increased Federal and State construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$3,924		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2		
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future	
ENG	STATE	\$28						
ENG	STD	\$110						
ENG	STATE	\$33						
ENG	STD	\$133						
ENG	STATE	\$61						
ENG	STD	\$242						
CON	BR		\$2,654					
CON	STATE		\$663					

<b>COUNTY, ROUTE, SECTION:</b> GRE048-01.24			<b>ODOT PID #</b> 113665		<b>MVRPC #</b> 2401.7		<b>PROJECT SPONSOR:</b> Beavercreek	
<b>DESCRIPTION:</b> Factory Road Bridge over Little Beaver Creek-Widen the existing bridge to approximately 58' to provide a bicycle and pedestrian link and to better match the adjacent pavement widths.								
<b>COMMENTS :</b> Increased Local construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$2,823		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-1		
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future	
ENG	STATE	\$4						
ROW	STATE	\$40						
ENG	LOCAL	\$60						
ROW	LOCAL	\$28						
CON	LOCAL			\$2,346				
CON	TA			\$345				

Table 4.1 RECOMMENDED SFY 2024 - SFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Greene County Projects

<b>COUNTY, ROUTE, SECTION:</b> GRE142-02.94		<b>ODOT PID #</b> 115006		<b>MVRPC #</b> 2434.2		<b>PROJECT SPONSOR:</b> Beavercreek	
<b>DESCRIPTION:</b> Dayton-Xenia Road from Meadow Bridge Drive to Darlington Drive-Widen the roadway to five lanes creating two through lanes in each direction and a center turn lane. The section from Hanes Road to Darlington Drive will taper from five lanes to three lanes at Darlington Drive to include a center turn lane with curb, gutter, and storm sewer. An eight foot wide sidepath will be included along the north side and a five foot wide sidewalk will be included along the south side of the entire project.							
<b>COMMENTS :</b> Increased Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$5,537		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Analyzed		<b>LRTP GOAL:</b> G2-3	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	LOCAL	\$400					
ROW	LOCAL		\$250				
CON	LOCAL			\$3,188			
CON	STP			\$1,699			

<b>COUNTY, ROUTE, SECTION:</b> GRE001-00.64		<b>ODOT PID #</b> 117130		<b>MVRPC #</b> 2522.3		<b>PROJECT SPONSOR:</b> Beavercreek	
<b>DESCRIPTION:</b> Colonel Glenn Highway from the Beavercreek west corp limit to Grange Hall Road-Milling and resurfacing of the roadway. Also included is the installation of raised pavement markers.							
<b>COMMENTS :</b> Increased Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$791		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$5					
ENG	LOCAL	\$25					
CON	LOCAL		\$169				
CON	STP		\$592				

**Table 4.1 RECOMMENDED SFY 2024 - SFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Greene County Projects**

<b>COUNTY, ROUTE, SECTION:</b> GRE675-07.57			<b>ODOT PID #</b> 117486 <b>MVRPC #</b> 2537.4		<b>PROJECT SPONSOR:</b> Beavercreek		
<b>DESCRIPTION:</b> 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.							
<b>COMMENTS :</b> Increased Local PE funds in SFY2024, uncommitted PE and R/W funds in SFY2027 delayed to SFY2033 and construction delayed from SFY2029 to SFY2034 to reflect changes in Ellis. SFY2023 and SFY2024 PE funds are only committed funding at this time.							
<b>TOTAL COST (000):</b> \$58,028		<b>LET TYPE:</b> Traditional	<b>A.Q. :</b> Analyzed	<b>LRTP GOAL:</b> G2-3			
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$141					
ENG	EAR		\$400				
ENG	LOCAL		\$195				
ENG	LOCAL						\$60
ROW	LOCAL						\$30
ENG	OTH						\$265
ROW	OTH						\$120
CON	LOCAL						\$11,363
CON	OTH						\$45,454

<b>COUNTY, ROUTE, SECTION:</b> GRE084/142/073-0.64/6.38/0.00			<b>ODOT PID #</b> 117563 <b>MVRPC #</b> 2570.4		<b>PROJECT SPONSOR:</b> Greene County		
<b>DESCRIPTION:</b> Intersection of Trebein Road, Dayton-Xenia Road and Hilltop Road-Construction of a roundabout.							
<b>COMMENTS :</b> Increased Federal and Local PE funds in SFY2024, decreased Federal and Local PE funds in SFY2025, deleted Local R/W funds and increased Federal and Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$3,048		<b>LET TYPE:</b> Local-let	<b>A.Q. :</b> Exempt	<b>LRTP GOAL:</b> G2-3			
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	HSIP		\$387				
ENG	LOCAL		\$43				
ENG	STATE		\$17				
ROW	STATE		\$40				
ENG	HSIP			\$38			
ENG	LOCAL			\$4			
CON	HSIP				\$2,052		
CON	LOCAL				\$467		

**Table 4.1 RECOMMENDED SFY 2024 - SFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Greene County Projects**

<b>COUNTY, ROUTE, SECTION:</b> GRE - Hebble Creek Park Drive & Lot		<b>ODOT PID #</b> 119590		<b>MVRPC #</b> 2766.8		<b>PROJECT SPONSOR:</b> Greene Co. Parks	
<b>DESCRIPTION:</b> Hebble Creek Park in Fairborn-Purchase crushed limestone for parking lot and driveway.							
<b>COMMENTS :</b> New project, not in the current TIP.							
<b>TOTAL COST (000):</b> \$23		<b>LET TYPE:</b> Non-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
CON	STATE		\$23				

<b>COUNTY, ROUTE, SECTION:</b> GRE035-14.64		<b>ODOT PID #</b> 119892		<b>MVRPC #</b> 2762.2		<b>PROJECT SPONSOR:</b> ODOT District-8	
<b>DESCRIPTION:</b> US 35 from North Bickett Road to Old US 35 East-Repair portions of the concrete pavement.							
<b>COMMENTS :</b> New project, not in the current TIP.							
<b>TOTAL COST (000):</b> \$3,862		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE		\$117				
CON	NHPP			\$2,996			
CON	STATE			\$749			

<b>COUNTY, ROUTE, SECTION:</b> GRE009-02.70		<b>ODOT PID #</b> 119968		<b>MVRPC #</b> 2758.3		<b>PROJECT SPONSOR:</b> Beaver creek	
<b>DESCRIPTION:</b> North Fairfield Road from Jonathon Drive to Beaver Vu Drive-Resurfacing including curb ramp replacement for non-ADA compliant curb ramps, curb repair, inlet repair and sidewalk repair/resurfacing along the project.							
<b>COMMENTS :</b> New project, not in the current TIP.							
<b>TOTAL COST (000):</b> \$999		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	LOCAL		\$70				
CON	LOCAL				\$232		
CON	STP				\$697		

**Table 4.1 RECOMMENDED SFY 2024 - SFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Greene County Projects**

<b>COUNTY, ROUTE, SECTION:</b> GRE051-00.00		<b>ODOT PID #</b> 119969		<b>MVRPC #</b> 2759.3		<b>PROJECT SPONSOR:</b> Beavercreek	
<b>DESCRIPTION:</b> Pentagon Boulevard from Grange Hall Road to North Fairfield Road-Resurfacing including curb ramp replacement for non-ADA compliant curb ramps, curb repair, inlet repair and sidewalk repair/resurfacing along the project.							
<b>COMMENTS :</b> New project, not in the current TIP.							
<b>TOTAL COST (000):</b> \$1,482		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	LOCAL		\$100				
CON	LOCAL				\$553		
CON	STP				\$829		

<b>COUNTY, ROUTE, SECTION:</b> GRE - SR 835 Lighting Project		<b>ODOT PID #</b> 119981		<b>MVRPC #</b> 2756.4		<b>PROJECT SPONSOR:</b> Beavercreek	
<b>DESCRIPTION:</b> SR 835 from the Beavercreek west corporation limit to North Fairfield Road-Replacement of the existing high pressure sodium lighting fixtures with LED fixtures for the street lights. A total of 154 lighting fixtures will be upgraded to LED with this project.							
<b>COMMENTS :</b> New project recently approved by the Board. Federally funded phase occurs beyond the TIP.							
<b>TOTAL COST (000):</b> \$153		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	LOCAL			\$15			
CON	CR						\$83
CON	LOCAL						\$55

<b>COUNTY, ROUTE, SECTION:</b> GRE035-01.12		<b>ODOT PID #</b> 96680		<b>MVRPC #</b> 1943.8		<b>PROJECT SPONSOR:</b> ODOT District-8	
<b>DESCRIPTION:</b> US 35 from Grange Hall Rd. to SR 835-Minor pavement rehabilitation with pavement repair.							
<b>COMMENTS :</b> Decreased Federal and State construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$5,768		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$166					
CON	NHPP			\$4,468			
CON	STATE			\$1,134			

# Miami Valley Regional Planning Commission

**Table 4.2 RECOMMENDED SFY 2024 - SFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Miami County Projects**

<b>COUNTY, ROUTE, SECTION:</b> MIA - North Elm Street Resurfacing		<b>ODOT PID #</b> 116848 <b>MVRPC #</b> 2486.3		<b>PROJECT SPONSOR:</b> Troy			
<b>DESCRIPTION:</b> North Elm Street in Troy from the Morgan Ditch bridge to the drive entrance of the Marathon Gas Station located at 801 West Main Street-Resurfacing.							
<b>COMMENTS :</b> Increased Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$511		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	LOCAL	\$41					
CON	CRRSAA		\$235				
CON	LOCAL		\$234				

# Miami Valley Regional Planning Commission

**Table 4.3 RECOMMENDED SFY 2024 - SFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Montgomery County Projects**

<b>COUNTY, ROUTE, SECTION:</b> MOT - Chambersburg Road, Phase 4		<b>ODOT PID #</b> 108391		<b>MVRPC #</b> 2141.2		<b>PROJECT SPONSOR:</b> Huber Heights	
<b>DESCRIPTION:</b> Chambersburg Road from 1,850' east of Bellefontaine Road to 4,950' east of Bellefontaine Road-Widening the roadway from 2 to 3 lanes. An 8' wide sidewalk/bikepath will be constructed on the north side of the road along with curb on both sides, water main, and storm sewer as needed. Also, the vertical alignment of the roadway will be adjusted to eliminate a crest area in the pavement.							
<b>COMMENTS :</b> Construction delayed from SFY2025 to SFY2026 based on request from the project sponsor.							
<b>TOTAL COST (000):</b> \$1,849		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$11					
ENG	LOCAL	\$10					
ROW	LOCAL	\$50					
CON	LOCAL				\$622		
CON	STP				\$1,155		

<b>COUNTY, ROUTE, SECTION:</b> MOT725-14.41		<b>ODOT PID #</b> 108619		<b>MVRPC #</b> 2145.4		<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> SR 725 at I-75-Improve the operation and safety of the interchange. The project will also include pedestrian improvements.							
<b>COMMENTS :</b> Updated project description, added State PE funds in SFY2024, deleted NHPP construction funds, decreased HSIP and State construction funds and increased STP and Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$5,872		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	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		\$335				

**Table 4.3 RECOMMENDED SFY 2024 - SFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Montgomery County Projects**

<b>COUNTY, ROUTE, SECTION:</b> MOT725-14.41		<b>ODOT PID #</b> 108619		<b>MVRPC #</b> 2145.4		<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> SR 725 at I-75-Improve the operation and safety of the interchange. The project will also include pedestrian improvements.							
<b>COMMENTS :</b> Updated project description, added State PE funds in SFY2024, deleted NHPP construction funds, decreased HSIP and State construction funds and increased STP and Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$5,872		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
CON	LOCAL		\$590				
CON	STATE		\$575				
ENG	STATE		\$281				
CON	STP		\$2,116				

<b>COUNTY, ROUTE, SECTION:</b> MOT048-08.67		<b>ODOT PID #</b> 108888		<b>MVRPC #</b> 2239.3		<b>PROJECT SPONSOR:</b> Oakwood	
<b>DESCRIPTION:</b> SR 48 from the Oakwood SCL to the Oakwood NCL-Mill and fill with superpave asphalt.							
<b>COMMENTS :</b> Increased Federal and Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$1,528		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$20					
CON	LOCAL		\$302				
CON	NHPP		\$1,206				

<b>COUNTY, ROUTE, SECTION:</b> MOT004-02.45		<b>ODOT PID #</b> 109724		<b>MVRPC #</b> 2243.3		<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> SR 4 from the Germantown SCL to Soldiers Home-West Carrollton Road-Mill and fill the existing roadway with asphalt concrete.							
<b>COMMENTS :</b> Project was SLI and is now becoming standard TIP project. Revised project name and limits and increased Federal construction funds, decreased State construction funds and added Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$3,114		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$41					
CON	LOCAL		\$312				
CON	NHPP		\$2,459				
CON	STATE		\$302				



**Table 4.3 RECOMMENDED SFY 2024 - SFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Montgomery County Projects**

<b>COUNTY, ROUTE, SECTION:</b> MOT004-07.13		<b>ODOT PID #</b> 111541		<b>MVRPC #</b> 2575.3		<b>PROJECT SPONSOR:</b> Moraine	
<b>DESCRIPTION:</b> SR 4 from the Moraine south corp limit to the Moraine north corp limit-Overlay of asphalt concrete.							
<b>COMMENTS :</b> Project cancelled and will be removed from the TIP.							
<b>TOTAL COST (000):</b> \$503		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$8					
CON	LOCAL			\$99			
CON	NHPP			\$396			

<b>COUNTY, ROUTE, SECTION:</b> MOT004-02.48		<b>ODOT PID #</b> 112287		<b>MVRPC #</b> 2578.3		<b>PROJECT SPONSOR:</b> Germantown	
<b>DESCRIPTION:</b> SR 4 from the Germantown south corp limit to SR 725-Overlay with asphalt concrete. Mill and fill in areas with curb and gutter.							
<b>COMMENTS :</b> Project cancelled and will be removed from the TIP.							
<b>TOTAL COST (000):</b> \$839		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$14					
CON	LOCAL				\$165		
CON	NHPP				\$661		

<b>COUNTY, ROUTE, SECTION:</b> WAR/MOT075-11.56/00.00		<b>ODOT PID #</b> 113579		<b>MVRPC #</b> 2427.2		<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> I-75 from approximately 3,500' south of the Warren/Montgomery county line to I-675-Major reconstruction including rebuilding the existing pavement full depth and the addition of a fourth lane in each direction.							
<b>COMMENTS :</b> Increased State PE funds in SFY2024 to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$50,137		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Analyzed		<b>LRTP GOAL:</b> G2-3	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$105					
ENG	NHPP	\$853					
ENG	STATE	\$213					
ENG	NHPP		\$1,867				
ENG	STATE		\$489				
ENG	NHPP			\$480			
ENG	STATE			\$120			
CON	NHPP				\$39,845		
CON	STATE				\$6,165		

**Table 4.3 RECOMMENDED SFY 2024 - SFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Montgomery County Projects**

<b>COUNTY, ROUTE, SECTION:</b> MOT - Mad River Road Resurfacing		<b>ODOT PID #</b> 116873		<b>MVRPC #</b> 2493.3		<b>PROJECT SPONSOR:</b> Montgomery County	
<b>DESCRIPTION:</b> Mad River Road from SR 725 to the Kettering south corp limit-Roadway milling and resurfacing.							
<b>COMMENTS :</b> Increased Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$991		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
CON	LOCAL		\$442				
CON	STP		\$549				

<b>COUNTY, ROUTE, SECTION:</b> MOT - Kettering Boulevard Improvements		<b>ODOT PID #</b> 116879		<b>MVRPC #</b> 2496.3		<b>PROJECT SPONSOR:</b> Moraine	
<b>DESCRIPTION:</b> Kettering Boulevard from Hoyle Place to the Moraine north corp limit and Kettering Boulevard from West Stroop Road to SR 741-Roadway resurfacing including isolated curb replacement, utility adjustments, and isolated partial depth pavement repair.							
<b>COMMENTS :</b> Increased Federal and Local PE funds, decreased Federal construction funds and increased Local construction funds based on request from the project sponsor.							
<b>TOTAL COST (000):</b> \$1,613		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	LOCAL		\$97				
ENG	STP		\$145				
CON	LOCAL					\$678	
CON	STP					\$692	

<b>COUNTY, ROUTE, SECTION:</b> MOT - Union Road Resurfacing		<b>ODOT PID #</b> 116952		<b>MVRPC #</b> 2507.3		<b>PROJECT SPONSOR:</b> Miamisburg	
<b>DESCRIPTION:</b> Union Road from the Miamisburg south corp limit to Manning Road-Milling and resurfacing.							
<b>COMMENTS :</b> Added Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$352		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
CON	CRRSAA		\$229				
CON	LOCAL		\$123				

**Table 4.3 RECOMMENDED SFY 2024 - SFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Montgomery County Projects**

<b>COUNTY, ROUTE, SECTION:</b> MOT166-04.07			<b>ODOT PID #</b> 119569 <b>MVRPC #</b> 2754.2		<b>PROJECT SPONSOR:</b> Montgomery Co. TID		
<b>DESCRIPTION:</b> Miamisburg-Springboro Pike at Benner Road-Construct intersection congestion mitigation and safety Improvements.							
<b>COMMENTS :</b> Added Federal HSIP PE,R/W and construction funds and decreased Earmark and Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$3,596		<b>LET TYPE:</b> Local-let	<b>A.Q. :</b> Exempt	<b>LRTP GOAL:</b> G2-3			
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	EAR		\$230				
ENG	HSIP		\$259				
ENG	LOCAL		\$58				
ENG	EAR				\$64		
ROW	EAR				\$176		
ENG	HSIP				\$72		
ROW	HSIP				\$198		
ENG	LOCAL				\$16		
ROW	LOCAL				\$44		
CON	EAR					\$524	
CON	HSIP					\$1,658	
CON	LOCAL					\$297	

<b>COUNTY, ROUTE, SECTION:</b> MOT - Keewee Street Improvements			<b>ODOT PID #</b> 120094 <b>MVRPC #</b> 2765.4		<b>PROJECT SPONSOR:</b> Dayton		
<b>DESCRIPTION:</b> Keewee Street from Monument Avenue to Fifth Street-Construct roadway safety, bicycle and pedestrian improvements.							
<b>COMMENTS :</b> New project, not in the current TIP.							
<b>TOTAL COST (000):</b> \$2,462		<b>LET TYPE:</b> Local-let	<b>A.Q. :</b> Exempt	<b>LRTP GOAL:</b> G2-3			
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	HSIP		\$108				
ENG	LOCAL		\$12				
ROW	HSIP			\$45			
ROW	LOCAL			\$5			
CON	HSIP				\$1,910		
CON	LOCAL				\$382		

# Miami Valley Regional Planning Commission

**Table 4.4 RECOMMENDED SFY 2024 - SFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Warren County Projects**

<b>COUNTY, ROUTE, SECTION:</b> WAR123-00.05		<b>ODOT PID #</b> 119971		<b>MVRPC #</b> 2760.3		<b>PROJECT SPONSOR:</b> Franklin	
<b>DESCRIPTION:</b> River Street from West Second Street to Vanhorne Avenue in Franklin-Roadway mill and overlay. Also included is repair of damaged curb and gutter, driveways, ADA ramps and sidewalk as needed. Storm sewers and catch basins will be removed and replaced.							
<b>COMMENTS :</b> New project, not in the current TIP.							
<b>TOTAL COST (000):</b> \$1,320		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	LOCAL		\$100				
CON	LOCAL				\$305		
CON	STP				\$915		

<b>COUNTY, ROUTE, SECTION:</b> WAR - Central Greenway Bike Path		<b>ODOT PID #</b> 119982		<b>MVRPC #</b> 2757.7		<b>PROJECT SPONSOR:</b> Springboro	
<b>DESCRIPTION:</b> In Springboro from the parking area of East Milo Beck Park east along West Lower Springboro Road, then north on Factory Road to the Franklin Township/City of Springboro corporation line-Construction of a portion of the Central Greenway Multi-use Path, Segment D.							
<b>COMMENTS :</b> New project recently approved by the Board.							
<b>TOTAL COST (000):</b> \$1,554		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-1	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	LOCAL	\$196					
ROW	LOCAL			\$83			
CON	CR				\$994		
CON	LOCAL				\$280		

<b>COUNTY, ROUTE, SECTION:</b> WAR073-01.49		<b>ODOT PID #</b> 119985		<b>MVRPC #</b> 2761.3		<b>PROJECT SPONSOR:</b> Franklin	
<b>DESCRIPTION:</b> South Main Street from Sixth Street to Eighth Street in Franklin-Roadway mill and overlay. Also included is replacement of curb and gutter, driveways, ADA ramps and sidewalk. Storm sewers and catch basins will be removed and replaced.							
<b>COMMENTS :</b> New project, not in the current TIP.							
<b>TOTAL COST (000):</b> \$1,202		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	LOCAL			\$160			
CON	LOCAL					\$219	
CON	STP					\$823	

# Miami Valley Regional Planning Commission

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

<b>COUNTY, ROUTE, SECTION:</b> MOT004-19.78 - SLI-009			<b>ODOT PID #</b> 100857 <b>MVRPC #</b> 2583.3		<b>PROJECT SPONSOR:</b> ODOT District-7		
<b>DESCRIPTION:</b> SR 4 from approximately 2,800' east of Findlay Street to the Montgomery/Greene County Line-Resurface with asphalt concrete.							
<b>COMMENTS :</b> Construction delayed from SFY2026 to SFY2028 to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$2,877		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$69					
CON	NHPP						\$2,246
CON	STATE						\$562

<b>COUNTY, ROUTE, SECTION:</b> MOT070-06.03 - SLI-009			<b>ODOT PID #</b> 105085 <b>MVRPC #</b> 2220.5		<b>PROJECT SPONSOR:</b> ODOT District-7		
<b>DESCRIPTION:</b> I-70 over Brookville-Salem Road-Remove and replace the deficient bridge deck.							
<b>COMMENTS :</b> Increased Federal and State construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$2,691		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$166					
CON	NHPP		\$2,272				
CON	STATE		\$252				

<b>COUNTY, ROUTE, SECTION:</b> MOT - Landscape Maintenance FY24/25 - SLI-013			<b>ODOT PID #</b> 107955 <b>MVRPC #</b> 2233.8		<b>PROJECT SPONSOR:</b> ODOT District-7		
<b>DESCRIPTION:</b> I-70/I-75 Interchange-Provide maintenance and upkeep of the existing landscaping.							
<b>COMMENTS :</b> Decreased State construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$313		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$20					
CON	STATE		\$293				

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

<b>COUNTY, ROUTE, SECTION:</b> MIA016A-00.00 - SLI-004			<b>ODOT PID #</b> 108792 <b>MVRPC #</b> 2238.5		<b>PROJECT SPONSOR:</b> Miami County		
<b>DESCRIPTION:</b> Peterson Road over the Great Miami River-Bridge replacement.							
<b>COMMENTS :</b> Federal construction source changed from STD to BR to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$4,776		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$166					
ROW	STATE	\$60					
ENG	STATE	\$73					
ENG	STD	\$36					
CON	BR		\$3,943				
CON	LOCAL		\$498				

<b>COUNTY, ROUTE, SECTION:</b> MOT201/202/835-02.04/02.06/00.02 - SLI-009			<b>ODOT PID #</b> 110194 <b>MVRPC #</b> 2251.3		<b>PROJECT SPONSOR:</b> ODOT District-7		
<b>DESCRIPTION:</b> SR 201 from Avondale Drive to Schwinn Drive; SR 202 from Avondale Drive to Murdock Avenue; SR 835 from Morningside Boulevard to US 35-Mill and fill with asphalt concrete and superpave asphalt.							
<b>COMMENTS :</b> Increased Federal and Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$2,661		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$35					
CON	LOCAL		\$525				
CON	NHPP		\$1,566				
CON	STD		\$536				

<b>COUNTY, ROUTE, SECTION:</b> MIA - MICRO FY24 - SLI-009			<b>ODOT PID #</b> 110391 <b>MVRPC #</b> 2254.3		<b>PROJECT SPONSOR:</b> ODOT District-7		
<b>DESCRIPTION:</b> SR 48 from the Pleasant Hill NCL to the Covington SCL; SR 55 from the Troy ECL to the Casstown ECL; SR 589 in Casstown from SR 55 to the Casstown NCL-Microsurfacing.							
<b>COMMENTS :</b> Increased Federal and State construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$720		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$13					
CON	STATE		\$141				
CON	STD		\$565				

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

<b>COUNTY, ROUTE, SECTION:</b> D07 - GR Type A Replacement - SLI-012			<b>ODOT PID #</b> 113767 <b>MVRPC #</b> 2406.4		<b>PROJECT SPONSOR:</b> ODOT District-7		
<b>DESCRIPTION:</b> Various locations in District 7-Remove and replace Type A anchor assemblies located on State and Local NHS routes.							
<b>COMMENTS :</b> Decreased Federal construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$406		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$78					
CON	HSIP		\$328				

<b>COUNTY, ROUTE, SECTION:</b> D07 - BH FY25(B) - SLI-013			<b>ODOT PID #</b> 114944 <b>MVRPC #</b> 2632.5		<b>PROJECT SPONSOR:</b> ODOT District-7		
<b>DESCRIPTION:</b> Various bridges in District 7-Structural steel and bearing repairs.							
<b>COMMENTS :</b> Project cancelled.							
<b>TOTAL COST (000):</b> \$111		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$4					
CON	STATE			\$107			

<b>COUNTY, ROUTE, SECTION:</b> GRE035-10.30 - SLI-009			<b>ODOT PID #</b> 115575 <b>MVRPC #</b> 2460.5		<b>PROJECT SPONSOR:</b> ODOT District-8		
<b>DESCRIPTION:</b> US 35 at US 42-Hardline bridge size culvert.							
<b>COMMENTS :</b> Increased State construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$961		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$141					
ENG	STATE	\$22					
CON	NHPP		\$570				
CON	STATE		\$228				

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

<b>COUNTY, ROUTE, SECTION:</b> MOT074-08.40 - SLI-012		<b>ODOT PID #</b> 118164		<b>MVRPC #</b> 2567.4		<b>PROJECT SPONSOR:</b> Riverside	
<b>DESCRIPTION:</b> Harshman Road from Valley Pike to Beatrice Drive-Installation of new traffic signal at Beatrice Drive, signal upgrade at Valley Pike and filling in a sidewalk gap along Harshman Road.							
<b>COMMENTS :</b> Increased Federal and State PE funds in SFY2024 and SFY2025 and decreased Federal and State R/W funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$849		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	HSIP		\$108				
ENG	STATE		\$12				
ENG	HSIP			\$33			
ROW	HSIP			\$11			
ENG	STATE			\$4			
ROW	STATE			\$1			
CON	HSIP				\$513		
CON	LOCAL				\$110		
CON	STATE				\$57		

<b>COUNTY, ROUTE, SECTION:</b> GRE035-00.08 - SLI-009		<b>ODOT PID #</b> 120048		<b>MVRPC #</b> 2764.5		<b>PROJECT SPONSOR:</b> ODOT District-8	
<b>DESCRIPTION:</b> US 35 over Dayton-Xenia Road-Repair bridges by replacing the existing overlay including full depth repairs.							
<b>COMMENTS :</b> New project.							
<b>TOTAL COST (000):</b> \$1,533		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
CON	BR		\$1,113				
CON	STATE		\$278				
ENG	STATE		\$141				



**RESOLUTION 23-032**  
**AMENDING THE SFY2024-SFY2027 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 SFY2024-SFY2027 Transportation Improvement Program was adopted on May 4, 2023; and

**WHEREAS**, MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for a SFY2024-SFY2027 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 SFY2024-SFY2027 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 #2** to the SFY2024-SFY2027 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 3, 2023  
**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 – SFY2024-SFY2029" 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 \$22.4 million (\$15.3 M STP, \$1.75 M of TA funds and \$5.35 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 suspended until next 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  
SFY2024-SFY2029 Estimate**

SFY2024-SFY2029 Estimate	Funding Categories			
	STP	TA	CR	Total
<b>Budget Estimates (Available For Allocation)</b>	\$86,963,240	\$10,814,969	\$13,306,881	\$111,085,090
<b>Previously Committed</b>	\$71,655,564	\$9,066,848	\$7,958,903	\$88,681,315
<b>Currently Available For Allocation</b>	\$15,307,676	\$1,748,121	\$5,347,978	\$22,403,775

## MEMORANDUM

**To:** Technical Advisory Committee, Board of Directors  
**From:** MVRPC Staff  
**Date:** August 5, 2023  
**Subject:** Updated MVRPC Suballocated Funding Policy

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 and CR added in later years. MVRPC's suballocated funding policies and procedures were last updated in 2022 to include minor edits to reflect the availability of a resurfacing set aside, CMAQ funding, and CR funding. MVRPC staff has since determined that additional updates are necessary which are shown in red text or strikethroughs in the policy document.

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 suspended until next year.

Additionally, it has been determined that \$5,000,000 will be set aside for an STP Resurfacing Program and only projects able to be awarded in SFY2028 will be considered. The maximum amount of STP funds available per resurfacing project is \$1,000,000. 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.

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 revised to \$750,000 (for construction only) for the CY 2023 project solicitation.

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 and a resolution accepting the updated policy are attached for your consideration.

2023

APPLICATIONS DUE  
OCTOBER 11, 2023



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

*September 2023*



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## 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 **11**, with applications being due on October **11** at MVRPC. **Project sponsors are limited to submitting up to the following number of applications:**

STP applications	<b>2, including resurfacing-1 of which may be resurfacing</b>
TA or CR applications	<b>2 four combined</b>
CMAQ applications	<b>No limit</b>

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

Applicants are limited to qualified member government entities located inside the boundaries of the MPO area.

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.

**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 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

**\$5,000,000** will be set aside for this component of the STP funded program and only projects able to be awarded in SFY2026-SFY2028 will be considered. The maximum Federal participation for the STP funded Resurfacing Program is 80%. **The maximum amount of STP funds available for projects applying for the resurfacing set aside will be \$1,000,000 per project.**

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).

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.

### **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~~ **\$750,000**. 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.

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, MVRPC Manager, Environmental Planning. Mr. Lindsay 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.

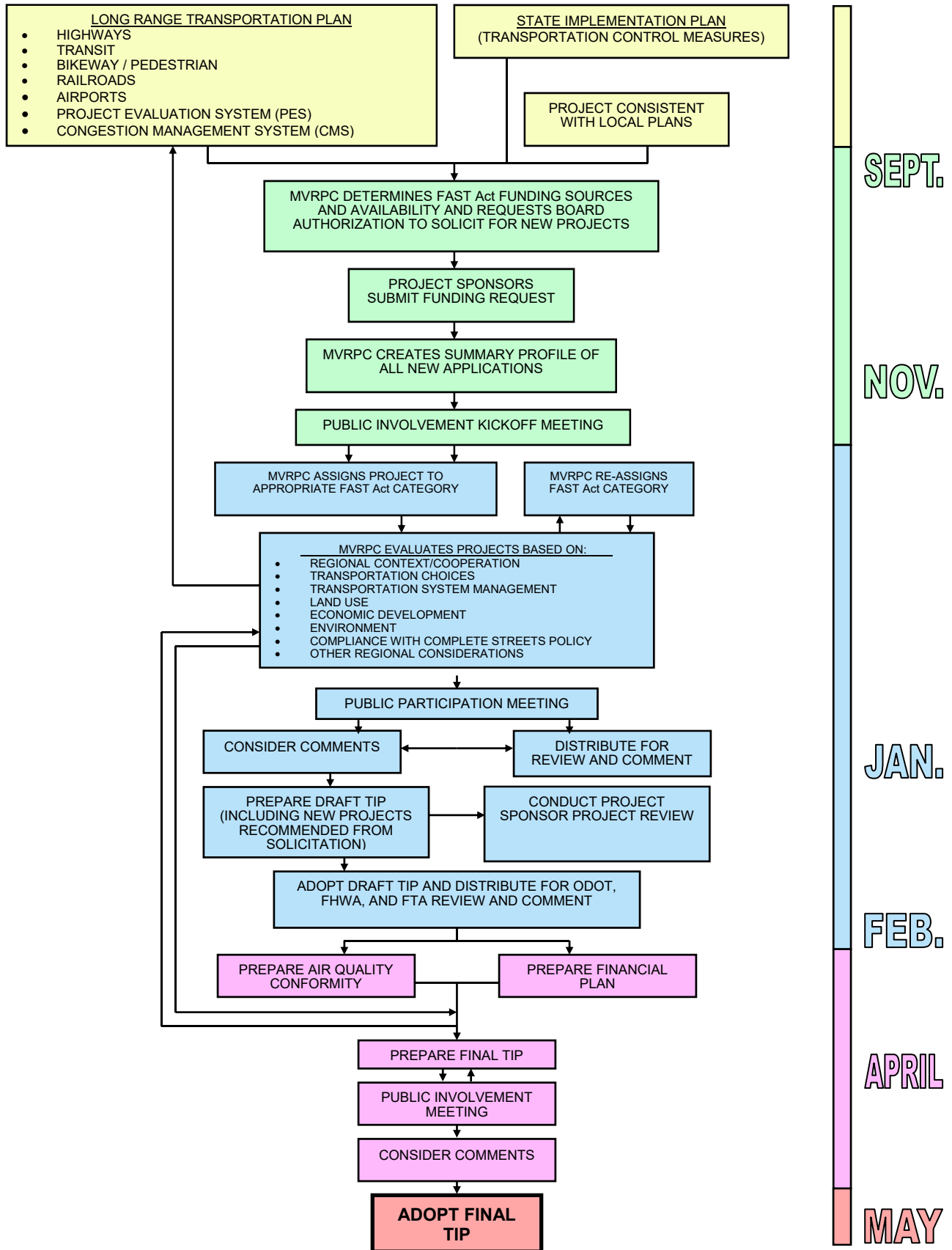
Once the draft scores from the project evaluation system are compiled, some projects may be reassigned to a different funding category. A final analysis would then be completed based upon the above criteria. In order to assure timely obligation of funds, annual TIP programming priority will be determined 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](http://www.mvrpc.org) or contact:

Paul Arnold  
Manager, Short Range Programs  
Miami Valley Regional Planning Commission  
10 North Ludlow Street, Suite 700  
Dayton, OH 45402  
Ph: (937) 223-6323  
Fax: (937) 223-9750  
Email: [parnold@mvrpc.org](mailto:parnold@mvrpc.org)

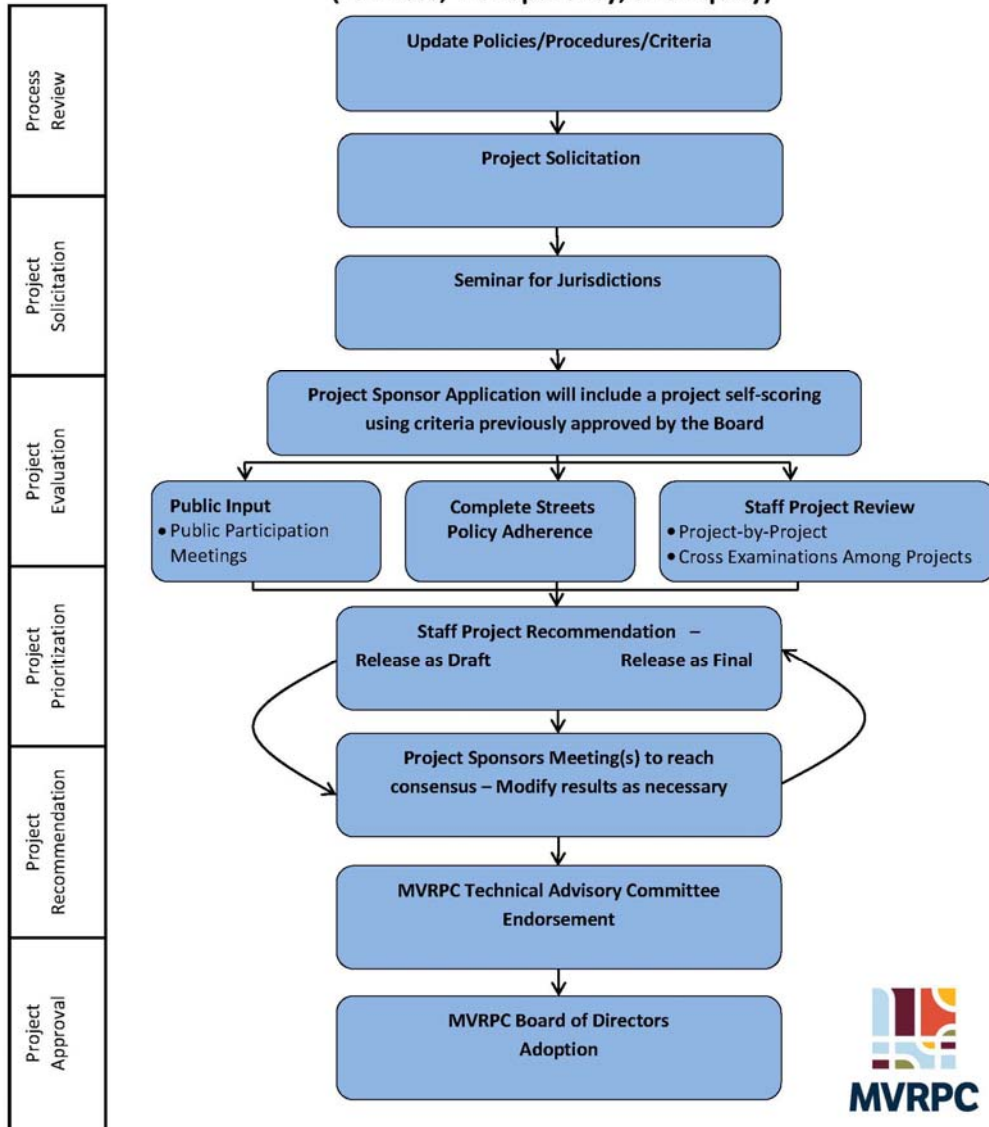
## Appendix A — MVRPC's TIP DEVELOPMENT PROCESS



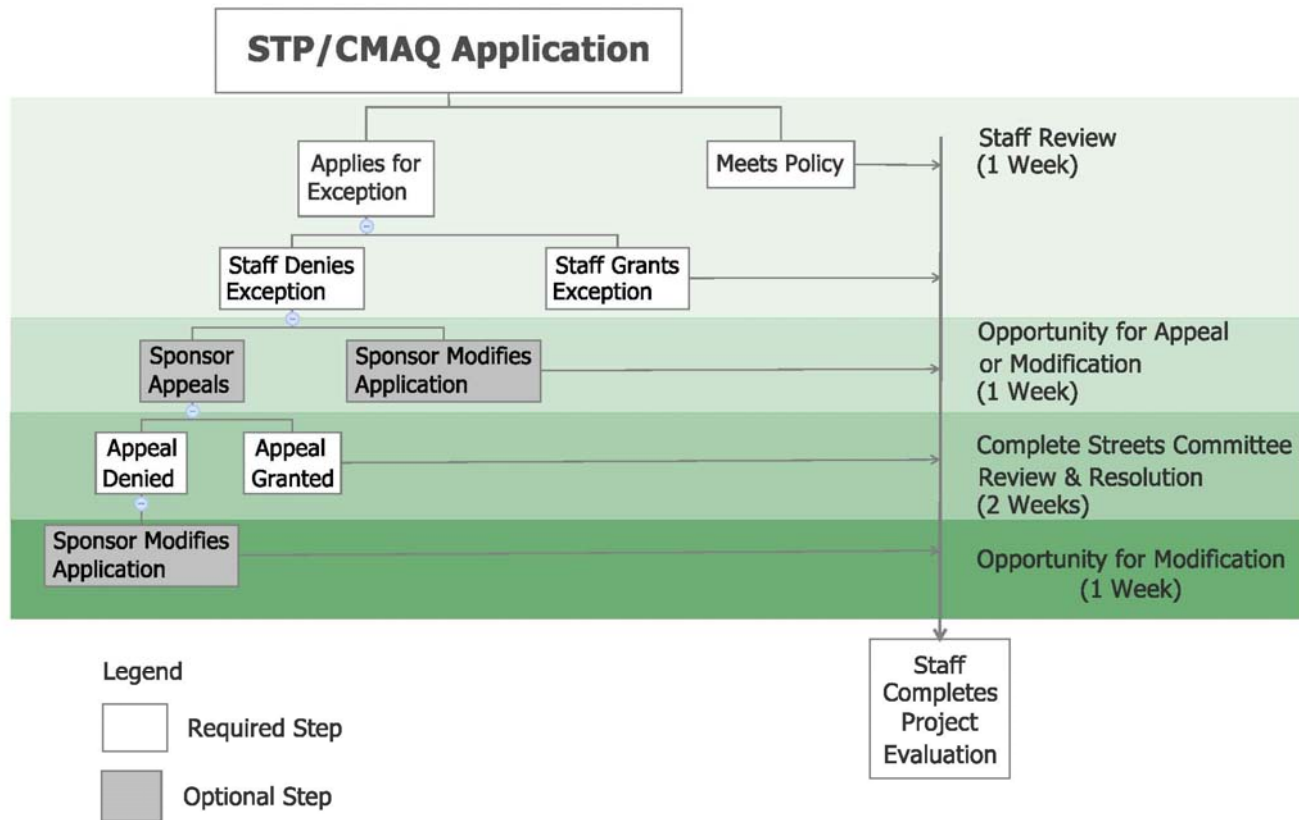
## Appendix - B

### MVRPC PROJECT FUNDING PRIORITIZATION DECISION MAKING PROCESS

(Fairness, Transparency, and Equity)



**Appendix C - STP AND CMAQ COMPLETE STREETS ADHERENCE PROCESS**





## **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](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](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 (CO<sub>2</sub>) 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](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	Carbon Reduction Program – MVRPC’s historical allocation of this Federal funding source is approximately \$ 1.7 million each year
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
IIJA	Infrastructure Investment and Jobs Act – Current Transportation Bill
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 <sup>st</sup> – June 30 <sup>th</sup>
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](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](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:

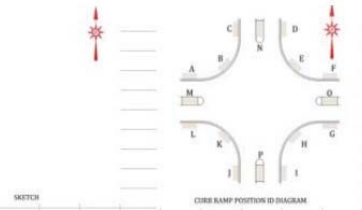
**Shawn P. Hillman**  
**Statewide LPA Coordinator**  
**ODOT-Office of Real Estate**  
**1980 W. Broad Street**  
**Columbus, OH 43223**  
**614-644-8200**  
[shillman@dot.oh.gov](mailto:shillman@dot.oh.gov)

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		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	N	Y	Y	N	N										
(A3.2) Right Flared Slope (%)	10.01	10.01	N	10.01	N	10.01	N	9.99	9.99	Y	9.99	Y	9.99	Y			
(A3.3) Left Flared Slope (%)	10.01	10.01	N	10.01	N	10.01	N	9.99	9.99	Y	9.99	Y	9.99	Y			
(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](mailto:andy.johns@dot.gov), 614.280.6850

**RESOLUTION 23-033  
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 suspend the CMAQ project solicitation for a year, to set aside funding for the 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.

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**Brian O. Martin, AICP**  
Executive Director

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

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Date

# MVRPC's Rideshare Program

## OHIO COMMUTER CHALLENGE

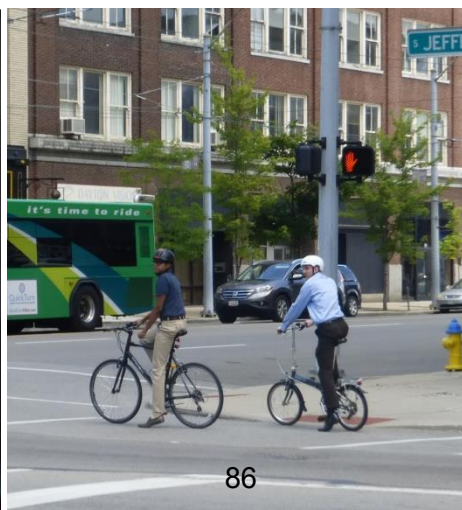
September 11 – 24, 2023



A partner of

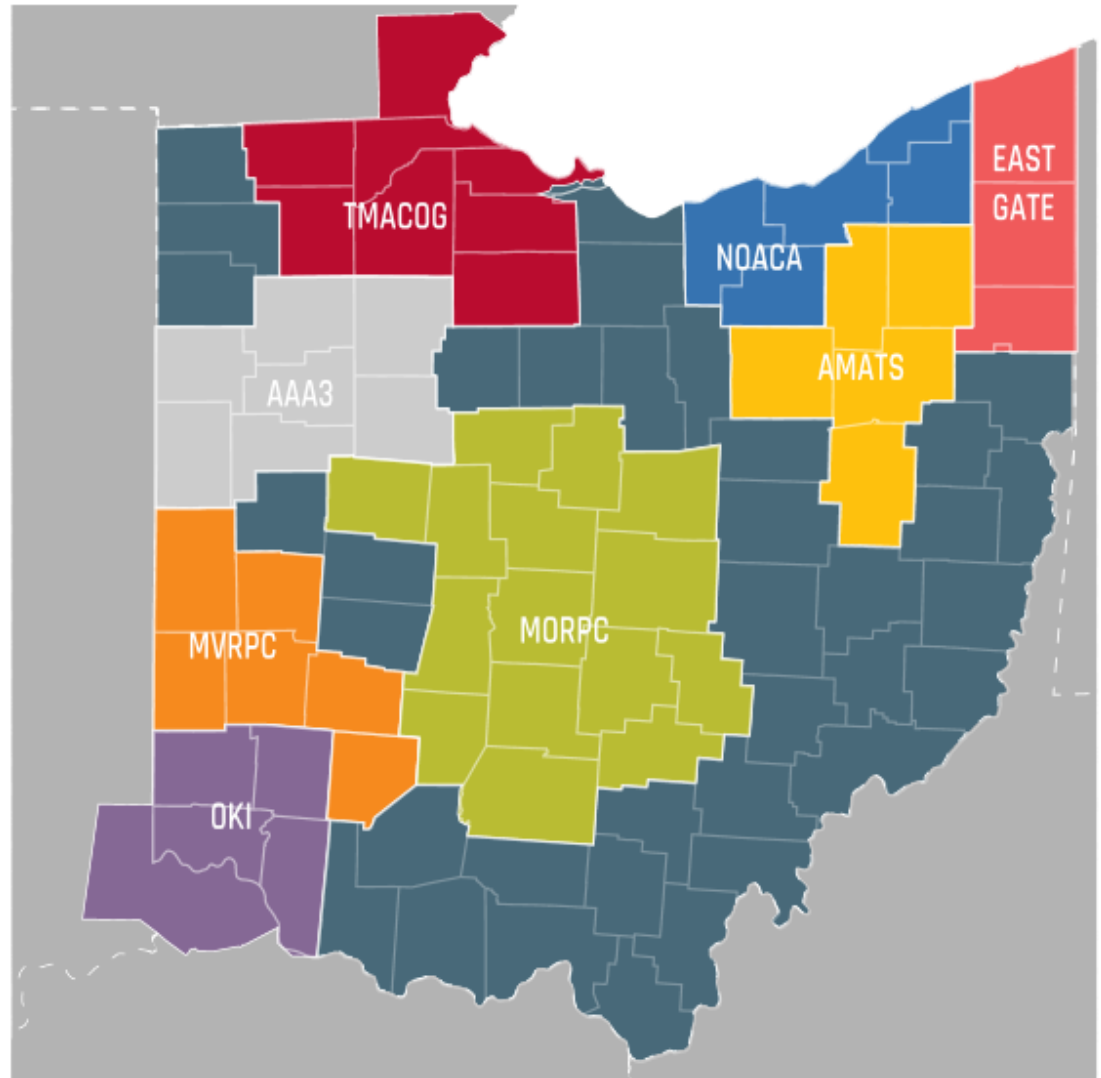


A Smarter Way



# Gohio Commute Partners

MVRPC's Rideshare Program along with the other Gohio Commute partners are hosting the Ohio Commuter Challenge to encourage commuters to log their sustainable commute trips to win prizes.





# DRIVE LESS LIVE MORE

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- Contest participants will be encouraged to visit [DriveLessLiveMore.org](https://DriveLessLiveMore.org) to register and track their trips during September 11-24, 2023.
- This website will connect to the statewide [GohioCommute.com](https://GohioCommute.com) platform to create a user profile and track their trips.
- For those without internet, 937.223.SAVE will be available.

DRIVE LESS  
LIVE MORE



# GohioCommute.com User Dashboard

The dashboard features a dark blue header with the GohioCommute logo and navigation links: HOME, EVENTS, DASHBOARD, PROGRAMS, MANAGE, Hi Laura!, and LANGUAGE. Below the header is a white navigation bar with the Miami Valley Regional Planning Commission logo and links for MVRPC, Program Information, Guaranteed Ride Home, and Drive Less Live More.

**MY COMMUTES** (Left Column):  
- Edit This Commute button  
- Current commute: 101 Pine St > 10 N Ludlow St  
- From: 101 Pine St, Dayton, Ohio... To: 10 N Ludlow St, Dayton, O...  
- Leave By: 11/19/2021, 11:00 AM  
- Weather: WEATHER WILL BE ☀️ AND 36°  
- MY CARPOOL: OWNER, 0 members, MANAGE button  
- 20 CARPOOL OPTIONS, 2 TRANSIT OPTIONS (0.7 mi, 11 min), WALK (0.7 mi, 15 min), 2 BIKE OPTIONS (1.0 mi, 6 min), 11 BIKEPOOL OPTIONS  
- MY MEMBERSHIPS, ADD ANOTHER COMMUTE button

**COMMUTE OPTIONS** (Right Column):  
- Easily compare transportation modes and find others to carpool, vanpool or bike together.  
- Start, Destination input fields  
- VIEW MY COMMUTE OPTIONS button  
- MANAGE MY PROFILE button

**ACHIEVEMENTS** (Bottom Right):  
- \$1,205.86 YOU HAVE ALREADY SAVED  
- 70 Non-SOV Trips, 3,152.0 mi Non-SOV Distance  
- 1,728.5 lbs CO2 Saved, 1,770 Calories Burned  
- VIEW ALL MY STATS button  
- ACHIEVEMENTS section with icons for carpooling, transit, and biking  
- VIEW ACHIEVEMENTS button

**LOG YOUR TRIPS** (Bottom Left):  
- HISTORY button  
- NOVEMBER 2021 calendar view  
- Favorite Trip input field  
- \*Optional



# Log trips to earn prizes

Carpool with others, walk, bike or take the bus instead of driving alone, and then log your commute trips.

Each trip you log is an entry towards winning a prize!

**HISTORY** **LOG YOUR TRIPS** ?

← **SEPTEMBER 2023** →

Where did you go? \* Optional

S	M	T	W	T	F	S
27	28	29	30	31	1 <small>SEP</small>	2
3	4	5	6	7	8	9
10	<b>11</b>	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

DEPARTURE: 7:30 AM

RETURN: 5:30 PM

NO RETURN TRIP

ONE-WAY DISTANCE: 22 MI

MODE OF TRAVEL: Carpool

**LOG 2 TRIPS**



# Help Promote the Contest

- Newsletter article
- Share on social media
- Posters in your office
- Connect with businesses to join the challenge





# MIAMI VALLEY

Regional Planning Commission

# DriveLessLiveMore.org

**DRIVE LESS**  
**LIVE MORE**



@MiamiValleyRPC



@mvrpc



# Changes in the Water Cycle and the Effects on the Landscape of the Miami Valley Region

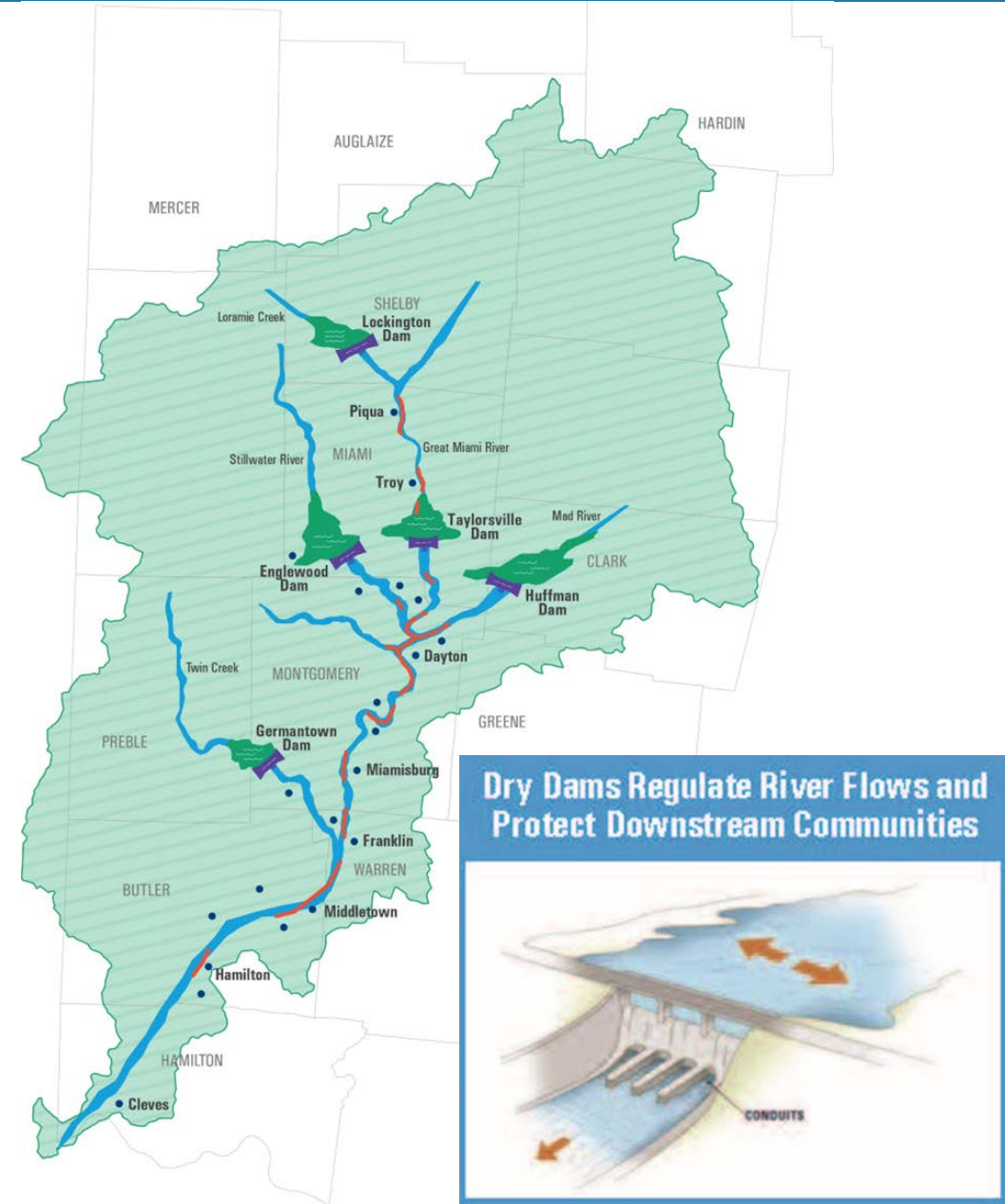
MVRPC Board Meeting  
Dayton Metro Library, Dayton, OH  
Mike Ekberg, Miami Conservancy District  
September 7, 2023

PROTECTING. PRESERVING. PROMOTING.



# MCD Integrated System

- 5 dry dams
- 55 miles of levees and floodwalls
- 185 floodgates
- 10,000 acres of natural floodplains
- 35,000 acres of land that store water
- Improved channels in cities
- 101 Years Old, in need of rehab

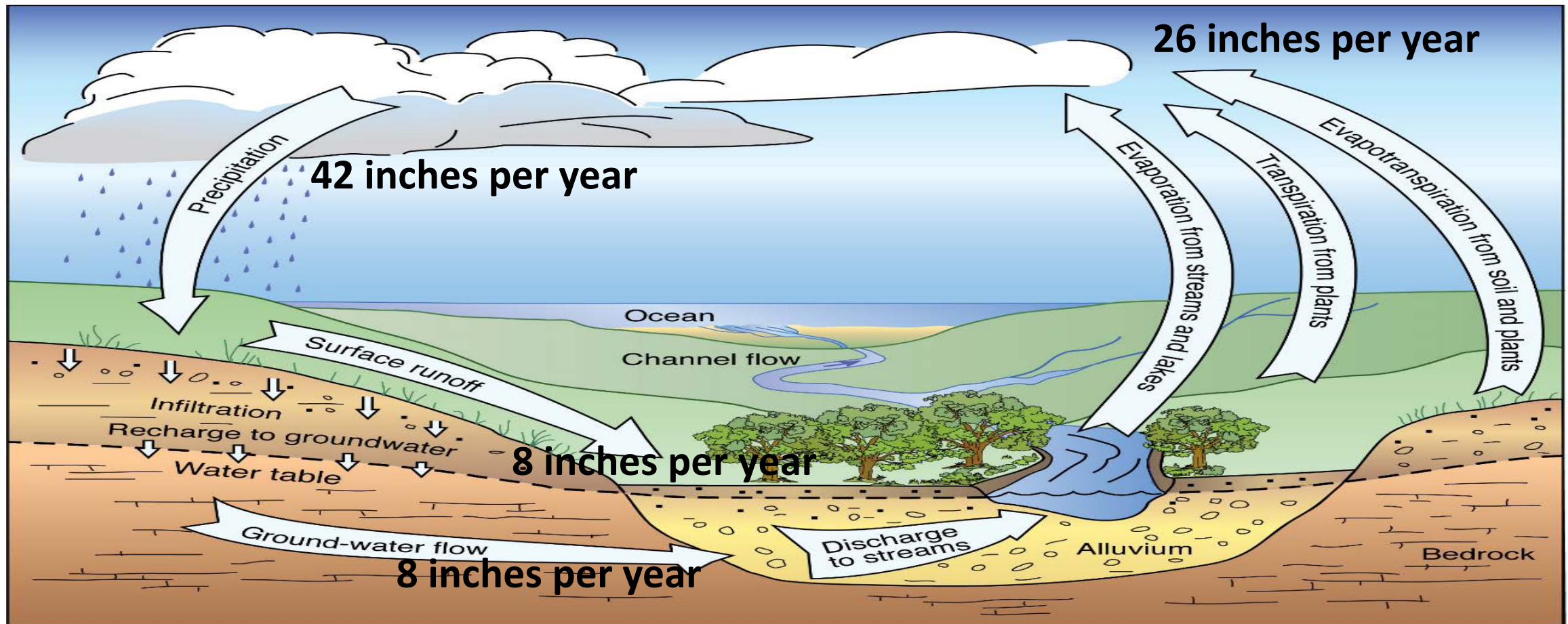


# Collect water data

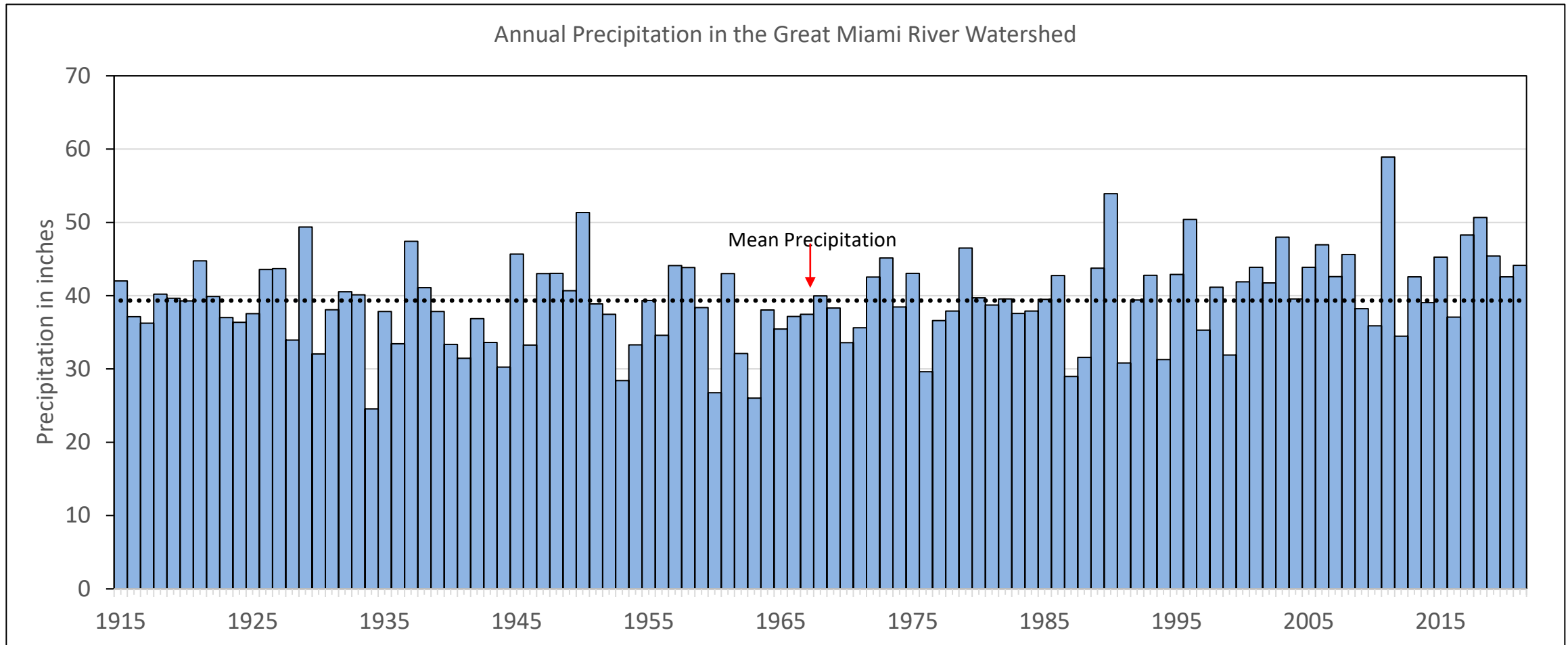




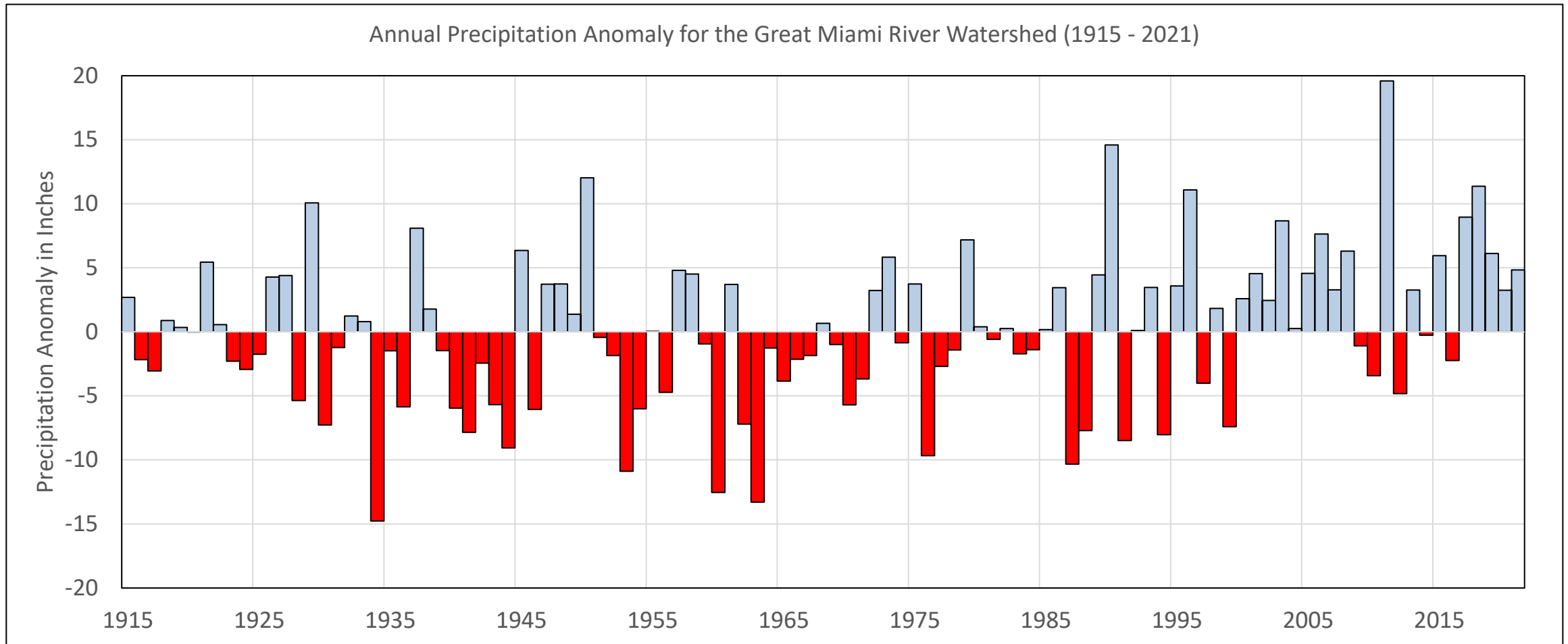
# Water Cycle



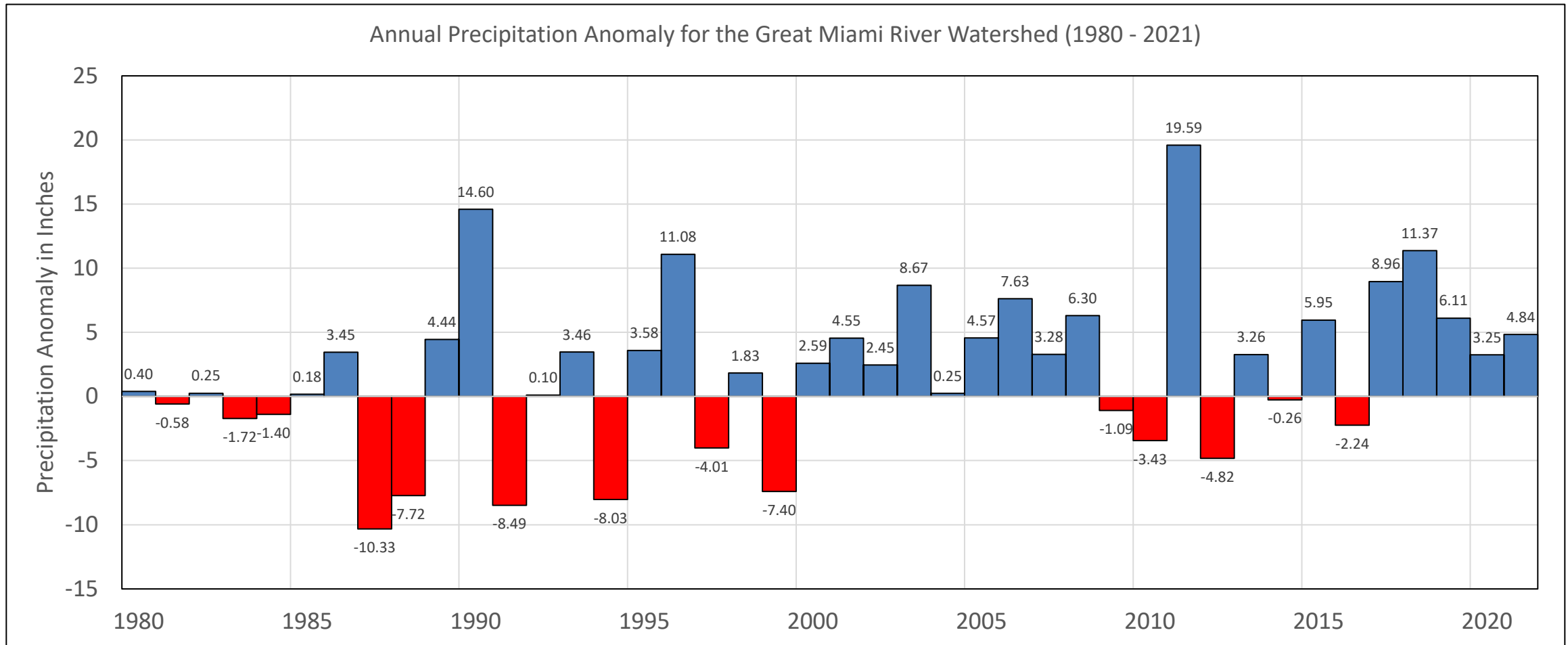
# Assess the trends



# Assess the trends

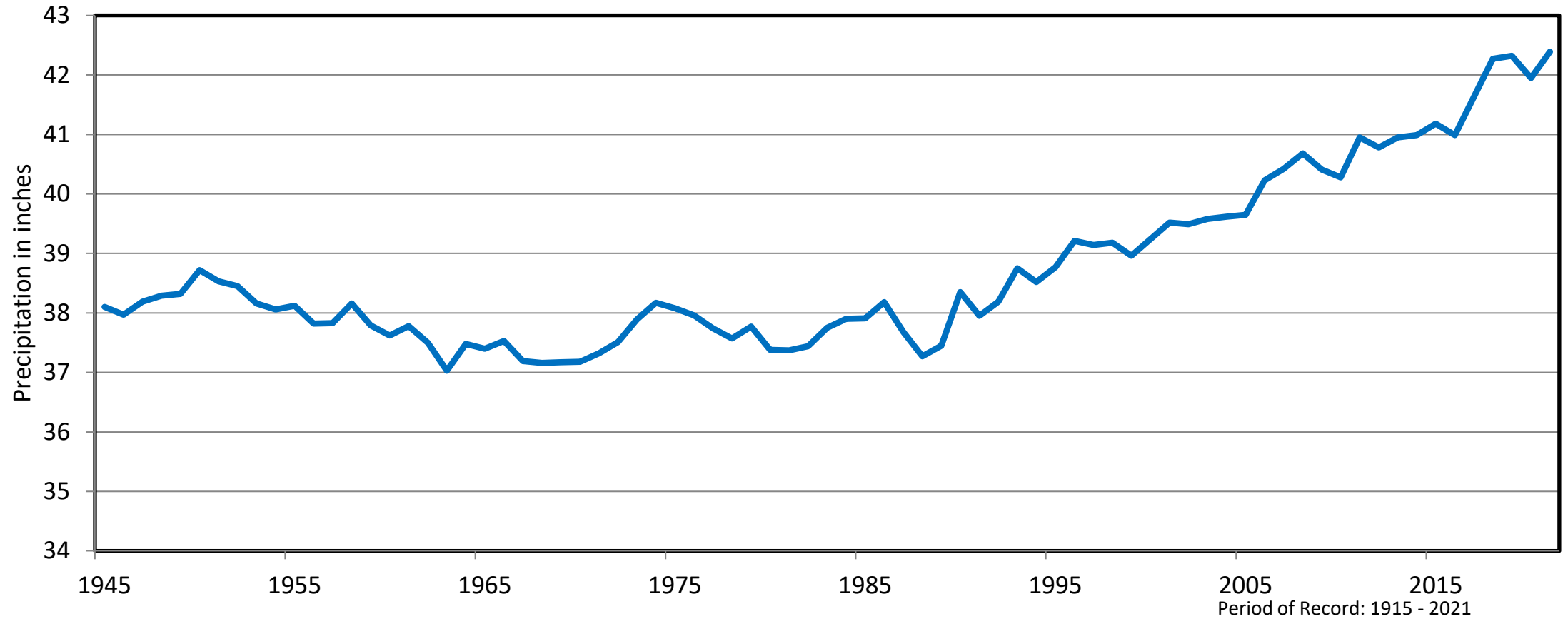


# Assess the trends



# Assess the trends

Moving 30-Year Mean Annual Precipitation for the Great Miami River Watershed

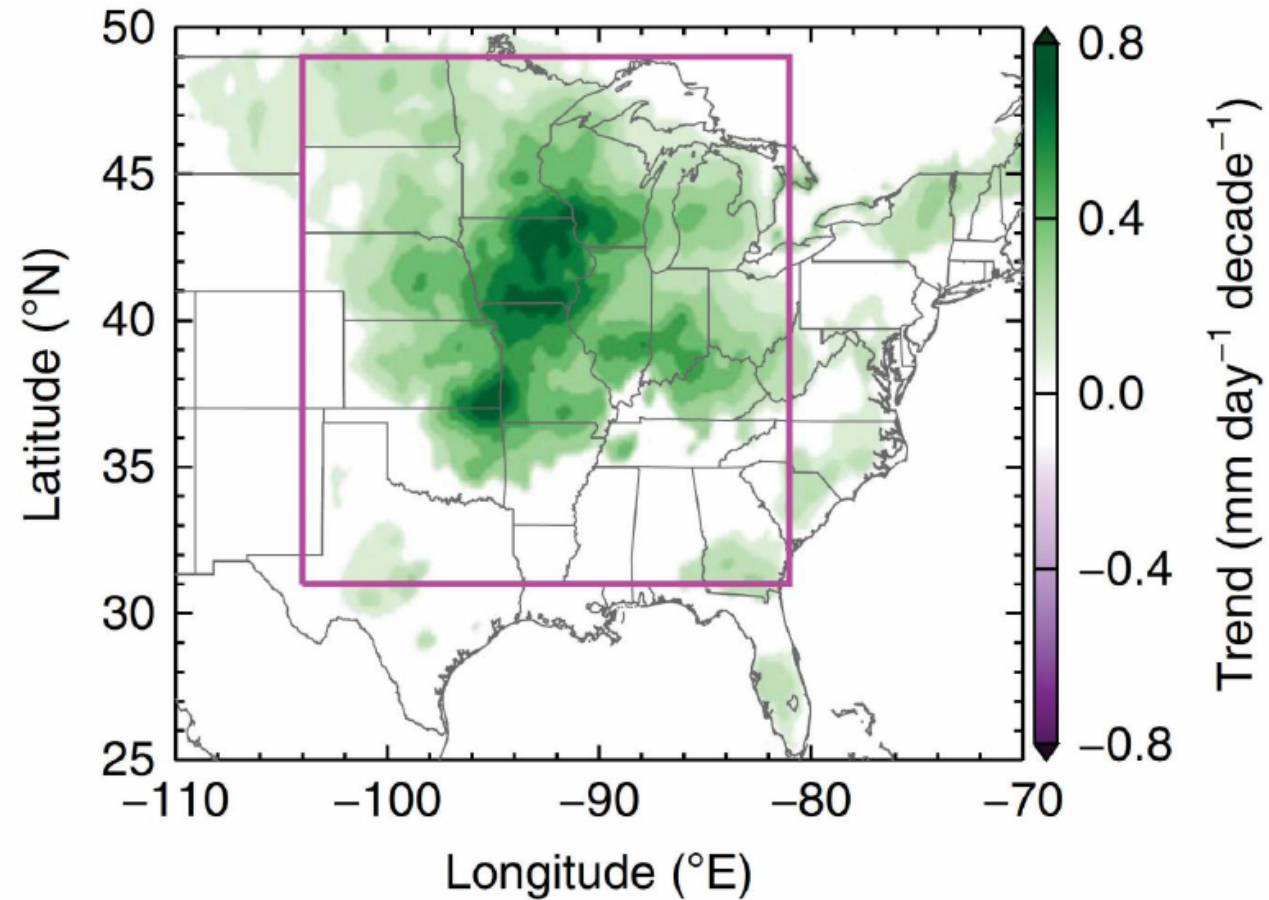


# Assess the trends

## Upward Trends in 24 hour Duration Precipitation

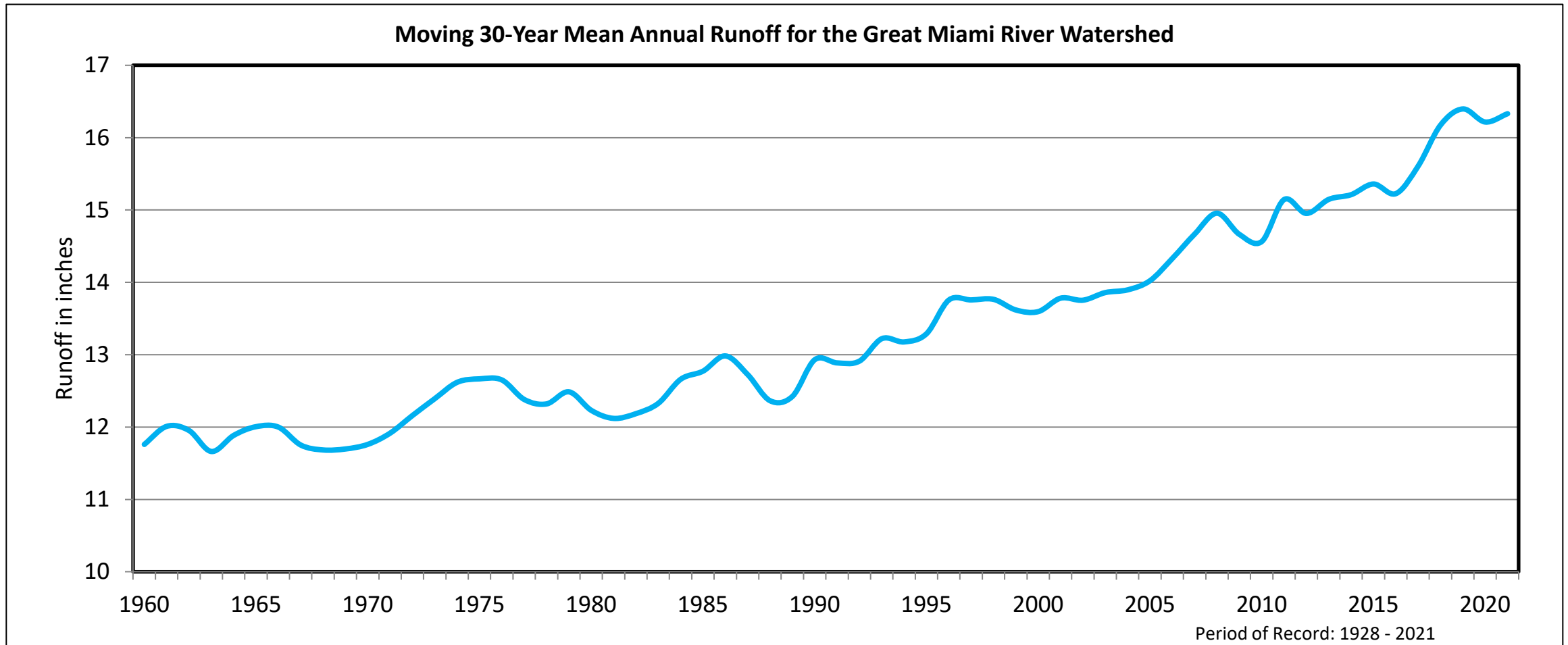
	P > 0	P ≥ 1	1yr	2yr	5yr
Dayton	No	Yes	No	No	No
Greenville	Yes	No	Yes	No	No
Middletown	No	Yes	No	No	No
New Carlisle	Yes	Yes	No	No	No
Piqua	Yes	Yes	Yes	Yes	No
Sidney	Yes	Yes	No	No	Yes
Springfield	No	Yes	No	No	No
Urbana	Yes	Yes	Yes	Yes	Yes
Vandalia	No	Yes	Yes	No	No

# Assess the trends



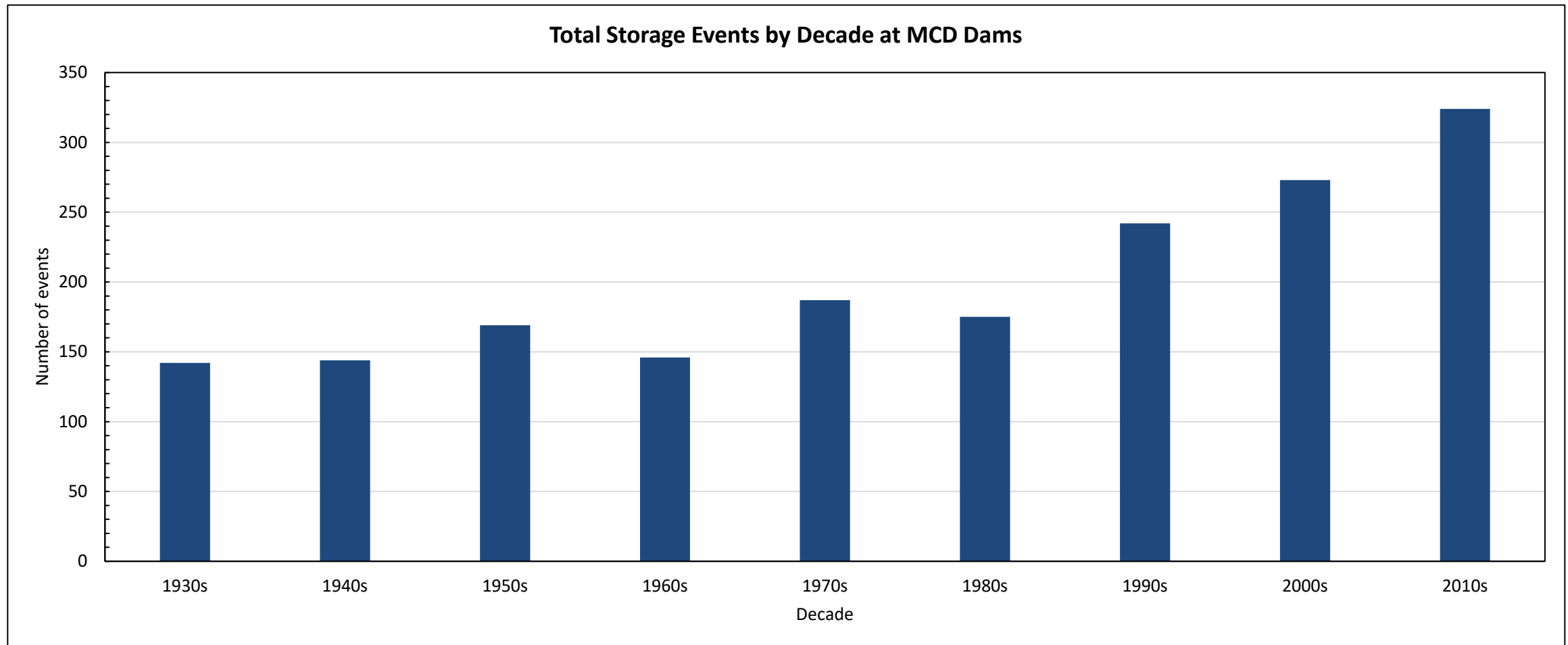
**Figure 2.** Trends in mesoscale convective system intensity from April-June from 1979-2014. Adapted from Feng et al., 2016.

# Assess the trends

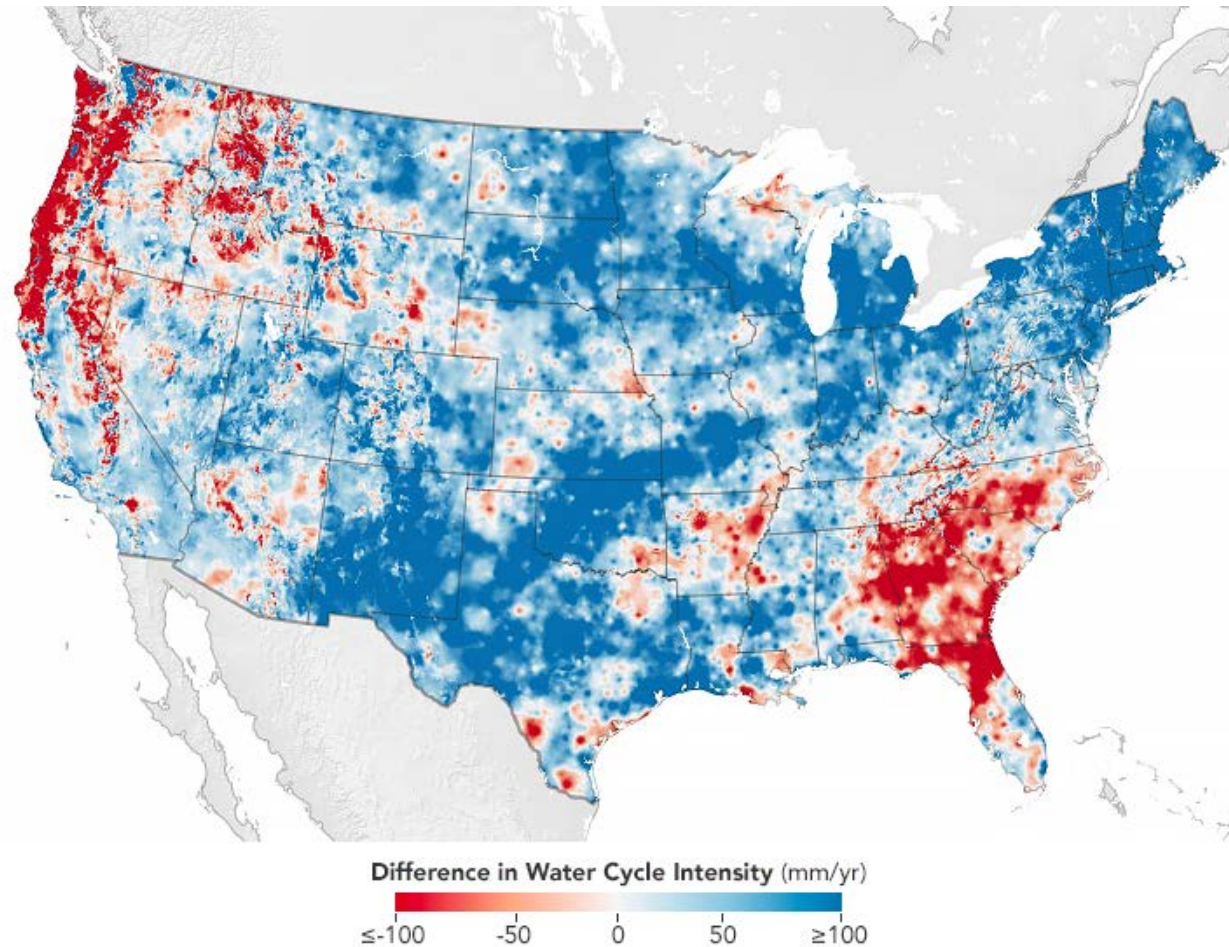




# Storage Events at MCD Dams



# Water Cycle is Speeding Up



<https://earthobservatory.nasa.gov/images/145357/water-cycle-is-speeding-up-over-much-of-the-us>

# More Flooding



# More Streambank Erosion



# Adaptation



[https://www.hammontree-engineers.com/about/projects/Allenford-Drive-S.E.-Stream-Bank-Restoration-and-Sewer-Repair\\_AE44.html](https://www.hammontree-engineers.com/about/projects/Allenford-Drive-S.E.-Stream-Bank-Restoration-and-Sewer-Repair_AE44.html)

# Stream Setbacks

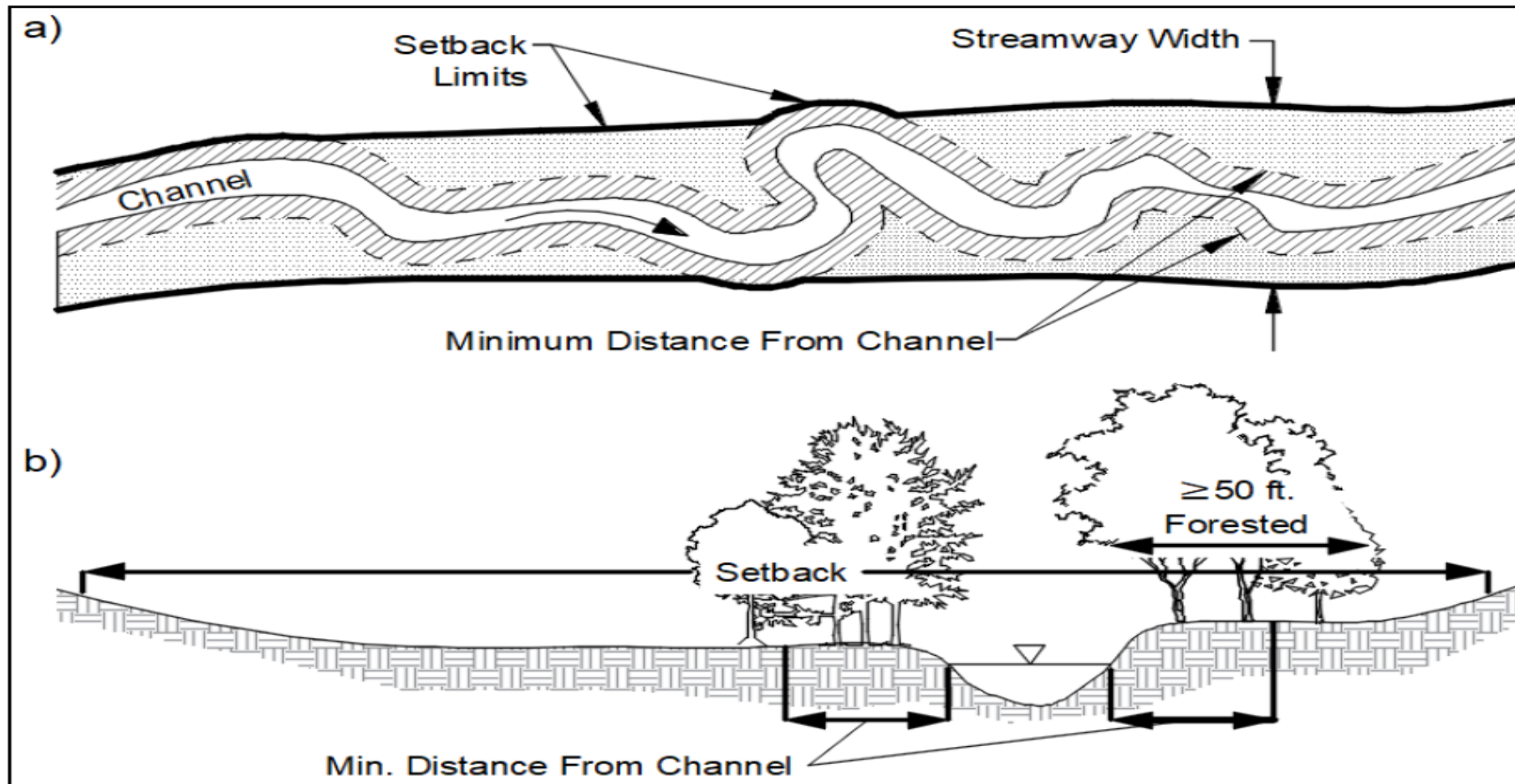


Figure 1.5.2 Illustration of a stream setback in a) plan view and b) section view (not to scale).

Credit: Ohio EPA

# MCD's Vision

Thriving communities, a healthy watershed,  
and a higher quality of life – sustained by  
well-managed water resources throughout  
the watershed.



# EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP  
mvrpc.org



September 2023

## Meeting In Person with the Darke County CIC on 8/16/2024

It was a pleasure and a wonderful opportunity to be hosted by Director Mike Bowers, Darke County Commissioners, and board members of the Darke County Community Investment Corporation. While it was a journey to travel from home in Centerville to Greenville in time for a 7:30 a.m. meeting, it was well worth the trip to see numerous elected officials and business leaders working together to plan for future growth of Darke County. The high functioning CIC reminded me of our MVRPC meetings as much as any other local governmental meeting that I've attended. I invited Paul Arnold to attend this home meeting because he lives nearby and knew many in the room. Jakob Denney also attended. It was important to include Jakob because he is leaving his hometown of Greenville and the Miami Valley in a few weeks for higher study at Cardiff University in England.



The presentation content was about MVRPC, who we are, our roles and responsibilities. I presented on the Regional Transportation Planning Organization (RTPO) and the importance of working with MVRPC as well as ODOT to plan and advance projects in Darke County and the RTPO counties of Preble and Shelby. Darke County will be seeking funding from the state for the Versailles Bypass project. The agency will be supporting this project and I plan to speak on its behalf during the Transportation Review Advisory Council's meetings this fall.

In addition, I presented on the additional areas of the agency that we're involved with including Regional Environment and Economic Development, Community and Regional Planning, rideshare, public transit and trails and sidewalks. Ironically, the August RTPO meeting was in Dayton at 2:00 p.m. and we discussed the need for additional projects for the RTPO plan including SR 127 improvements, I-70, and other needs.

In August 2021, Darke County paid its MVRPC membership dues for three years for the county commission and several municipalities. The county is in its third year of membership. Director Bowers mentioned that it was important to lock in three years because he knew it would take a while for the staff, members, and ODOT to get organized. In 2024, we are on track to complete the RTPO transportation plan so the county was correct in its estimate for the amount of time it would take to see tangible products from membership. We look forward to working with Darke County and local jurisdictions for many years to come.



## MVRPC Attends Coalition of Age-Friendly Communities of Ohio Annual Meeting



MVRPC staff attended the Coalition of Age-Friendly Communities of Ohio (CAFCO) annual meeting on August 8<sup>th</sup> at the Ohio University Dublin Campus. Age-friendly communities from across the state convened to discuss successes, challenges and models for implementation. Our region continues to be ahead of the curve, as we grow our age-friendly network and we are pleased to welcome two new age-friendly communities, Dayton and Vandalia, as we move into year two in partnership with the Dayton Foundation. Dayton and Vandalia will join the region's age-friendly cohort and begin their first year by developing a needs assessment to learn more about the assets, challenges and barriers to being an age-friendly community. Meanwhile, our existing age-friendly communities are wrapping up *year one and determining where to put their efforts as they move to*

*year two and developing an action plan.* This fall MVRPC and the Dayton Foundation are partnering with the age-friendly communities to offer a series of local events focused on topics were identified during year one.

To learn more about becoming an age-friendly community and the upcoming age-friendly events, visit MVRPC's website and agency calendar or contact Donna Kastner at [dkastner@mvrpc.org](mailto:dkastner@mvrpc.org). To learn more about the AARP Age-Friendly Network and view an interactive map visit, <https://livablemap.aarp.org/#/view=map>

- **Age-Friendly Kettering: Exploring the 8 Domains of Livability:** [Click here to register](#)  
Sept 7, 2023 – 10 a.m. - 11:30 a.m. at the Dayton Metro Library - Kettering-Moraine Branch
- **Age-Friendly Dayton: Housing as a Longevity Driver:** [Click here to register](#)  
Oct 3, 2023 – 10 a.m. - 11:30 a.m. at the Dayton Metro Library - Downtown Branch
- **Age-Friendly Book Talk: Doable Change:** [Click here to register](#)  
Oct 26, 2023 – 11a.m. - 12 p.m. Book talk featuring local author Dean Waggenpack
- **Age-Friendly Huber Heights: Pathways to a Happy Retirement:** [Click here to register](#)  
Nov 9, 2023 – 10 a.m. - 11:30 a.m. at the Dayton Metro Library - Huber Heights Branch

## Miami Valley TREEcovery Campaign

In partnership with RETREET and Keep America Beautiful, the [Miami Valley TREEcovery Campaign](#) is a multi-year effort to heal the landscape devastated by the Memorial Day 2019 tornadoes. The **FINAL** large scale tree planting effort occurring as part of the Miami Valley TREEcovery Campaign will take place on Saturday, September 23, 2023. Volunteers are needed to plant trees for tornado impacted residents in Brookville, Harrison Township, Trotwood and Montgomery County. The event will begin at 9:00 a.m. with check-in at Sinclair Park (685 Shoup Mill Road, Dayton, OH 45415). Volunteers will be taught proper tree planting techniques, then arranged into small groups that will be sent to home sites.

If you or someone you know would like to volunteer, please use this [link](#) to register. We appreciate your assistance sharing this link on social media and through your community newsletters.



All those involved in the campaign over the last three years are also invited to attend a community celebration with Keep America Beautiful and RETREET to celebrate all the work that has been done across the region. The event is free and will begin at 6:00pm at Top of the Market. Please let us know if you will be attending by filling out this [form](#).

## Region's Rivers Ranked Cleanest in the State



Our region's rivers were recently acknowledged as the best in the state for water quality. MVRPC is proud to collaborate with our regional partners and members to protect, preserve and promote our rivers and water resources, through environmental and watershed planning efforts. To learn more about our local waterways and how they've improved over the past 10 years, you can read the recent Dayton Daily News article: <https://www.daytondailynews.com/local/epa-study-quality-of-ohios-rivers-rises-dayton-area-rivers-among-states-best/2A7FFKNS7JGCXN4YWARTGESGME/>

To learn more about how to get out and enjoying our local rivers, visit the Miami Conservancy District (<https://www.mcdwater.org/river-fun/>) or the Great Miami Riverway websites (<https://www.greatmiamiriverway.com/>).

## MVRPC Publicizes PLAN4Health – Miami Valley Initiative and its Progress

Over the last several months, MVRPC staff released several reports as part of the PLAN4Health- Miami Valley Initiative. The latest reports include: the [Built Environment Assessment](#); the [Built Environment Assessment Equity Analysis](#); and the [Housing Mobility & Accessibility Assessment](#).

In addition, MVRPC staff have engaged in many briefing sessions to numerous stakeholders in the region to share the latest progress of PLAN4Health – Miami Valley Initiative. They include many of our member organizations but also include many partnering organizations such as County Health Departments, higher education institutions with concentration on public health, medical service providers, and many more.

Recently, the Dayton Magazine featured an article about MVRPC's PLAN4Health – Miami Valley initiative titled "Planning for Public Health" on their Summer Edition. The article discusses how the initiative began, its accomplishments, and more and we encourage you to check out the article on page 59 on the digital edition, available at <https://www.thedaytonmagazine.com/3d-flip-book/dayton-magazine-summer-2023/>.

For the latest information on the PLAN4Health - Miami Valley initiative, visit our information hub at <https://plan4health-miamivalley-mvrpc.hub.arcgis.com/> or contact Martin Kim, MVRPC's Director of Community and Regional Planning, at [mkim@mvrpc.org](mailto:mkim@mvrpc.org).



## Greater Regional Mobility Initiative (GRMI) Plan Update



### GREATER REGION MOBILITY INITIATIVE

The Greater Regional Mobility Initiative (GRMI) is a roadmap to improving mobility services across an 8-county region. The GRMI established in 2018, in cooperation with Ohio Department of Transportation Office of Transit, is a council of public, private, non-profit transportation providers, as well as advocates of older adults, individuals with disabilities and low-income individuals to work collectively to address transportation barriers.

The GRMI Plan will be updated in 2024. The GRMI Plan will determine how [Section 5310](#) funding will be awarded while also serving as a strategic plan to prioritize projects that address barriers in other ways; establishing partnerships, developing standards, identifying other funding sources, etc. to implement plan goals and strategies. We welcome you to join our [GRMI Plan Workshop](#) on September 5 to learn and share your feedback! For more information, contact Serena Anderson at [sanderson@mvrpc.org](mailto:sanderson@mvrpc.org) or visit [www.mvrpc.org/mobility](http://www.mvrpc.org/mobility).

### Grants & Funding Resources

On a monthly basis MVRPC highlights several funding opportunities on [www.mvrpc.org](http://www.mvrpc.org) that could benefit your community or organization. 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](http://mvrpc.org/grant-and-funding-opportunities).

This month we are featuring information on:

- FY2023 HOPE VI Main Street Grant Program– Deadline: October 12, 2023
- NAWCA 2024 US Small Grants– Deadline: October 13, 2023

If you have any questions, please contact Kathryn Youra Polk at [kyourapolk@mvrpc.org](mailto:kyourapolk@mvrpc.org) or 937.223.6323.

### U.S. Dept. of Transportation Current and Upcoming Notices of Funding Opportunities (NOFO)

In order to provide stakeholders with more visibility into upcoming funding opportunities, U.S. DOT publishes anticipated dates for upcoming Notices of Funding Opportunity (NOFOs) for programs within the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA), as well as adjacent programs that support BIL and IRA objectives.

View the Grant Programs Calendar here: [Key Notices of Funding Opportunity | US Department of Transportation](#).

Currently open and upcoming grants include:

Opening Date	NOFO	Operating Administration	Closing Date
Summer 2023	<a href="#">Bridge Investment Program</a>	Federal Highway Administration	N/A
Summer 2023	<a href="#">Railroad Crossing Elimination Grant Program</a>	Federal Railroad Administration	N/A
Summer 2023	<a href="#">Thriving Communities</a>	Office of the Secretary	N/A

Please contact Savannah Diamond, MVRPC’s Assistant to the Executive Director at [sdiamond@mvrpc.org](mailto:sdiamond@mvrpc.org) or 937.223.6323 with your comments or questions about local and regional grant pursuits.

## 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](http://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](mailto:JobBoard@MVRPC.Org).



## Upcoming MVRPC Meetings in September 2023

Please check the agency calendar on [www.mvrpc.org](http://www.mvrpc.org) or contact Savannah Diamond at [sdiamond@mvrpc.org](mailto:sdiamond@mvrpc.org) or 937.223.6323 for the status of your meeting.

<u>Date</u>	<u>Time</u>	<u>Meeting</u>	<u>Location</u>	<u>Staff</u>
9/7	8:30 a.m.	Executive Committee	<b>Temporary Location</b> Dayton Metro Library 215 E. Third Street, Dayton, OH	S. Diamond
9/7	9:00 a.m.	Board of Directors	<b>Temporary Location</b> Dayton Metro Library 215 E. Third Street, Dayton, OH	S. Diamond
9/6	10:00 a.m.	Greater Regional Mobility Initiative (GRMI)	Montgomery County Business Solution Center 1435 Cincinnati Street, Suite 300 Dayton, OH 45417	S. Anderson
9/15	9:00 a.m.	Disaster Recovery Leadership Board	University of Dayton Fitz Center 1401 S. Main Street, Dayton OH	E. Baxter
9/21	9:30 a.m.	Technical Advisory Committee	University of Dayton Fitz Center 1401 S. Main Street, Dayton, OH	S. Diamond
9/21	1:00 p.m.	Miami Valley Age-Friendly Cohort	The Dayton Foundation 1401 S. Main Street, Dayton, OH	M. Lindsay
9/29	11:30 a.m.	Regional Active Transportation Committee	Treasure Island Park 409 N Elm St, Troy, OH 45373 R.S.V.P. requested <a href="#">at this link</a>	M. Lindsay

\*Meetings are sometimes canceled. Visit [mvrpc.org](http://mvrpc.org) for up to date meeting information.