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## Board of Directors Meeting

**LOCATION:** Dayton Realtors, 1515 S. Main St., Dayton, OH 45409

**DATE/TIME:** Thursday, September 5, 2024 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	Sara Lommatzsch
* II.	Approval of August 1, 2024 – Meeting Minutes	1	9:05	Sara Lommatzsch
III.	Public Comment Period on Action Items		9:10	Sara Lommatzsch
IV.	<b>RPC (REGIONAL PLANNING COMMISSION) ACTION ITEMS</b>			
* A.	<u>Resolution 24-027</u> : Recommended Adoption of SFY2024 Transportation Work Program Completion Report	5	9:15	Leslie King
* B.	<u>Resolution 24-024</u> : Recommended Adoption of the Greater Region Mobility Initiative Transportation Coordination Plan Update 2024-2028	26	9:20	Serena Anderson
V.	<b>MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS</b>			
* A.	<u>Resolution 24-025</u> : Recommended Adoption of Amendment #10 to MVRPC's SFY 2024-2027 Transportation Improvement Program (TIP)	57	9:30	Paul Arnold
* B.	IIJA Fund Availability Report and Project Solicitation Request	67	9:35	Paul Arnold
* C.	<u>Resolution 24-026</u> : Updating MVRPC's Suballocated Funding Policy	69	9:40	Paul Arnold
VI.	<b>INFORMATION ITEMS</b>			
* A.	Ohio Commuter Challenge with MVRPC's Rideshare Program	104	9:45	Laura Dent
* B.	Ohio Climate Update	111	9:55	Dr. Aaron Wilson
* VII.	<b>EXECUTIVE DIRECTOR'S REPORT</b>	126	10:15	Brian Martin
VIII.	<b>ADJOURNMENT</b>		10:30	Sara Lommatzsch

\* Attachment/ All Information is available on the [MVRPC Committee Center](#)

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

**The next meeting is scheduled for Thursday, October 3, 2024**

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

**Dayton Realtors  
1515 S. Main St., Dayton, OH 45409**

**August 1, 2024  
9:00 AM**

**Members/Voting Alternates**

Mike Barhorst, City of Sidney  
Steve Beachler, City of Miamisburg  
Greg Blatt, Dayton Realtors  
Bonnie Buthker, Ohio EPA  
Steve Byington, City of Oakwood  
Nancy Byrge, City of Huber Heights  
Brenda Carroll, Village of Pleasant Hill  
Michelle Caserta-Bixler, Shelby County  
Brooks Compton, City of Centerville  
Darryl Cordrey, Franklin Township  
Judy Dodge, Montgomery County  
Elmer Dudas, City of Springboro  
Joanna Garcia, City of Beavercreek  
Georgeann Godsey, Harrison Township  
James Gorman, City of Clayton  
Richard Gould, Greene County  
Rap Hankins, Drive Electric Dayton  
Karen Hesser, Five Rivers MetroParks  
Sarah Hippensteel-Hall, Miami Conservancy Dist.  
Larry Holmes, Darke County  
Brian Housh, Village of Yellow Springs  
Matt Joseph, City of Dayton  
Dan Kirkpatrick, City of Fairborn  
Chuck Letner, City of Brookville  
Sara Lommatzsch, City of Riverside  
Brian Lunne, Washington Township  
Kristen Marks, Centerville-Washington Park Dist.  
Sarah Mays, City of Xenia  
Tommy McGuffey, Jefferson Township  
Ted S. Mercer, Miami County  
Marvin Moeller, Sugarcreek Township  
Robin I. Oda, City of Troy  
Yvette F. Page, City of Trotwood  
Matt Parrill, ODOT District 7  
Robert Ruzinsky, Greater Dayton RTA  
Andy Shahan, Montgomery County Eng.  
Chris Snyder, Miami Township, Mont. Co.  
Woody Stroud, Greene County Transit  
Rachael Vonderhaar, Preble County  
Deborah Wallace, Beavercreek Township

**Other Alternates/Guests**

Denis Aslinger, Pleasant Hill  
Shawn Mason, American Structure Point  
Josh Rauch, Riverside  
Madison Reed, City of Dayton  
Patrick Titterington, City of Troy  
Jeff Wallace, Woolpert

**MVRPC Staff**

Paul Arnold  
Alicia Berger  
Brad Daniel  
Chanda Davis  
Savannah Diamond  
Jessi Hansen  
Martin Kim  
Leslie King  
Robin Lambert  
Mike Lucas  
Brian Martin  
Tracy Troxel  
Liz Whitaker  
Megan Young

The Miami Valley Regional Planning Commission Board of Directors met on August 1, 2024 at 9:00 a.m. at Dayton Realtors, 1515 S. Main Street, Dayton, OH 45409. All members and news media were notified of the meeting pursuant to the Sunshine Law.

**I. INTRODUCTIONS**

Chairperson Lommatzsch called the meeting to order at 9:10 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 6, 2024 MEETING MINUTES**

Mr. Holmes made a motion to approve the minutes from the June 6, 2024 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 24-021: Recommended Adoption of Amendment #9 to MVRPC's SFY2024-SFY2027 Transportation Improvement Program**

Mr. Arnold referred to the ninth amendment to the SFY 2024-2027 TIP and the numerous project changes made by MVRPC and ODOT. He reviewed key project details for all local jurisdiction projects and tables by county. He paused for any questions about the statewide line item project tables or any projects. Afterwards, Mr. Arnold noted staff and the Technical Advisory Committee recommend adopting Amendment #9 to the SFY 2024-SFY 2027 Transportation Improvement Program.

Mr. Stroud made a motion to adopt Amendment #9 to the SFY 2024-SFY 2027 Transportation Improvement Program. Ms. Byrge seconded the motion. The motion passed unanimously.

**B. Resolution 24-022: Recommended Adoption of MVRPC TRAC Projects for CY 2024**

Mr. Daniel provided information on MVRPC's recommended Transportation Review Advisory Council (TRAC) project for CY2024. He stated that the MOT-DIA Northeast Logistics Access Project will improve surface transportation routes along the eastern and northern perimeter of the Dayton International Airport, and will provide a link between burgeoning logistics development around the airport and the interstate highway system through the I-75/Northwoods Boulevard interchange. The improved routes will include North Dixie Drive, Northwoods Blvd., and Lightner Road, and the project will also include the construction of almost three miles of continuous shared use path. The current TRAC requests for \$1,800,000 Right of Way funds and \$160,000 in Detail Design funds in SFY 2025. Mr. Daniel opened the floor for questions. He then stated that staff and the Technical Advisory Committee recommend adopting MVRPC's TRAC projects for CY 2024.

Mr. Joseph made a motion to adopt MVRPC's TRAC projects for CY 2024. Ms. Garcia seconded the motion. The motion passed unanimously.

**V. RPC (REGIONAL PLANNING COMMISSION) ACTION ITEMS**

**A. Resolution 24-023: Approving the Enrollment of the City of Trotwood in the Miami Valley Age-Friendly Network**

Ms. King announced that the City of Trotwood has applied to receive a First Year Age-Friendly Community Responsive Grant from the Del Mar Heath-Dayton Fund at the Dayton Foundation. She explained that the First Year Age-Friendly Community Responsive Grants will support communities beginning phase 1 of the AARP Livable, Age-Friendly Communities

multi-year planning effort. She then presented information on the City of Trotwood's application and stated that Trotwood's progress related to age-friendly initiatives includes improvements in ADA accessibility, such as sidewalks, ramps, and public facilities. Ms. King opened the floor for questions.

Ms. King then stated that staff and the Institute Steering Committee recommend approval to approve funding for the City of Trotwood to join the Miami Valley Age-Friendly Network.

Ms. Wallace made a motion to approve the funding for the City of Trotwood to join the Miami Valley Age-Friendly Network. Ms. Byrge seconded the motion. The motion passed unanimously.

Ms. King thanked Ms. Donna Kastner for her two years of service in support of the Regional Livable and Age-Friendly Communities. Her last day was July 26th, marking the end of a tenure as the Del Mar Encore Fellow through The Dayton Foundation. Donna's role as the Del Mar Encore Fellow contributed to the progress of MVRPC's Institute for Livable and Equitable Communities' Livable and Age-Friendly Initiative. Her efforts included engaging key partners to support the Institute Domains, assisting in the recruitment of communities to join the AARP Network of Age-Friendly States and Communities, and coordinating funding for age-friendly regional initiatives.

## **VI. INFORMATION ITEMS**

### **A. Age-Friendly Story Map**

Ms. King introduced Robin Lambert, MVRPC's summer intern, to present their work on a Story Map highlighting the Miami Valley Age-Friendly Communities. Robin explained that the map showcases the communities involved in the Regional Livable and Age-Friendly Communities Initiative, each of which has received funding through the Del Mar Healthcare Fund to participate in a multi-year process of developing plans and policies aligned with the mission of AARP's Network of Age-Friendly States and Communities. The communities featured include Bellbrook, Brookville, Centerville, Dayton, Harrison Township, Huber Heights, Kettering, Miami County, Vandalia, Washington Township, Xenia, Yellow Springs, and now Trotwood.

The Story Map will display the year each community enrolled as an Age-Friendly Community, total population, population over 65 and under 18, and the current stage of their program. Additionally, the map will provide links to each community's website and the AARP website. Robin also mentioned that the Story Map is still under development, with ongoing feedback from the Age-Friendly cohort and the Institute Steering Committee. The website is expected to be active and available to the public in the fall.

### **B. Member Spotlight: Updates from the City of Riverside**

City of Riverside's City Manager, Mr. Josh Rauch, presented information regarding the US 35/Woodman Bridge and Interchange projects, the Woodman Corridor Safe Streets and Roads for All (SS4A) grant, and the Springfield Street Corridor updates. Mr. Rauch enlightened the group on the importance of Woodman Drive to the city as the only roadway connecting the numerous parcel groupings that make up Riverside. He then opened the floor for questions.

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

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

Mr. Martin introduced Ms. Elizabeth Whitaker as project manager for MVRPC's Safe Streets and Roads for All (SS4A) grant. He then provided a brief update of the status of the SS4A grant and stated that the agreement was just signed and executed and MVRPC will look to hire a consultant team soon. The next step will be to draft the scope of services and distribute it to interested firms.

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

- Reflecting on MVRPC's Journey with Dale Bertsch
- New American Community Survey Profiles Give Insights into the Region
- Regional Geographic Information System (GIS) Needs Assessment Survey Results
- Dayton Regional Green Sustainability Luncheon
- Grants and Funding Resources
- MVRPC Events and Upcoming Meetings

## VIII. ADJOURNMENT

Chairperson Lommatzsch adjourned the meeting at 9:47 a.m.

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

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**Deborah Wallace**  
First-Vice Chairperson

**Date:**



# MIAMI VALLEY

Regional Planning Commission

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## MEMORANDUM

**TO:** Board of Directors  
**FROM:** MVRPC Staff  
**DATE:** September 5, 2024  
**SUBJECT:** Adoption of SFY2024 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 SFY2024 Transportation Work Program Completion Report.

### Attachments:

- (1) MVRPC SFY2024 Work Program Completion Report Summary
- (2) Resolution Adopting the SFY2024 Transportation Work Program Completion Report

**MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2024**

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
601	Short Range Planning		FTA/ FHWA/ ODOT/ MVRPC	68%	100%	
601.3	Transit and Human Service Transportation	Continue to apply the 5307 Formula Allocation	Staff prepared worksheets for the Full Year FFY2024 Allocation in April 2024. The 5307 transit funding was then allocated between the two 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; updated outdated references and incorporate low income population into the formula as is current practice by FTA. The agreement was accepted by the MVRPC Board of Directors at the September 2023 meeting.			
		Provide technical assistance to human services agencies	Staff supported human service transportation agencies by encouraging providers to apply for Section 5310 funding by sharing funding information and data, providing technical training, and offering regular office hours to assist applicants during the application process.			
601.4	Safety Planning	Assist ODOT District 7 and 8 and local jurisdictions with funding requests and applications	Staff attended DSRT meetings hosted by District 7 virtually and in person.			
		Use the latest available crash data to support transportation programs and PSA messages to the public	Staff reviewed the educational safety messages for SFY 2024 for consistency with high injury or fatality rates crash types and/or rising crash trends. Staff participated in the Huber Heights Safety Plan and assisted Yellow Springs and Miami Township with potential safety funding applications. Staff analyzed data in support of the regional SS4A application.			
601.5	Federal and State Legislation	Monitor transportation and air quality related legislation, regulations and funding	Staff monitored the status and content of various developments regarding the IIJA implementation, Buy America waiver, performance management changes, and air quality regulations. Staff reviewed Federal Register and grant information and forwarded pertinent information to appropriate staff as necessary.			
602	Transportation Improvement Program (TIP) and Project Monitoring and Assistance		FTA/ FHWA/ ODOT/ MVRPC	97%	100%	
602.1	TIP Development	Amendments	Numerous highway and transit SFY2024-2027 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 SFY2024.			
		Participate in Regional and Statewide Transportation Planning efforts/activities	Staff participated on the Statewide LPA Advisory Group and the ODOT E-STIP subcommittee.			
		Update STP/CMAQ and TA Policies and Major New Program Policies	Staff continued to implement and monitor ODOT's Carryover Reduction Policy. Staff also completed minor updates to the Sub allocated Funding Policy. There were no changes to the TRAC Policy and Procedures this year.			

**MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2024**

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
602.2	Regional Transportation Planning Program and Project Development and Planning Assistance	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 7, 2023. Staff formally requested Board authorization to solicit member jurisdictions for new STP, TA and CR projects, which was subsequently authorized. Staff solicited for STP, 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 19 STP projects, 3 TA projects and 7 CR projects were approved at the March 7, 2024 Board meeting. 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/TA/CR projects.
		Prepare and publish annual listing of obligated projects				Staff prepared a listing of projects that were obligated in SFY2023 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.



**MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2024**

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 CY2023 Local Project Survey and updated databases as appropriate. Staff distributed the CY2024 Local Project Survey and entered the results into the Local Project Database. Staff collected information and updated internal databases to reflect CY2023 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 2025 Lock-down project listing				Staff prepared a SFY2025 lock-down project list and worked with jurisdictions that had projects scheduled in SFY2025 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 October 24, 2023 and May 21, 2024 and for District 8 projects on October 26, 2023 and May 16, 2024. 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 2024 TRAC Application Cycle opened on Wednesday, May 1, 2024 and closed on Friday, May 31, 2024. 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 4 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 FY2025 PDAC applications. Following staff scoring of the FY2025 PDAC applications, staff organized a review panel to review and recommend priorities for proposed regional FY2025 PDAC Transportation and Government Services Applications. The staff recommendations were presented to the Transportation and Government Services Review Panel on January 4, 2024. The TAC approved the list of FY2025 PDAC requests on January 18, 2024 and the list was subsequently approved by the MVRPC Board on February 1, 2024.
		Support and manage the design and implementation of the regional EV charger project.				Staff coordinated with the consultant Michael Baker International to complete the environmental document and project design. The PS&E document was completed and submitted to ODOT. The consultant CTL was selected to provide construction inspection services. The project was put out to bid but was unable to be awarded based on ODOT pre-qualification requirements. The project was readvertised and is expected to be awarded early in SFY2025.
		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. Staff provided growth rates for the City of Clayton Throughfare Plan. Staff completed an additional scenario run to represent one of the alternatives under consideration for the Grange Hall/I-675 interchange TRAC project.		

**MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2024**

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
605	<i>Monitoring and Surveillance</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	<b>89%</b>	<b>100%</b>	
605.1	Planning Databases	Continue updating transportation, land use, and environmental databases	Staff continued updating the development tracking database and the database of existing and proposed Electric Vehicle chargers. Staff updated the online mapping apps for traffic & trail counts and safety data.			
		Implementation of Year 2 counting cycle (2021-2023) by taking supplemental in-house vehicular and bicycle traffic counts	Staff completed Year 3 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. Data from 17 trail counters received from three local agencies and recorded on a point shapefile. Data from 15 trail counters received from three local agencies and recorded on a point shapefile. Two agencies did not submit trail counter data at the time of this writing.			
		Federal-aid urbanized area changes and functional classification modifications	Staff completed the review and update of the 2020 transportation urbanized area boundary, the adjusted boundary was adopted by the Board of Directors at the February 2024 meeting and submitted to ODOT for approval.			
		Summarize and analyze planning databases to support on-going planning efforts and disseminate data	Staff provided project database and demographic data to ODOT, member jurisdictions, and consulting firms performing planning functions for the Region.			
		Database updates and assistance with Census 2020/ACS Data	Staff continued processing newly released Census and ACS data for inclusion in demographic and socioeconomic databases.			
605.2	Planning Research, Data, and GIS Support	Provide general research, data, and GIS support to agency's planning activities	Staff reviewed and evaluated different datasets (LEHD vs BEA) and conducted industry level analysis to update Economic Base Assessment. Staff performed preliminary research and scoping of the upcoming PLAN4Health Healthy Food System Assessment project. Staff conducted research to design Healthy Communities Needs Assessment. Staff reviewed housing study best practices, researched national examples of housing assessments, and analyzed current and past housing data to understand existing conditions and identify trend lines. Staff updated various core GIS datasets as required (Jurisdiction boundaries, bikeways, transit, etc.). Staff assisted various staff on different GIS issues. Staff provided mapping assistances for various planning activities as needed. Staff provided support in the creation of web maps, layers, and web applications. Staff performed activities to prepare for the upcoming Safe Streets for All (SS4A) Action Plan project including project budget and work program development and grant agreement preparation.			
		Maintain and enhance agency's web mapping applications, including Miami Valley Geo-Spark	Staff maintained and updated the agency's Geo-Spark web site, and added additional data to the Open Data repository. Staff updated D-Hive to add transportation data, a transportation mapping application, and new 3D web maps. Staff updated GIS activities mapping application with the latest information.			
		Attend conferences, seminars, and workshops	Staff attended the Ohio GIS Conference (September 12), APA Ohio State Planning Conference (September 27 – 29), Ohio Environmental Health Association Southwest District Fall Conference (October 5), URISA GIS-Pro Conference (October 17 - 19), Montgomery County Food Summit (November 16), Miami Valley Planning and Zoning Workshop (December 1), Ohio Ethics E-Training (October), URISA Excellence in GIS Webinar (March 8), Tableau Training (April 10), APA National Planning Conference Online (May 8 – 10), CNU.32 – Cincinnati (May 16 – 17), 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 gathered data and developed interactive dashboards for the American Community Survey at 4 different geographic levels for both housing and population-based data points. Staff responded to request for Census data to various communities and organizations as needed. Staff contacted the Census Bureau to discuss data quality and results for the region related to our travel demand model updates.			
		Respond to data, information, and mapping requests	Staff responded to numerous public and private data, information, and mapping requests including: Miami Conservancy District; City of Dayton; Dayton Regional AAM Team; Darke County; City of Riverside; Public Health Dayton Montgomery County; Montgomery County Food Equity Coalition; City of Centerville; City of Englewood; Ohio State University Planning Studio Class; City of Germantown; Greene County Public Health; Cuyahoga Regional Planning; City of Trotwood; City of Bellbrook; City of Brookville; University of Dayton; Greene County Engineer; Miami County (Broadband Assets); Preble County (Broadband Assets); First Suburbs Consortium of Dayton; Area Agency on Aging; Sugarcreek Township; Beavercreek City Schools; and Brunner Literacy Center			

**MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2024**

<b>TASK NUM</b>	<b>ITEM</b>	<b>ANTICIPATED PRODUCT</b>	<b>\$ SOURCE</b>	<b>PERCENT BUDGET UTILIZED</b>	<b>PERCENT DONE</b>	<b>REMARKS</b>
<b>605.3</b>	<b>Regional GIS</b>	Continue to provide GIS support to previous PSS program participants				Staff provided GIS support to past Professional Services Support Program (PSS) participants by maintaining and updating local web mapping products for Trotwood, Riverside, Miami County, and Bethel Township.
		Seek and provide GIS support to new participants				Staff provided assistance to City of Germantown Sanitation Engineer to test application of creating digital map of sewer assets. Staff provided GIS support to City of Springboro as a new Regional GIS Professional Services Support Program (PSS) participant.
		Form project-specific groups with ArcGIS Online				Staff brainstormed subtopics for possible additional workshop on GIS mapping application creation.
		Participate in Southwest Ohio GIS Users Group (SWOGIS) Steering Committee				Staff coordinated with SWOGIS to advertise fall and spring GIS training sessions to GIS professionals in the region.
		Expand Regional Geospatial Coordination program with additional partners				Staff continued to support Long Range Disaster Recovery Group and local partners by maintaining and editing the Tornado Affected Properties database and web mapping application. Staff developed and submitted application on the "2019 Tornado Recovery Monitoring System" for the 2023 Urban and Regional Information Systems Association (URISA) Exemplary Systems in Government (ESIG) award. Staff attended the GIS-Pro 2023: URISA's 61st Annual Conference in Columbus, Ohio to receive the 2023 URISA Exemplary Systems in Government (ESIG) Distinguished System Award.
		Conduct regional projects in partnership with SWOGIS and other organizations				Staff prepared for Regional GIS Needs Assessment, including constructing new questions and reviewing contacts. Staff updated the questionnaire with several new questions and released the survey to GIS professionals on March 4. Staff analyzed and drafted 2024 Regional GIS Needs Assessment report.
		Implement GIS training programs in partnership with subject matter expert GIS professionals				Staff redesigned a training course module on ArcGIS Online using the new web map interface focusing on the basics of web mapping and creating mapping applications. Staff preparation training materials and hosted training session on November 16, 2023. Staff updated promotional materials, lesson plans, curated training datasets and step by step tutorial documentation for an advanced beginner level training course focusing on ArcPro. Staff hosted SrcGIS Pro training session on May 1, 2024.

**MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2024**

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
610	<i>Continuing Planning - Review and Appraisal</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	<b>93%</b>	<b>100%</b>	
610.1	<b>Long-Range Transportation Planning</b>	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 and participated in various meetings throughout the year. Staff completed the 2020 socio-economic data for the 2020 TDM validation		
		Develop a yearly transportation network: 2022 highway and transit network		Staff updated the model network to reflect local and TIP projects completed in SFY 2023.		
		Continue staff training by attending seminars, workshops and conferences and updating software		Staff attended the Ohio Conference on Freight and the Ohio transportation Engineering Conference. Staff attended webinars on LPA certification, trail programming, access to transit, and ArcGIS training. Staff attended the Miami Valley Planning and Zoning Conference on December 2.		
		Administer traffic counting program		Staff continued administering traffic counting program. Third 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. Traffic counting program was updated to include Warren County jurisdictions.		
		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.		
		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 2023.		
		In conjunction with 2020 Census and 2018-2022 ACS data releases, update socio-demographic data for the analysis of EJ, LEP, and other vulnerable populations.		Staff continued processing newly released Census and ACS data for inclusion in demographic and socioeconomic databases. Staff completed the update of the EJ, LEP, and other vulnerable populations based on 2020 Census or 2018-2022 ACS survey, including updated thresholds by county and associated mapping.		
		Participate in Regional and Statewide Transportation Planning efforts/activities		Staff provided training to OTDMUG members on processing ACS data for use in the statewide travel demand model. Staff served on the OARC Safety Committee. Staff attended OARC Transportation Committee and Safety Subcommittee meetings. Staff provided input to the STDA study and reviewed the intercity bus alternative recommendations.		

**MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2024**

<b>TASK NUM</b>	<b>ITEM</b>	<b>ANTICIPATED PRODUCT</b>	<b>\$ SOURCE</b>	<b>PERCENT BUDGET UTILIZED</b>	<b>PERCENT DONE</b>	<b>REMARKS</b>
<b>610.2</b>	<b>Regional Planning</b>	Lead on regional initiatives that address regional needs with partnering organizations				Staff hosted three County level Active Living Workshops in partnership with Public Health Departments in Greene, Miami, and Montgomery County as part of the Plan4Health – Miami Valley Initiative. Staff also performed audit of local plans to evaluate the prevalence of health topics in local community plans, reviewing a total of 44 local plans, summarized the findings, and published the final audit report in January 2024. Staff conducted initial storyboarding sessions and developed a preliminary scope for a regional housing study.
		Develop a new and maintain existing resources and tools, including Miami Valley Data Commons and Planning Tools				Staff designed and developed an updated version of the Miami Valley Comprehensive Plan Inventory. Staff reviewed Planning Tools webpages to ensure resource links are up-to-date and functional. Staff attended a day long virtual interactive training for Tableau to learn new software skills for updating a Miami Valley Data Commons tool, a web data retrieval tool.
		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. Staff participated in the City of Germantown Downtown Redevelopment Plan Steering Committee. Staff participated in the Dayton Region Advanced Air Mobility Use Case Development Team meetings and provided planning and GIS mapping assistances. Staff developed session content, recruited panelists, and coordinated session on the topic of AAM at the 2023 Miami Valley Planning and Zoning Workshop.
		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: WPAFB Compatible Use Plan (CUP) and Military Installation Resiliency Plan (MIR); Montgomery County Food Equity Coalition Strategic Planning; Miami County Future Land Use Plan Scope Development; City of Trotwood Comp Plan Scope Development; City of Xenia Comprehensive Plan Update; City of Dayton SS4A; City of Brookville Land Use Plan Update; and City of Centerville Comprehensive Plan Update.
		Provide status updates to MVRPC TAC and Board of Directors				Staff provided status update at the November TAC and December Board meetings on the topic of Regional GIS.

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TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
625	<i>Public Information and Service</i>		FTA/ FHWA/ ODOT/ MVRPC	<b>100%</b>	<b>100%</b>	
625.1	<b>Public participation and media relations</b>	Ensure compliance with <i>MVRPC's Public Participation Policy</i> and review policy annually for any necessary updates	The public participation policy was followed for all public involvement meetings held during FY2024.			
		Update MVRPC's Public Participation Policy with an opportunity for the public to review and comment.	The public participation policy was updated. A virtual public meeting and 45 day comment period was held during February 22 - April 8, 2024. The edits to the policy included adding the Regional Transportation Planning Organization (RTPO) pilot program and expand on details for the request for accommodations.			
		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. Newly added categories to cover new RTPO counties of coverage.			
		Facilitate the hosting of public meetings and when necessary, produce any documentation relevant to the gathering according to the guidelines in the Public Participation Policy	Coordinated virtual public participation actions for the following topics: STP TA CR Project Funding Public Meeting 11-9-2023, Priority Climate Action Plan Public Meeting 2-1-2024, Public Participation Policy Update Public Meeting 3-14-2024, Darke-Preble-Shelby counties 2050 Regional Transportation Plan (RTP) Public Meetings 3-25 (Shelby County), 3-26 (virtual and Darke County), 3-27-2024 (Preble County).			
		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 November 2023 and June 2024 with messages related to crash trends in the Region. The advertising campaign encouraged motorists to wear their seatbelt; and cautioned of the risks associated with distracted driving and to discouraged speeding. These campaigns were promoted on billboards, print publications, bus ads and digital platforms like social media and streaming music and podcast platforms.			

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TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
667.1	<b>RIDESHARE Program</b>		<b>FTA/ FHWA/ ODOT/ MVRPC</b>	<b>91%</b>	<b>100%</b>	
667.11	<b>RIDESHARE Program</b>	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 in FY2023 and continued for FY2024 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. EV Charging locations were added to the platform. 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 to promote bike commuting. The Rideshare Program expanded outreach with Five Rivers MetroParks to promote bike commuting, transit and carpooling to their Outdoor Experience and supporting the bike parking area. Continued partnership with Bike Miami Valley to distribute bike light kits and clip-on flashing lights promoting the Rideshare Program.			
		Employer outreach	The Rideshare Program presented information to the Dayton Area Chamber of Commerce Airport Business Park which included representatives from Amazon, Croc, P&G, Transportation Supply Depot, City of Vandalia and Grunder Landscaping. Staff attended an employee outreach events at Sinclair College, P&G and Fortis College to distribute program information to staff. The Rideshare Program provided commute solution resource information to Five Rivers Health Centers and GFS Springfield/Dayton. MVRPC staff also attended the Dayton Business Journal Workforce Forum to promote commute resources to business as an employee benefit.			
		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, Dayton Business Journal, 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 participated in the promotion of the Ohio Commuter Challenge in partnership with the OARC Rideshare/Air Quality group to encourage trip logging to win prizes donated to MORPC.			
		Coordinate with ODOT and OARC Rideshare/Air Quality subcommittee to update Rideshare Road Signs as needed	MVRPC staff has set up a plan with ODOT district 7 + 8 for their support of ordering and delivering highway signs to replace and install signs promoting GohioCommute.com.			
		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.			
		Coordinate the Guaranteed Ride Home Program	MVRPC continued to offer and promote the Guaranteed Ride Home Program. No requests were received in FY 2024.			
Participate in RIDESHARE / Air Quality OARC meetings	MVRPC staff attended all OARC Rideshare/Air Quality subcommittee meetings.					

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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 nine (9) Air Quality Alerts (AQA) between July 1, 2023 and June 30, 2024. Eight (8) for Ozone and one (1) for PM2.5. RAPCA six (6) exceedance days of the 2015 8-hour ozone standard (>70 ppbv) and two (2) exceedance days of the 2006 24-hour PM2.5 standard (>35µg/m3) in FY 2024. It is important to note that the Dayton region was impacted by Canadian wildfires. Fires in Canada contributed to and/or caused the July 2023 PM2.5 and August 2023 ozone exceedances. It should also be noted that these unprecedented wildfire smoke episodes caused significant challenges with daily forecasts due to the rapid onset of the smoke.			
		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 releases 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 e-newsletter delivery platform as a press release for air quality alerts. The content for the alert press release 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. New information about the use of Electric Vehicles to reduce air pollution was added.			
		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. MVRPC also promoted Air Quality Awareness Week for the first week of May and partnered with RTA who offered free rides for one day during Air Quality Awareness Week.			
		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	RAPCA and MVRPC coordinate regularly regarding forecasts, training, and educational conferences. We have a contractual agreement with Sonoma Technology, Inc. (STI) to provide us with updated forecasting tools. This helps us to continue enhancing our air quality forecasting skills. The AQA forecasting program was in effect throughout the year.			



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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>	<i>54%</i>	<i>100%</i>	<i>The AT Planner Position has been vacant most of the FY. We have a new planner starting on Sept. 3. With the vacancy, we missed some opportunities in this area. We hope to train the new planner so that she is able to contribute late in FY 2025.</i>
667.31	Alternative Transportation Activities/ Outreach	Comfort Level Bike Map: Complete Phase 1 and collect necessary data and establish a rough draft of the map. Begin Phase 2.	Benchmarking other maps completed through online research and meetings with City of Dayton staff. Maintenance of local bikeways GIS layer was ongoing throughout the fiscal year.			
		Participate in opportunities to increase public awareness of alternative transportation. Outreach and promotional campaigns to encourage alternative modes and promote pedestrian and bicycling safety.	MVRPC advertised messages about safely using alternative transportation modes like biking or walking. Messages about wearing brightly colored, reflective or carrying a flashlight while out to ensure visibility to motorists. These messages were advertised on radio stations, newspaper and digital advertising platforms. Staff participated in meetings of the Bike Miami Valley Regional Advocacy Committee and made a presentation to a meeting of the Cycle Kettering chapter. MVRPC was a visible presence and sponsor of Bike To Work Day at Riverscape MetroPark.			
		Attend meetings that focus on Safe Routes to School coordination and participate in outreach activities	MVRPC staff continues to attend meeting of the Safe Kids Greater Dayton Coalition, operated out of Dayton Childrens Hospital. This group, however, is no longer responsible for implementation of the City of Dayton SRTS Plan. SRTS has been integrated into Dayton's AT Plan, and MVRPC participates in the Dayton Walk/Bike/Ride committee.			
		Maintain and promote Miami Valley Trails web site as conduit for communication of alternative transportation options, in coordination with MVRPC Rideshare Program/Gohio Commute and Mobility Managers.	Staff maintained the MVT.org website, including responses to Contact Us inquiries (>60), posting of trail alerts related to construction detours and closures, and posting of Trail Talk blog posts (23).			
		Participate in initiatives to educate and encourage adoption of alternatively fueled vehicles and development of alternative fueling infrastructure.	MVRPC partnered with Drive Electric Ohio on numerous events across the region, including co-hosting DriveOhio public outreach meetings in the region.			
667.32	Alternative Transportation Planning Activities	Aid jurisdictions related to implementation of Regional Complete Streets Policy and/or development of local complete streets policies	All STP and CMAQ applications received in fall 2023 were reviewed by staff with respect to the MVRPC regional complete streets policy. One-on-one conversations were held with project sponsors regarding complete streets elements of the proposed projects.			
		Develop with consultant support a Strategic Funding Plan for priority projects within the AT Plan, in coordination with identified project sponsors.	Consultant support was determined to not be needed. Staff conducted in person or Zoom interviews with all jurisdictions listed as potential sponsors of Top Priority Projects listed in the 2022 Active Transportation Plan.			
		Schedule and staff the regional bikeways committee meetings	The Regional Active Transportation Committee held four meetings during the fiscal year: September, December, March and June. Staff coordinated with Rails to Trails Conservancy, City of Springboro, and the Greene County Mobility Manager for development of meeting content.			

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TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
		Plan for the safety, security, accessibility, integration and connectivity of the transportation system for motorized and non-motorized users, and support inclusion of bicycle and pedestrian facilities in local planning documents.				MVRPC staff participated in project development meetings related to the Wolf Creek Trail gap and the US 40 Bikeway in Preble County. Focus of the conversations was potential applications for ATIIIP or RAISE funding. Neither project decided to go forward with either application.

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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>		<i>FTA/ FHWA</i>	<i>87%</i>	<i>100%</i>	<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>

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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 support to potential applicants on ODOT solicitation cycle including organizing a grant workshop prior to the FY 2024 solicitation cycle				Staff encouraged providers to apply for Section 5310 funding by sharing funding information and data, technical training, and offering regular office hours to assist applicants during the application process. A grant workshop was held in a previous work program in March 2023.
		Provide technical support to ensure sub-recipients meeting Title VI, financial and other reporting requirements				Ongoing. Staff continues to provide support to subrecipients as needed and stay informed of State compliance resources and expectations such as ADA, Title VI, and other financial reporting requirements.
		Continue to support 5310 administration functions for the Dayton Urbanized Area to include maintaining biannual subrecipient				The 2023 NTD Group Sponsor Plan report was submitted in Oct 2023 and was approved and closed out in Jul 2024. Staff continues to request, monitor, and maintain biannual reports from subrecipients awarded through MVRPC.
		Organize a steering committee to review and score 5310 applications to identify qualifying and priority projects for the region				Staff organized a steering committee consisting of representatives from the Area Agency on Aging, Opportunities for Ohioans with Disabilities, and Veteran's Affairs. All three agencies are regional and transport individuals using specialized transportation, but do not directly benefit from ODOT transit funding. Staff created a scoring guideline and a rubric to help partners provide project recommendations.
		Draft process to create a Section 5310 allocation to regions				Th allocations have been made across Ohio. MVRPC Greater Region Mobility Initiative was honored to serve as a pilot regional coordination program.

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TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
674.14	Greater Region Mobility Initiative	Submit RFP to hire consultant for the GRMI Plan update	The Greater Regional Mobility Initiative Public Survey & Focus Group Study RFP was successfully released Aug 2023 and closed Oct 2023. MVRPC received proposals from 3 consultants which were reviewed and scored by a committee, a consulting team was selected and contract finalized Dec 2023.			
		Facilitate a GRMI Plan update targeting SFY 2024 - 2028	GRMI Plan Update Draft was completed in July 2024.			
		Convene and facilitate quarterly regional coordination meetings and ad hoc working groups to identify and pursue coordination opportunities	Quarterly meetings were held in addition to a series of focus group sessions including 2 meetings held at the Community Action Partnership of Miami Valley in Preble and Darke County to learn more about challenges in rural communities, 2 virtual focus group sessions focused on medical transportation challenges, and a summit led by the Gala of Hope Foundation to speak with medical caregivers and professionals.			
		Convene GRMI Advisory Committee to provide feedback on plan goals and strategies and offer guidance on GRMI council priorities	The GRMI Advisory Committee met twice virtually in May and Jun 2024 to review and establish the GRMI Plan Update mission, vision, goals, and strategies. They also read and reviewed the plan goals and strategies as well as key sections of the GRMI Plan Update more in-depth and provided direct feedback via email.			
		Provide support to mobility management projects and work to expand mobility management throughout the region.	Ongoing. Meetings were held in 2 communities to investigate opportunities to expand Mobility Management into new communities. As a result of discussions, Miami County has identified Mobility Management in the Age-Friendly Miami County Action Plan. The intent is to apply for funding in SFY 2026.			
		Provide support to the regional transit systems and identify regional partnership opportunities	Staff continued to support regional transit systems by attending transit board meetings and technical advisory committees and encouraging transit agencies to apply for new funding opportunities such as the Ohio Workforce Mobility Partnership Program. As a result, two transit agencies in Miami and Shelby County successfully applied and were awarded vehicles through this new funding opportunity.			
		Network and expand the GRMI Council to incorporate broader representation from riders and rider advocates	Ongoing. MVRPC continues to attend coordinated planning meetings in communities across the region, adding new contacts to our list continually. MVRPC expanded the footprint of the GRMI to include broader representation from the medical community in particular, due to participation in discussions with the Gala of Hope summits and roundtable events. Many new medical partners have joined the quarterly GRMI meetings due to expanded outreach and MVRPC has presented to key medical stakeholders such as patient navigators and caseworkers who have not been engaged in the past.			
		Monitor and support the Mobility Ohio Pilot program and identify opportunities to expand the Region for expansion	The state has made limited progress on the Mobility Ohio Pilot program due to a lack of staffing dedicated to this program. Therefore there has been little movement on expansion into our region or any other across the state.			
		Finalize work with ODOT on the development of future regions through development of a Regional Coordinated Plan Guidance document	Due to staffing turnover at the state, the Regional Coordinated Plan Guidance has been put on hold.			
674.2	Transit Exclusive Planning (GDRTA)		FTA/ FHWA/ ODOT/ MVRPC	68%	100%	
674.2.1	Annual Planning & Zoning Workshop	Materials, Planning and Event Development	Still in progress. Event to be held in the fall of 2024.			
674.2.2	Coordinated Planning	Coordinate with MVRPC, ODOT, and FTA to update RTA's Transit Asset Management Plan as needed and work together on RTA's Public	On going. RTA staff has coordinated where necessary during 2024.			

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674.2.3	<b>Title VI 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				Still in progress, currently on track to be completed by August 6, 2024. Pending RTA Board of Trustees approval.
674.2.4	<b>Member of 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. RTA staff has been in attendance at meetings held to date in 2024.

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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>	<i>100%</i>	<i>100%</i>	
674.3.1	<b>Market Research &amp; Customer Outreach</b>	Customer Satisfaction Surveys	Survey has been out on our website and will continue to. Much needed data has been collected and will continue to be collected to better help and support future decisions for our transit system.			
674.3.2	<b>Coordinated Planning</b>	Coordinate with MVRPC, ODOT, and FTA to update Transit Asset Management Plan, STIP and TIP, as needed. Participate in the GRMI, 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. Materials, Planning and Event Development	Attended and participated in the GRMI & HSTC meetings held by MVRPC.			
674.3.3	<b>Service Analysis &amp; Development</b>	Coordinate with MVRPC, ODOT, and FTA to prepare for the transition from being an Urban Transit System to a Rural Transit System. Educate our Transit Specialist in the changes and processes	Attended many ODOT Teams Trainings to educate ourselves as much as possible on the transition from Urban to a Rural System. Worked with FTA to finalize any data and report needed before the transition.			
674.3.4	<b>Financial Planning</b>	Continue to work with financial consultant on fiancé planning and costing, especially with the change of classification. Prepare and plan for upcoming Triennial Review	Completed.			
674.4	<i>Transit Exclusive Planning (Greene County Transit Board-Greene CATS)</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	<i>100%</i>	<i>90%</i>	
674.4.1	<b>Attend GRMI meetings and serve on project sub-committees.</b>	Implementing Regional Goals	Attended GRMI meeting, served on committees to update coordinated plan and promote regional survey.			
674.4.2	<b>Maintain and update Miami Valley Ride Finder website</b>	Updates to website, inclusion of GRMI county transportation providers, coordination with similar ODOT websites	Maintained MVRF website. Postponed inclusion of other GRMI counties until new provider can be procured. Completed plan to coordinate with other similar ODOT websites in the region.			
674.4.3	<b>Develop plan to transition from Urban to Rural Transit System</b>	Securing all agreements and funding needed to complete the transition and revising all procedures needed to implement	Completed plan to secure all agreements and funding needed to complete the transition from Urban to Rural transit system.			
697	<b>Work Program Administration</b>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	<i>126%</i>	<i>100%</i>	

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697.1	Work Program Administration	Transportation program supervision				Technical supervision and program oversight was provided.
		Committee staff support				Staff support was provided for the following Board of Directors Meetings: August 3, September 7, November 2, December 7, February 1, March 7, May 2, and June 6.
		Transportation Budget and Work Program				Draft Work Program and Budget was completed and sent to ODOT March 7, 2024
		Transportation Budget and Work Program Amendments				Final work program and budget was completed and sent to ODOT May 5, 2024. FY2023 budget revisions were submitted September 7, November 2, and May 5.
		Progress Report				Staff produced the SFY 2023 final completion report, which was approved by the Board on September 7, 2023 and submitted to ODOT on September 7, 2023.
		Coordination with ODOT and OARC				Coordination with ODOT and OARC was completed.
		Coordination with other MVRPC divisions, jurisdictions, system operators and other agencies				Staff continued to work closely with OARC, ODOD, ORDC, and OEPA member jurisdictions with other agencies as necessary.
		Annual Title VI Compliance Report				Updated Title VI Completion Report was submitted as a part of the Work Program and Budget submission.



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TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT DONE	REMARKS
700	<i>Regional Transportation Planning Organization Pilot Program</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	<i>87%</i>	<i>100%</i>	
705.1	Transportation Planning Databases	Develop initial transportation and other planning databases	The majority of the work under this task took place in SFY 2023 but databases were revised as needed to support the Regional Transportation Plan Report.			
		Analysis and data summary of transportation and other planning databases	The majority of the work under this task took place in SFY 2023 but additional analysis was undertaken as needed to support the Regional Transportation Plan Report.			
		Respond to information requests	Staff responded to various requests for data and or guidance including counts, streetlight, and funding applications.			
710.1	Long-Range Transportation Planning	Goals and Objectives	Completed in SFY 2023			
		Existing Conditions	The majority of the work under this task took place in SFY 2023 but additional analysis was undertaken as needed to support the Regional Transportation Plan Report.			
		Future Conditions	Staff performed analyses on future conditions expected in the RTPO Region. More specifically, staff worked on future Level of Service (LOS) projections, the economic development outlook, and the Regional population expected in 2050.			
		Needs Analysis	Staff completed the "Future Transportation Needs" section of the RTPO DPS 2050 Regional Transportation Plan. Staff primarily focused on assessing how the transportation network could help facilitate the future growth of economic development in the Region. Transit service expansion and collaboration between the various transit services in RTPO counties were identified as areas where accessibility could be improved. Staff also noted the need for more multi-use paths in the Region.			
		Plan Recommendations	Staff completed the "Roadway and Active Transportation Recommendations" section of the RTPO DPS 2050 Regional Transportation Plan. Staff recommendations focused on projects that could realistically be completed by 2050 given current financial budget predictions.			
		Fiscal Analysis	Staff completed fiscally-constrained planning level project cost financial analysis for the RTPO DPS 2050 Regional Transportation Plan. Staff also analyzed the transit funding outlook in the Region extending out to 2050.			
		Report Write Up	Staff refined the draft of and completed the final version of the Darke-Preble-Shelby 2050 Regional Transportation Plan that was approved by the MVRPC RTPO Policy Board on June 6, 2024 and was submitted to ODOT for approval.			
		Prepare and attend various transportation planning related meetings	Staff led and attended multiple Regional Transportation Planning Organization Steering Committee (RTPOSC) meetings. Staff prepared powerpoint presentations for all of the RTPOSC meetings and provided maps and project lists for the meetings when applicable. Staff attended statewide RTPO quarterly coordination meetings.			
725.1	Public Participation and Service	Public Participation	Staff organized and led three in-person public participation meetings (one in each county in the DPS RTPO) and one virtual public participation meeting for the Darke-Preble-Shelby 2050 Regional Transportation Plan. These meetings went over the DPS RTPO mission and what the transportation plan entailed. Several posters were created for the meetings to show participants the data that was analyzed and information learned from the transportation report process. A map and list of all of the roadway and active transportation project locations were created, printed, and distributed to participants at the public participation meetings. Outreach flyers for these public participation meetings were distributed to various places in all the RTPO counties in Spanish and English.			



# MIAMI VALLEY

Regional Planning Commission

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TTY/TDD: 800.750.0750  
mvrpc.org

## RESOLUTION 24-027

### ADOPTING THE SFY2024 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 SFY2024 Transportation Work Program and Budget were adopted and amended by the Miami Valley Regional Planning Commission; and

**WHEREAS**, various reports listed in the SFY2024 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 **SFY2024 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 SFY2024.

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

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

\_\_\_\_\_  
**Sara Lommatzsch, Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Larry Holmes, Third Vice-Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission



## MEMORANDUM

**To:** Technical Advisory Committee, Regional Transportation Planning Organization  
Steering Committee, Board of Directors

**From:** MVRPC Staff

**Date:** August 15, 2024

**Subject:** Greater Region Mobility Initiative Transportation Coordination Plan Update  
2024-2028 Adoption

This memo provides background information to the MVRPC Technical Advisory Committee and Board of Directors on the Greater Region Mobility Initiative Transportation Coordination Plan Update.

[The Greater Region Mobility Initiative Transportation Coordination Plan](#) (GRMI Plan) is an effort led by MVRPC in cooperation with the Ohio Department of Transportation (ODOT) Office of Transit. The GRMI Plan was established in 2018 as one of two pilot regions across the state to bring together rural and urban communities to improve transportation coordination, reduce duplication and gaps in services, and eliminate transportation barriers. This plan covers an eight-county region in Ohio consisting of Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble, and Shelby counties. The first GRMI Plan was adopted in 2018 and renewed in 2020. The GRMI Plan Update, once approved, will be implemented in the years 2024 through 2028.

Over the past year, the GRMI Plan underwent an extensive update in partnership with GRMI agencies using grassroots community input, surveys, focus groups, and data analysis. The purpose is to identify unmet needs for transportation services, establish goals and strategies for meeting needs, and prioritize projects for funding and implementation. With a focus on non-driving populations, the report includes an analysis of travel patterns, trip generators, and demographics, an overview of transportation services, a needs assessment, coordinated goals and strategies, and roles and responsibilities.

Key plan revisions are as follows by chapter:

- Chapter 1 – Characteristics of the Greater Region: adding an assessment on travel patterns and trip generators and additional metrics and tools for the demographic assessments.
- Chapter 2 – Overview of Available Services: a breakdown of the network of transportation services by system type, instead of by county, including public, private, active, and regional transportation services.

- Chapter 3 – Assessments of Transportation Needs: a deeper assessment of regional needs through a comprehensive effort to gather public feedback including adding a regional public survey, focus groups, and a provider survey.
- Chapter 4 – Recommendations, Roles & Responsibilities: depicting a clear picture of expectations, roles, and responsibilities of all parties involved in implementing the plan. In addition, step-by-step processes are laid out for plan revisions, updates, and amendments.
- Chapter 5 – Goals and Strategies: combined or shared goals and strategies, identifying various levels of participation, types of projects, and interconnectivity between goals and strategies.

The Greater Region Mobility Initiative Transportation Coordination Plan Update will guide transit and human service transportation coordination work among providers in the Greater Region. The goals are as follows:

1. Increase public awareness of services
2. Maintain, improve and expand services
3. Enhance coordination of services
4. Seek additional funding opportunities

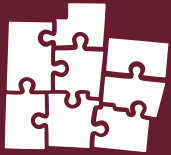
Further documentation and information:

All documents related to the GRMI Plan Update can be found on the MVRPC website:  
[www.mvrpc.org/mobility](http://www.mvrpc.org/mobility)

A resolution adopting the final GRMI Plan Update is attached for your review and consideration. The MVRPC staff recommends approval of the GRMI Plan Update.

Attachments:

1. Background Transportation Coordination Plan Update
2. Resolution for Adoption: RESOLUTION TO ADOPT THE GREATER REGION MOBILITY INITIATIVE TRANSPORTATION COORDINATION PLAN UPDATE 2024-2028



# BACKGROUND

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## Transportation Coordination Plan Update

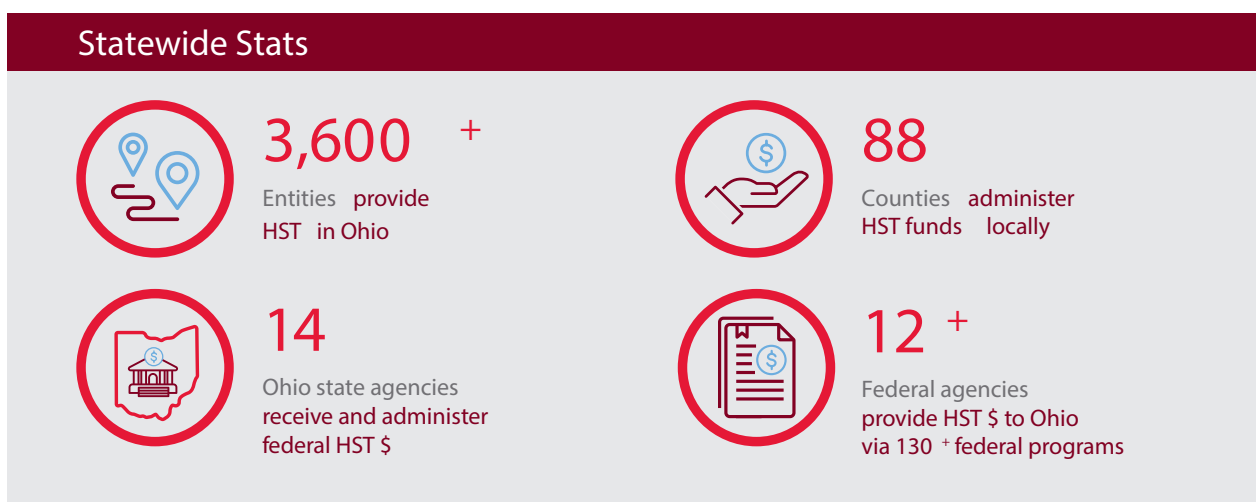
# Introduction

The [Greater Region Mobility Initiative](#) (GRMI) is an effort led by the Miami Valley Regional Planning Commission (MVRPC) in cooperation with the Ohio Department of Transportation (ODOT) Office of Transit.<sup>1</sup> The GRMI was established in 2018 as one of two pilot regions across the state to bring together rural and urban communities to improve transportation coordination, reduce duplication and gaps in services, and eliminate transportation barriers. This plan was developed with GRMI partners using grassroots community input, surveys, focus groups, and data analysis. The purpose is to identify unmet needs for transportation services, establish goals and strategies for meeting needs, and prioritize projects for funding and implementation.

**Why does coordination matter?** Mobility options for those who do not drive are complex and fragmented. Coordination helps alleviate barriers to non-driving populations by making it more accessible and streamlined.

**The transportation network is complex.** Public transportation is a critical need for residents, providing access to jobs, education, healthcare, and human services and allowing community members to live independently and engage in community life. However, due to stagnant funding levels, transit services are limited in hours, geography, and coverage. While public transit is a key component to meeting transportation needs, there are many other ways needs are met. Some gaps in services are met by human services transportation providers. However, similar to public transit, services are limited due to funding constraints. Knowing what services are available and what to use is complex and confusing.

**Transportation services are fragmented.** [Mobility Ohio](#) recognizes that Ohio’s fragmented public transit and human service transportation network is managed by 88 counties, through 14 state and 12 federal agencies.<sup>2</sup> The complexity of these programs has created a fragmented system with inconsistencies in how services are provided and managed from county to county.



**Figure A: Mobility Ohio Factsheet**

Source: [Ohio Department of Transportation \(ODOT\), Office of Transit](#)

# Mission

The Greater Region Mobility Initiative aims to improve transportation services and reduce transportation barriers through expanded outreach, resource sharing, and streamlined and coordinated services in an 8-county region known as the Greater Region.

# Vision

The Greater Region Mobility Initiative promotes regional mobility by identifying and addressing transportation barriers.

# Alliance

The Greater Region Mobility Alliance is a group of public, private, and not-for-profit transportation, human service providers, and transportation users that advance the mission and vision of the Greater Region Mobility Initiative.



Image Credit: [Shared Mobility Principals](#)

# Goals & Strategies

## Goal 1: Increase public awareness of services

- Strategy 1.1 Maintain and expand Mobility Management
- Strategy 1.2 Expand advocacy and outreach
- Strategy 1.3 Expand education on transportation services

## Goal 2: Maintain, improve, and expand services

- Strategy 2.1 Provide data and technical support to transportation providers
- Strategy 2.2 Maintain transportation services
- Strategy 2.3 Expand transportation services
- Strategy 2.4 Increase accessibility of services

## Goal 3: Enhance coordination of services

- Strategy 3.1 Expand partnerships to improve employment and medical transportation services
- Strategy 3.2 Improve coordination of county-line transfers
- Strategy 3.3 Expand partnerships to share and refer transportation resources
- Strategy 3.4 Create driver training and preventative maintenance resources

## Goal 4: Seek additional funding opportunities

- Strategy 4.1 Apply for funding for joint or regional project
- Strategy 4.2 Expand partnerships to improve fiscal responsibility



# Federal & State Requirements



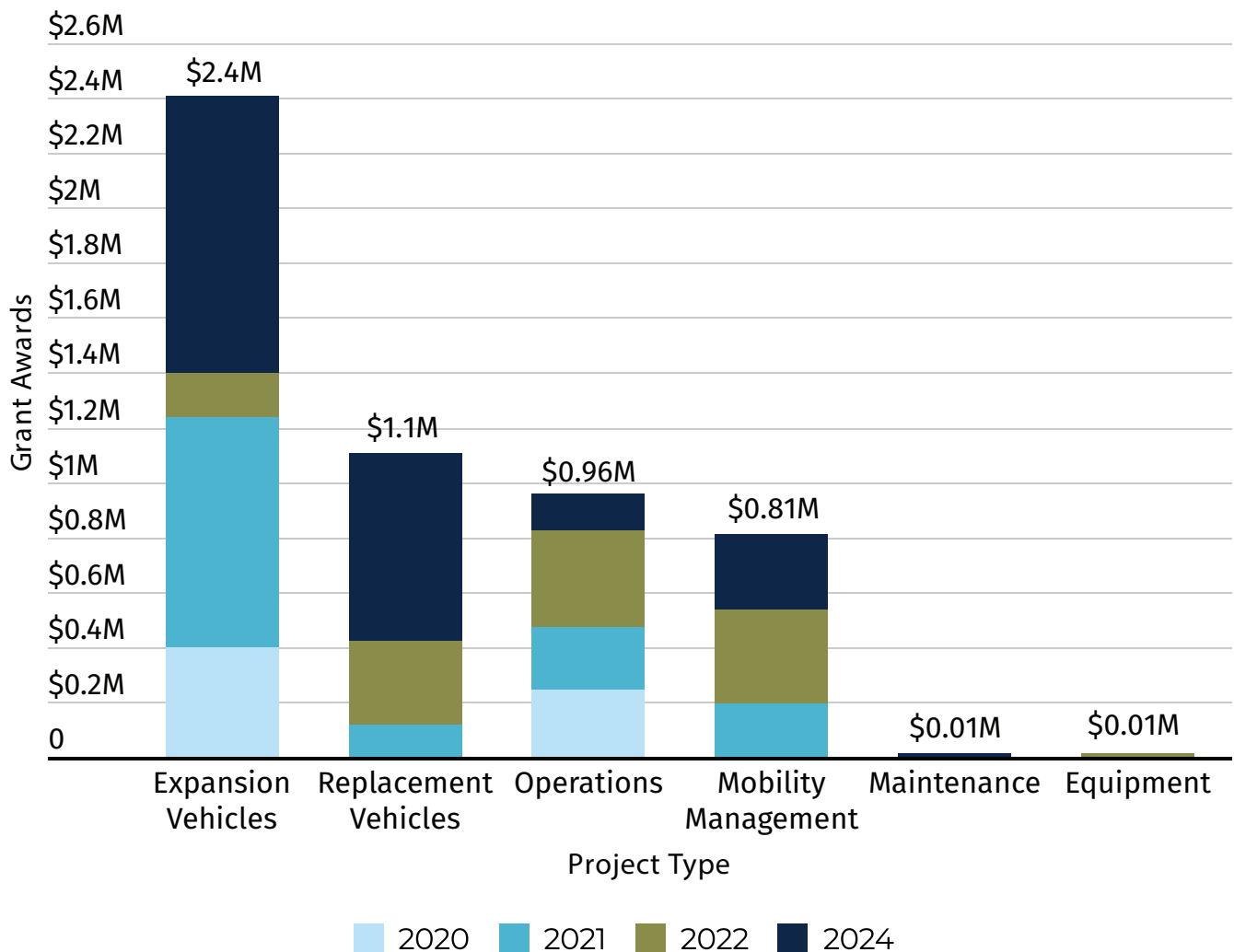
MVRPC is the regional coordinating agency responsible for establishing, reviewing, and implementing components of this plan. The establishment of this plan allows agencies to apply for projects under The Federal Transit Administration’s Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program ([FTA Circular 9070.1G](#)), which funds projects that meet the needs of older adults and people with disabilities when the transportation services are unavailable, insufficient, or inappropriate to meeting needs.

- FTA requires all projects selected must be included in a locally developed, coordinated public transit-human services transportation plan (i.e. aligns with **Chapter 5: Goals and Strategies**). The coordinated plan must be developed and approved through a process that includes participation by older adults, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public.
- ODOT requires active participation in quarterly meetings to request and potentially receive Section 5310 funding (review **Chapter 4: Recommendations, Roles, & Responsibilities**).

# Section 5310

Section 5310 funds many projects to improve mobility, including wheelchair-accessible buses and minivans, technology and equipment, operations and preventative maintenance, mobility management, travel training, volunteer driver training, and more.

Transportation providers in the Greater Region have leveraged \$5.3 million in Section 5310 funds since 2020, providing 3.4 million miles of transportation services to non-driving populations that may otherwise not have access to transportation services.

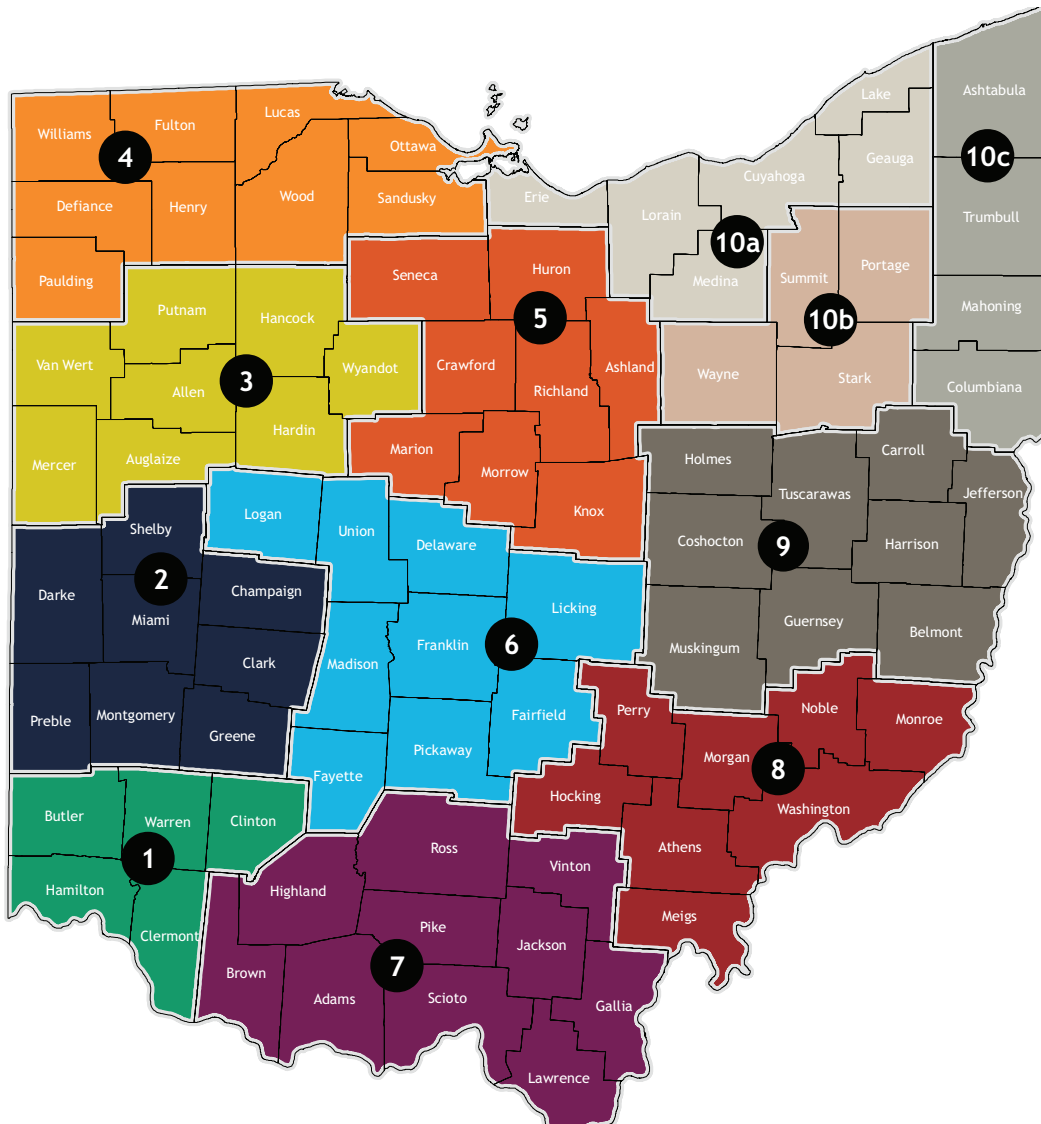


**Figure B: Section 5310 Funding Awards**

Source: [Ohio Department of Transportation, Office of Transit](#)

# The Greater Region, Region 2

This plan covers a geographic area in west-central Ohio known as Region 2 or the Greater Region, consisting of Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble, and Shelby counties. It includes a mix of urban, suburban, and rural populations. As of 2020, the Greater Region’s population was approximately 1.1 million people, which is close to the population of Rhode Island, and the land encompasses a total of approximately 3,500 square miles or approximately three times the size of Rhode Island. There are a total of 30 cities, 73 villages, 101 townships, and 12 unincorporated communities in the 8-county region.

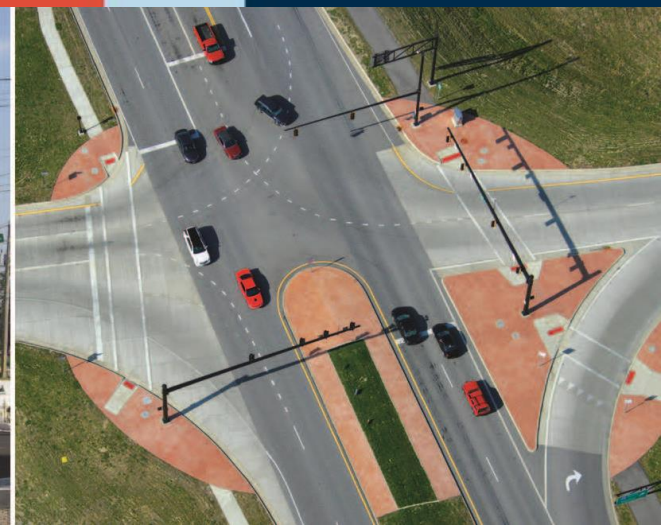


**Figure C: Human Services Transportation Coordination Regions Map**

Source: [Ohio Department of Transportation, Office of Transit](#)



# Adoption of GRMI Transportation Coordination Plan Update



# Agenda



GREATER REGION MOBILITY INITIATIVE

## Transportation Coordination Plan Update

2024/2028



- Plan Purpose
- Report Overview
- Public Input
- Questions





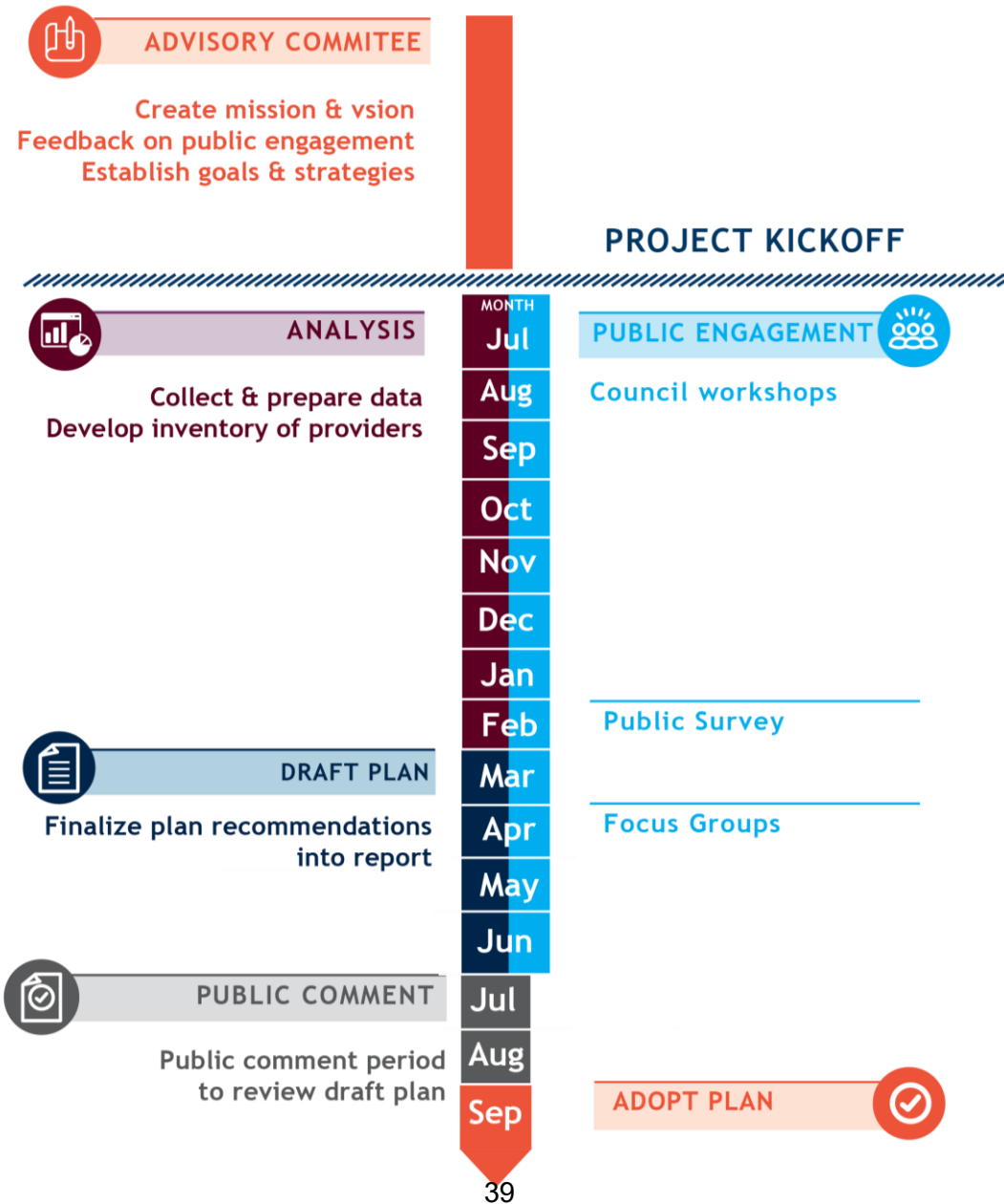
# Plan Purpose

# Plan Purpose

*To identify unmet needs for transportation services, establish local and regional goals and strategies for meeting needs, and prioritize projects for funding and implementation.*



# Planning Timeline







# Report Overview

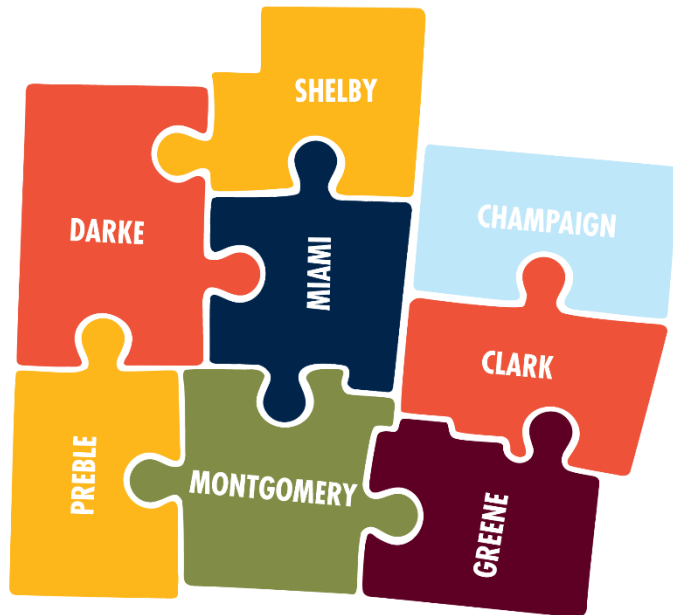
# Chapters



GREATER REGION MOBILITY INITIATIVE

## Transportation Coordination Plan Update

2024/2028



Background

Chapter 1: Characteristics of the Greater Region

Chapter 2: Overview of Available Services

Chapter 3: Assessment of Transportation Needs

Chapter 4: Recommendations, Roles & Responsibilities

Chapter 5: Goals & Strategies

Appendix



# Background: Vision

*The Greater Region Mobility Initiative promotes regional mobility by identifying and addressing transportation barriers.*



Image source: <https://www.sharedmobilityprinciples.org/resources>



# Background: Mission

*The Greater Region Mobility Initiative aims to improve transportation services and reduce transportation barriers through expanded outreach, resource sharing, and streamlined and coordinated services in an 8-county region known as the Greater Region.*

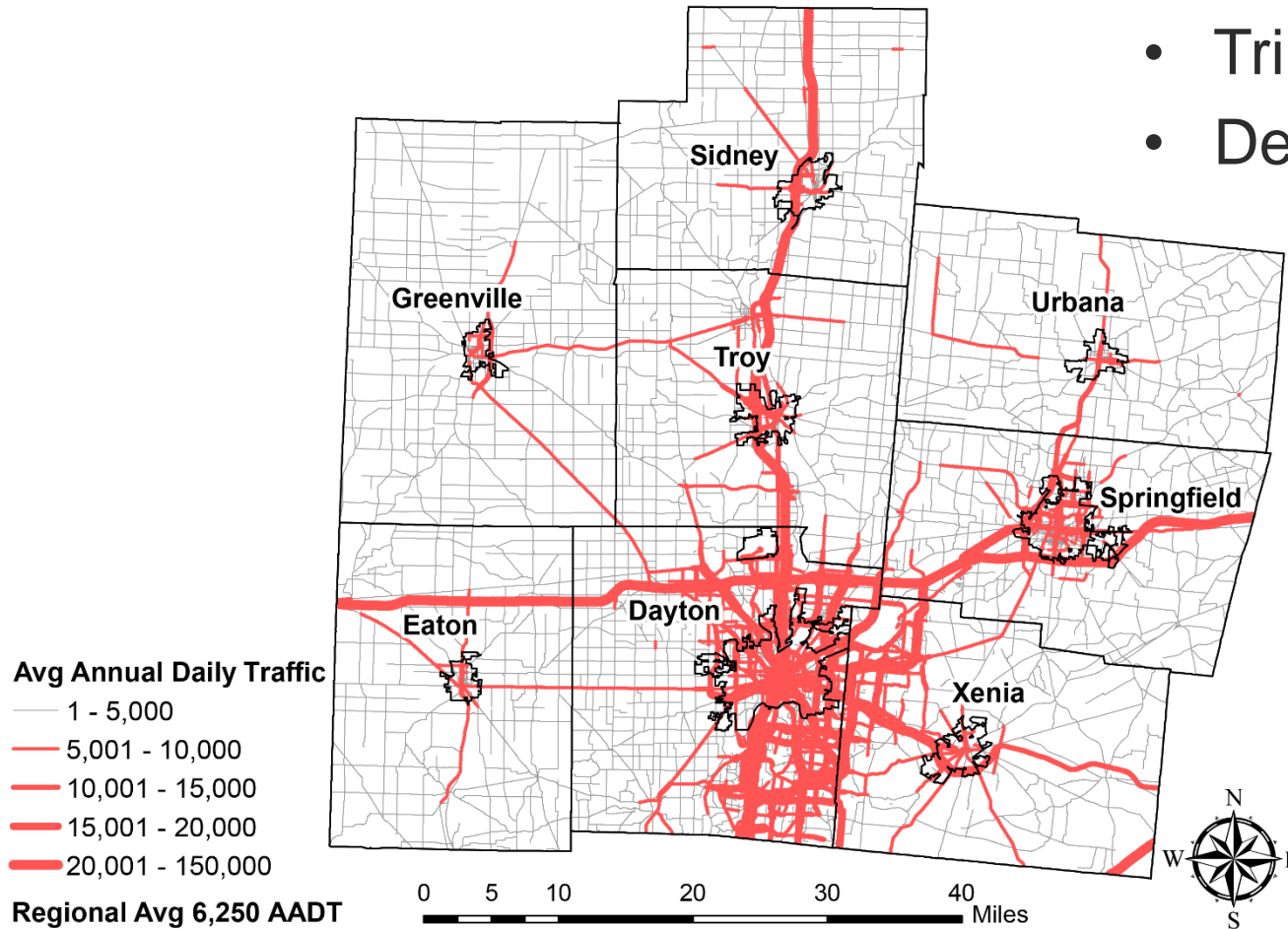


Image source: <https://www.sharedmobilityprinciples.org/resources>

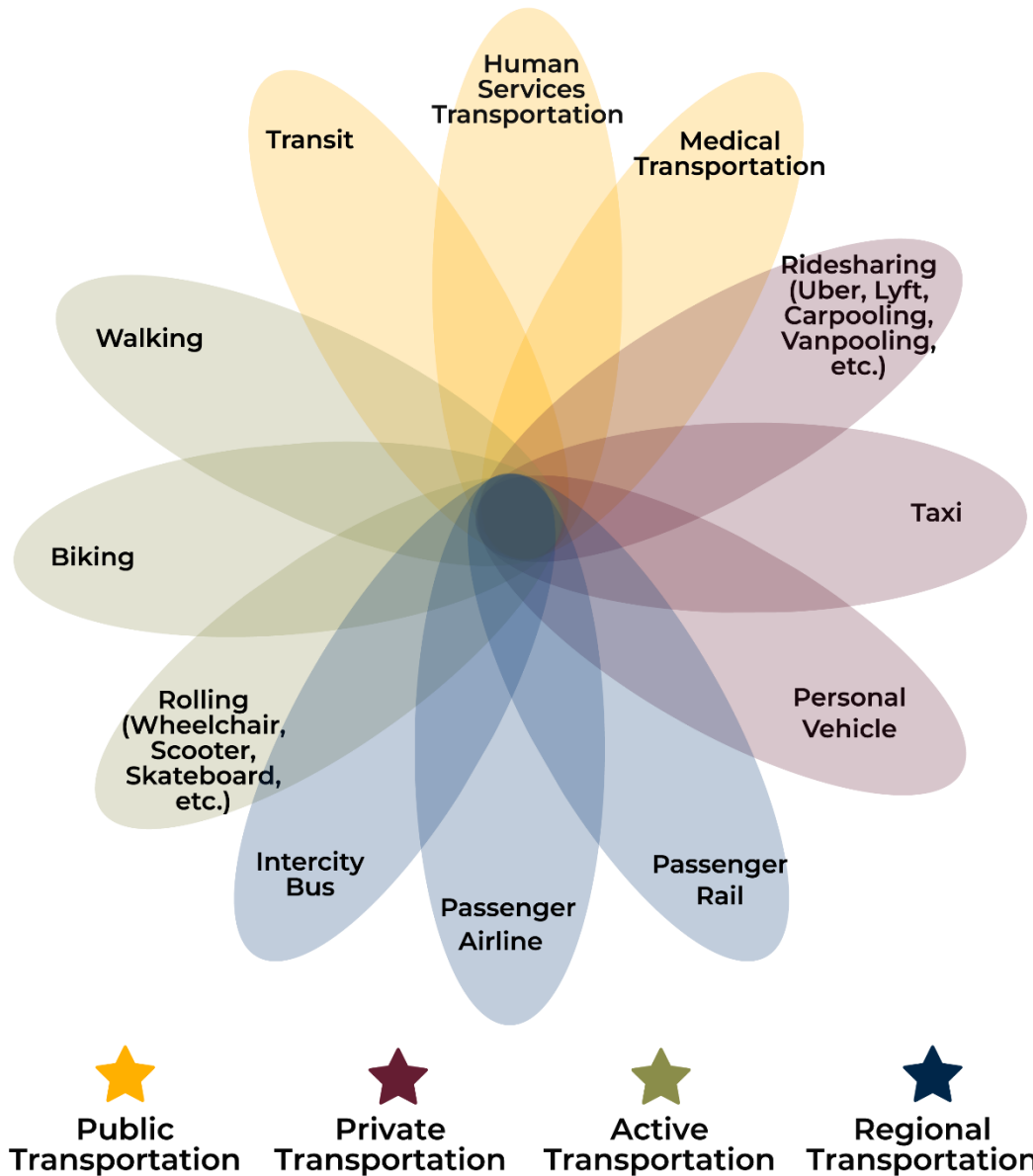


# Chapter 1: Characteristics of the Greater Region

- Travel Patterns
- Trip Generators
- Demographics



# Chapter 2: Overview of Available Services



# Chapter 3: Assessment of Transportation Needs

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**1.** Employment & medical trips

**2.** County-wide & cross-county trips

**3.** Capacity & information sharing

**4.** Funding resources

**5.** Early mornings, nights & weekends

**6.** Awareness & outreach

**7.** Driver shortages

1. Review of Unmet Needs
2. SWOT Analysis
3. Public Survey
4. Focus Groups
5. Provider Survey



# Chapter 3: Public Survey

Age ▾

County ▾

Race/Ethnicity ▾

Users of Mobility Devices

Users on Medicaid

Users of Public Transit

Users of NEMT

English Second Language

Hispanic or Latino Users

## SURVEY TRAFFIC & SOURCES

**SURVEY STARTS**

2,101

**SURVEY COMPLETIONS**

1,552

**COMPLETION RATE**

73.9%

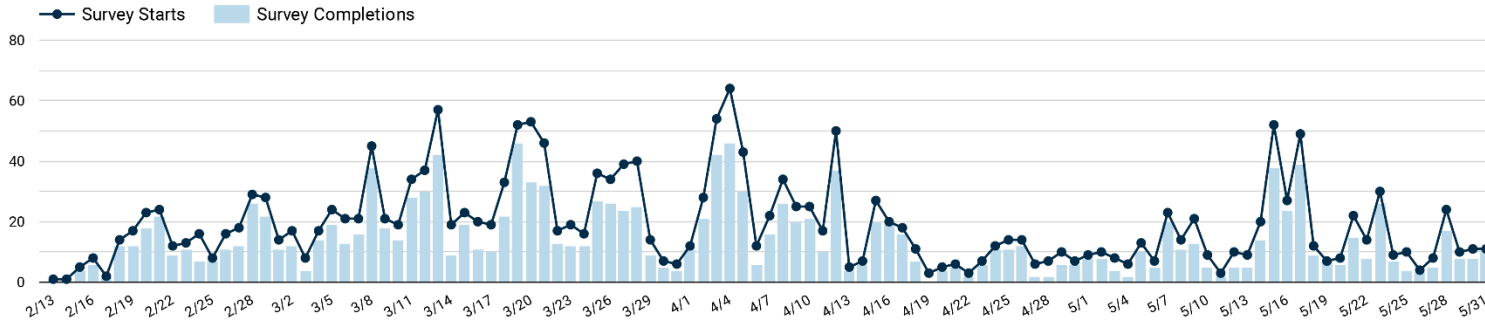
**NON-AD STARTS**

1,102

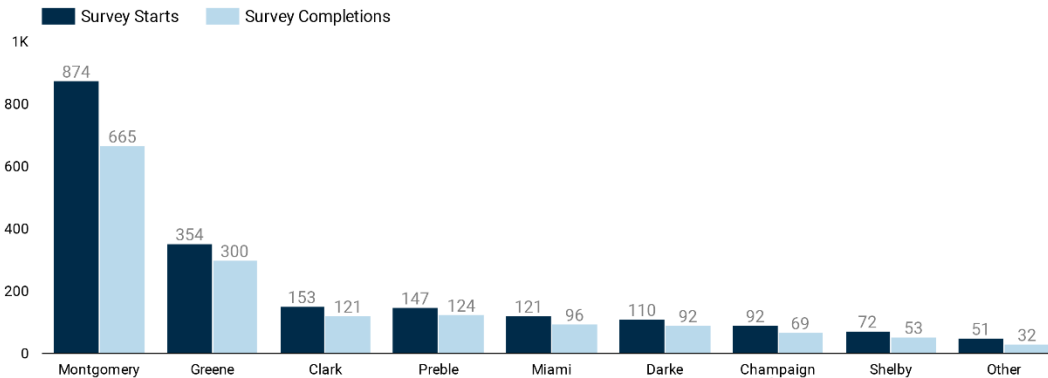
**AD STARTS**

999

### SURVEY STARTS & COMPLETIONS OVER TIME



### RESPONDENTS BY COUNTY



### "OTHER" COUNTIES

County	Survey Starts	Completions
Warren	14	11
Hamilton	8	6
Outside Ohio	8	6
Butler	5	2
Logan	1	1
Portage	1	0
Wayne	1	0
Kent	1	1
Franklin	1	1

**Grand total**                      40                      28



# Chapter 4: Recommendations, Roles & Responsibilities

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- Recommendations
- Participation
- Roles & Responsibilities
- Plan Revision
- Plan Updates
- Plan Amendments



# Chapter 5: Goals & Strategies

---

1. Increase public awareness of services
2. Maintain, improve & expand services
3. Enhance coordination of services
4. Seek additional funding opportunities





# Public Input

# Public Meetings

## Meetings Aug 6 - 9

- Zoom Meeting: 13
- Clark County: 5
- Darke County: 2
- Champaign County: 4
- Total: 24



# Comments on Format for Feedback

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**Comment:** An email was received asking how to fill out the public survey.

**Response:** The public survey is closed, however, we encouraged the participant to join our public meetings or share direct feedback on the plan draft.

**Comment:** An email was received questioning why an in-person event wasn't held in Montgomery County.

**Response:** A virtual meeting was offered for all communities to join and the in-person events for comments in person if they are unable to join a virtual meeting. We offered in-person opportunities in select outlying communities based on the feedback of partner agencies.



# Feedback on Provider Challenges

---

**Comment:** Concerns about the lack of bus stops near parks in Springfield.

**Response:** Shared feedback directly with the Springfield City Area Transit. Advised that this system will soon eliminate fixed routes/bus stops and operate on-demand.

**Comment:** Concerns about the lack of and quality of intercounty travel options.

**Response:** Shared feedback directly with ODOT. Advised that the state is reviewing opportunities to potentially expand Federally funded intercity bus system and Amtrak into our region.

**Comment:** Concerns with the reduction of services in Greene County since COVID, impacting the ability to go to events.

**Response:** Shared feedback directly with Greene CATS Public Transit. Advised that transit partners are struggling to return to pre-COVID demands due to a series of resource challenges.



# Feedback on Content

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**Comment:** Montgomery County Veterans Service Commission service provides more transportation services than described.

**Response:** update the language to reflect the services offered





**Questions?**



**RESOLUTION 24-024**  
**RESOLUTION TO ADOPT THE GREATER REGION MOBILITY INITIATIVE**  
**TRANSPORTATION COORDINATION PLAN UPDATE 2024-2028**

**WHEREAS**, the Miami Valley Regional Planning Commission (MVRPC) is the designated regional coordinating agency by the Ohio Department of Transportation to establish the regional Coordinated Public Transit-Human Services Transportation Plan called the Greater Region Mobility Initiative Transportation Coordination Plan in cooperation with locally elected officials for Champaign, Clark, Darke, Greene, Miami, Montgomery, and Preble Counties; and

**WHEREAS**, the FTA Section 5310 Enhanced Mobility of Senior and Individuals with Disabilities Program provides operating and capital assistance funding to transit, non-profit agencies, and qualifying local bodies to provide specialized transportation services to seniors and people with disabilities; and

**WHEREAS**, The Infrastructure Investment and Jobs Act (IIJA) regulations require that each area receiving FTA Section 5310 funding create a locally developed Coordinated Public Transit-Human Services Transportation Plan and update that plan regularly before the award of Section 5310 funds; and

**WHEREAS**, that MVRPC is responsible for working with the Ohio Department of Transportation, Office of Transit, to certify all projects awarded under Section 5310 funds align with the goals and strategies of the plan; and

**WHEREAS**, MVRPC followed the Public Participation Plan in the update of the plan;

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts the above-referenced Greater Region Mobility Initiative Transportation Coordination Plan Update and the recommendations contained therein.

**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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**Sara Lommatzsch, Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission

---

Date

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**Larry Holmes, Third Vice-Chairperson**  
Board of Directors of the Miami Valley  
Regional Planning Commission



Regional Planning Commission

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mvrpc.org

## MEMORANDUM

**To:** Technical Advisory Committee, Board of Directors  
**From:** MVRPC Staff  
**Date:** August 6, 2024  
**Subject:** SFY2024-SFY2027 Transportation Improvement Program (TIP) Amendment #10

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 and 4.3 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 and 4.3
- (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**

	<u>Typical Fed./Local Share</u>
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-5311 -Formula Grants for Rural Areas	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**

	<u>Fed./Local Share</u>
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**

	<u>Other/Local Share</u>
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	
SLI -Statewide Line Item	
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> GRE009-01.60		<b>ODOT PID #</b> 111451		<b>MVRPC #</b> 2258.2		<b>PROJECT SPONSOR:</b> Beavercreek	
<b>DESCRIPTION:</b> North Fairfield Road from Plantation Place to Shakertown Road-Widen existing two lane section to a three lane section to provide a center two-way left turn lane. The project includes installation of curb and gutter, storm sewer, an 8' wide sidepath along the east side and a 5' wide sidewalk on the west side of the roadway. This project includes construction of PID 113664 which is North Fairfield Road from Fairbrook Elementary School to Plantation Place-Widen the roadway to three lanes to include a center turn lane with curb, gutter and storm sewer. An 8' sidewalk will be included along the east side of the roadway and a 5' sidewalk will be included along the west side.							
<b>COMMENTS :</b> Decreased Local construction funds to reflect changes in Ellis. Construction of PID 113664 will also be done as part of this project.							
<b>TOTAL COST (000):</b> \$6,156		<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	\$375					
ROW	LOCAL	\$250					
CON	CMAQ			\$2,808			
CON	LOCAL			\$2,724			

<b>COUNTY, ROUTE, SECTION:</b> MOT/GRE - I-675/Wilmington Project		<b>ODOT PID #</b> 115160		<b>MVRPC #</b> 2452.8		<b>PROJECT SPONSOR:</b> Montgomery Co. TID	
<b>DESCRIPTION:</b> I-675 at Wilmington Pike-Evaluate and implement transportation improvements including local road improvements as well as improvements to the existing interchange.							
<b>COMMENTS :</b> Decreased State PE funds in SFY2025 and increased Local PE funds in SFY2025 to reflect changes in Ellis. \$3,200,000 TRAC funding for PE, \$2,460,000 TRAC funding for R/W and \$68,278,163 TRAC funding for construction uncommitted at this time.							
<b>TOTAL COST (000):</b> \$83,199		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G1	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	STATE	\$615					
ENG	LOCAL	\$29					
ENG	NHPP	\$231					
ENG	STATE	\$375					
ENG	LOCAL		\$50				
ENG	NHPP		\$404				
ENG	STATE		\$50				
ENG	EAR			\$3,000			
ENG	LOCAL			\$1,341			
ENG	NHPP			\$2,366			
ENG	LOCAL					\$800	
ENG	TRAC					\$3,200	
ROW	TRAC					\$2,460	
CON	TRAC						\$68,278

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

Greene County Projects

<b>COUNTY, ROUTE, SECTION:</b> GRE020/073-03.21/02.04								<b>ODOT PID #</b> 117562		<b>MVRPC #</b> 2569.4		<b>PROJECT SPONSOR:</b> Greene County	
<b>DESCRIPTION:</b> Intersection of Fairgrounds Road and Hilltop Road-Construction of a roundabout.													
<b>COMMENTS :</b> Decreased Federal and Local construction funds to reflect changes in Ellis.													
<b>TOTAL COST (000):</b> \$3,281		<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	\$275											
ENG	LOCAL	\$31											
ENG	STATE	\$21											
ROW	STATE	\$60											
ENG	HSIP			\$92									
ROW	HSIP			\$166									
ENG	LOCAL			\$10									
ROW	LOCAL			\$18									
CON	HSIP				\$2,103								
CON	LOCAL				\$506								

# 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/CLA070-17.38/00.00			<b>ODOT PID #</b> 101172		<b>MVRPC #</b> 2585.3	<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> I-70 from the Great Miami River to 2,700' east of the Montgomery/Clark County Line-Concrete pavement repair.							
<b>COMMENTS :</b> Increased Federal and State construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$3,406		<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	\$166					
CON	NHPP			\$2,916			
CON	STATE			\$324			

<b>COUNTY, ROUTE, SECTION:</b> MOT048D-00.09			<b>ODOT PID #</b> 111952		<b>MVRPC #</b> 2602.3	<b>PROJECT SPONSOR:</b> Dayton	
<b>DESCRIPTION:</b> SR 48D in Dayton from US 35 to Monument Avenue-Resurfacing and implementing a road diet by converting one travel lane to bike lanes.							
<b>COMMENTS :</b> Updated project description and project changed from SLI project to standard TIP project to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$489		<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	\$8					
CON	LOCAL			\$96			
CON	NHPP			\$385			

<b>COUNTY, ROUTE, SECTION:</b> MOT004-19.30			<b>ODOT PID #</b> 117239		<b>MVRPC #</b> 2641.3	<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> SR 4 at Stanley Avenue-Roadway restoration.							
<b>COMMENTS :</b> Increased Federal and State construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$7,107		<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	\$688					
ENG	STATE		\$6				
CON	NHPP			\$3,482			
CON	OTH			\$1,648			
CON	STATE			\$1,283			

**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 - SRTS Dayton IFS 24		<b>ODOT PID #</b> 122266		<b>MVRPC #</b> 2884.7		<b>PROJECT SPONSOR:</b> Dayton	
<b>DESCRIPTION:</b> From Paul Laurence Dunbar High School and Louise Troy Elementary School to West Stewart Street-Install bike path.							
<b>COMMENTS :</b> New project, not in the current TIP.							
<b>TOTAL COST (000):</b> \$540		<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
CON	LOCAL				\$40		
CON	STA				\$500		

# 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> MIA571-00.00/13.26 - SLI-009		<b>ODOT PID #</b> 109714		<b>MVRPC #</b> 2590.3		<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> SR 571 from the Darke/Miami County Line to the West Milton west corp limit; SR 571 from the West Milton east corp limit to just west of Peters Road; SR 571 from just west of CR 25A to I-75-Resurface the roadway with asphalt concrete.							
<b>COMMENTS :</b> Updated project name and limits and increased Federal and Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$3,316		<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	\$11					
CON	LOCAL			\$88			
CON	STATE			\$622			
CON	STD			\$2,595			

<b>COUNTY, ROUTE, SECTION:</b> MOT - STW ATCMTD Truck Platoon Grant - SLI-001		<b>ODOT PID #</b> 111091		<b>MVRPC #</b> 2439.8		<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> I-70 Focus with InDOT-Statewide Advanced Transportation and Congestion Management Technologies Deployment Program Truck Platooning Grant.							
<b>COMMENTS :</b> Decreased Federal, State and Local funds in SFY2024 and added Federal, State and Local funds in SFY2025 to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$9,095		<b>LET TYPE:</b> Non-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	EAR	\$1,727					
ENG	LOCAL	\$963					
ENG	STATE	\$764					
ENG	EAR		\$619				
ENG	LOCAL		\$310				
ENG	STATE		\$310				
ENG	EAR			\$2,202			
ENG	LOCAL			\$1,345			
ENG	STATE			\$857			



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

<b>COUNTY, ROUTE, SECTION:</b> D07 - PPM FY27 - SLI-013			<b>ODOT PID #</b> 114726 <b>MVRPC #</b> 2626.4		<b>PROJECT SPONSOR:</b> ODOT District-7		
<b>DESCRIPTION:</b> ODOT District 7-Districtwide polyester pavement marking.							
<b>COMMENTS :</b> Increased State construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$1,379		<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	STATE					\$1,379	

<b>COUNTY, ROUTE, SECTION:</b> D07 - Safety Studies 2023 - SLI-012			<b>ODOT PID #</b> 119694 <b>MVRPC #</b> 2755.4		<b>PROJECT SPONSOR:</b> ODOT District-7		
<b>DESCRIPTION:</b> Safety studies in ODOT D7 for the district and Montgomery County.							
<b>COMMENTS :</b> Added Federal and State PE funds in SFY2025 to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$292		<b>LET TYPE:</b> Non-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G1	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
ENG	HSIP	\$47					
ENG	HSIP		\$198				
ENG	STATE		\$22				
ENG	HSIP			\$22			
ENG	STATE			\$2			

<b>COUNTY, ROUTE, SECTION:</b> MOT - I-70-A-NEVI-RD2B - SLI-008			<b>ODOT PID #</b> 122176 <b>MVRPC #</b> 2881.8		<b>PROJECT SPONSOR:</b> ODOT District-7		
<b>DESCRIPTION:</b> Install electric charging stations on I-70 in Montgomery County.							
<b>COMMENTS :</b> New project.							
<b>TOTAL COST (000):</b> \$1,000		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G4	
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future
CON	LOCAL			\$180			
ENG	LOCAL			\$20			
CON	OTH			\$720			
ENG	OTH			\$80			

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

<b>COUNTY, ROUTE, SECTION:</b> WAR/MOT/BUT - I-75-B-NEVI-RD2B - SLI-008								<b>ODOT PID #</b> 122206	<b>MVRPC #</b> 2882.8	<b>PROJECT SPONSOR:</b> ODOT District-7
<b>DESCRIPTION:</b> Install electric charging stations on I-75 in Warren, Montgomery or Butler Counties.										
<b>COMMENTS :</b> New project.										
<b>TOTAL COST (000):</b> \$1,000		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G4				
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future			
CON	LOCAL			\$180						
ENG	LOCAL			\$20						
CON	OTH			\$720						
ENG	OTH			\$80						

<b>COUNTY, ROUTE, SECTION:</b> MOT/MIA - I-75-C-NEVI-RD2B - SLI-008								<b>ODOT PID #</b> 122208	<b>MVRPC #</b> 2883.8	<b>PROJECT SPONSOR:</b> ODOT District-7
<b>DESCRIPTION:</b> Install electric charging stations on I-75 in Montgomery or Miami Counties.										
<b>COMMENTS :</b> New project.										
<b>TOTAL COST (000):</b> \$1,000		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G4				
PHASE	FUND	PRIOR	SFY2024	SFY2025	SFY2026	SFY2027	Future			
CON	LOCAL			\$180						
ENG	LOCAL			\$20						
CON	OTH			\$720						
ENG	OTH			\$80						

**RESOLUTION 24-025  
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 is consistent with 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 #10** 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

\_\_\_\_\_  
**Sara Lommatzsch, Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission

\_\_\_\_\_  
Date

## MEMORANDUM

**To:** Technical Advisory Committee, Board of Directors  
**From:** MVRPC Staff  
**Date:** August 1, 2024  
**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 – SFY2025-SFY2030" 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 \$27.5 million (\$10.6 M STP, \$13 M CMAQ, \$1.6 M of TA funds and \$2.3 M CR) which is more than a full years allocation for the region. Based upon the attached financial report, staff formally requests MVRPC Board authorization to solicit member jurisdictions for new projects.

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

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

<b>STATUS OF MVRPC'S REGIONAL (LOCALLY ALLOCATED) FEDERAL FUNDING</b>					
<b>SFY2025-SFY2030 Estimate</b>					
<b>SFY2025-SFY2030 Estimate</b>	<b>Funding Categories</b>				
	<b>STP</b>	<b>CMAQ</b>	<b>TA</b>	<b>CR</b>	<b>Total</b>
<b>Budget Estimates (Available For Allocation)</b>	<b>\$81,934,642</b>		<b>\$10,761,788</b>	<b>\$14,447,317</b>	<b>\$107,143,747</b>
<b>Previously Committed</b>	<b>\$71,299,403</b>	<b>\$36,190,274</b>	<b>\$9,157,379</b>	<b>\$12,167,258</b>	<b>\$128,814,314</b>
<b>Currently Available For Allocation</b>	<b>\$10,635,239</b>	<b>\$13,000,000</b>	<b>\$1,604,409</b>	<b>\$2,280,059</b>	<b>\$27,519,707</b>

Estimated 2 year allocation of Statewide CMAQ funds available to MVRPC

## MEMORANDUM

**To:** Technical Advisory Committee, Board of Directors  
**From:** MVRPC Staff  
**Date:** August 5, 2024  
**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 2023 to include minor edits to reflect the availability of a resurfacing set aside and CMAQ funding. MVRPC staff has since determined that additional updates are necessary which are shown in red text or strikethroughs in the policy document.

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

Additionally, it has been determined that \$3,000,000 will be set aside for an STP Resurfacing Program. 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, the maximum amount of TA and CR funds available per project has been revised to \$500,000 (for construction only) for the CY 2024 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.

2024

APPLICATIONS DUE  
OCTOBER 10, 2024



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

*September 2024*



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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 **9**, with applications being due on October **10** at MVRPC. **Project sponsors are limited to submitting up to the following number of applications:**

<b>STP applications</b>	<b>2, 1 of which may be resurfacing</b>
<b>TA or CR applications</b>	<b>2 combined</b>
<b>CMAQ applications</b>	<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 ~~suspended until next~~ **included this 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 \$5,000,000

**\$3,000,000** will be set aside for this component of the STP funded program and only projects able to be awarded in 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 ~~\$750,000~~ **\$500,000**. 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.

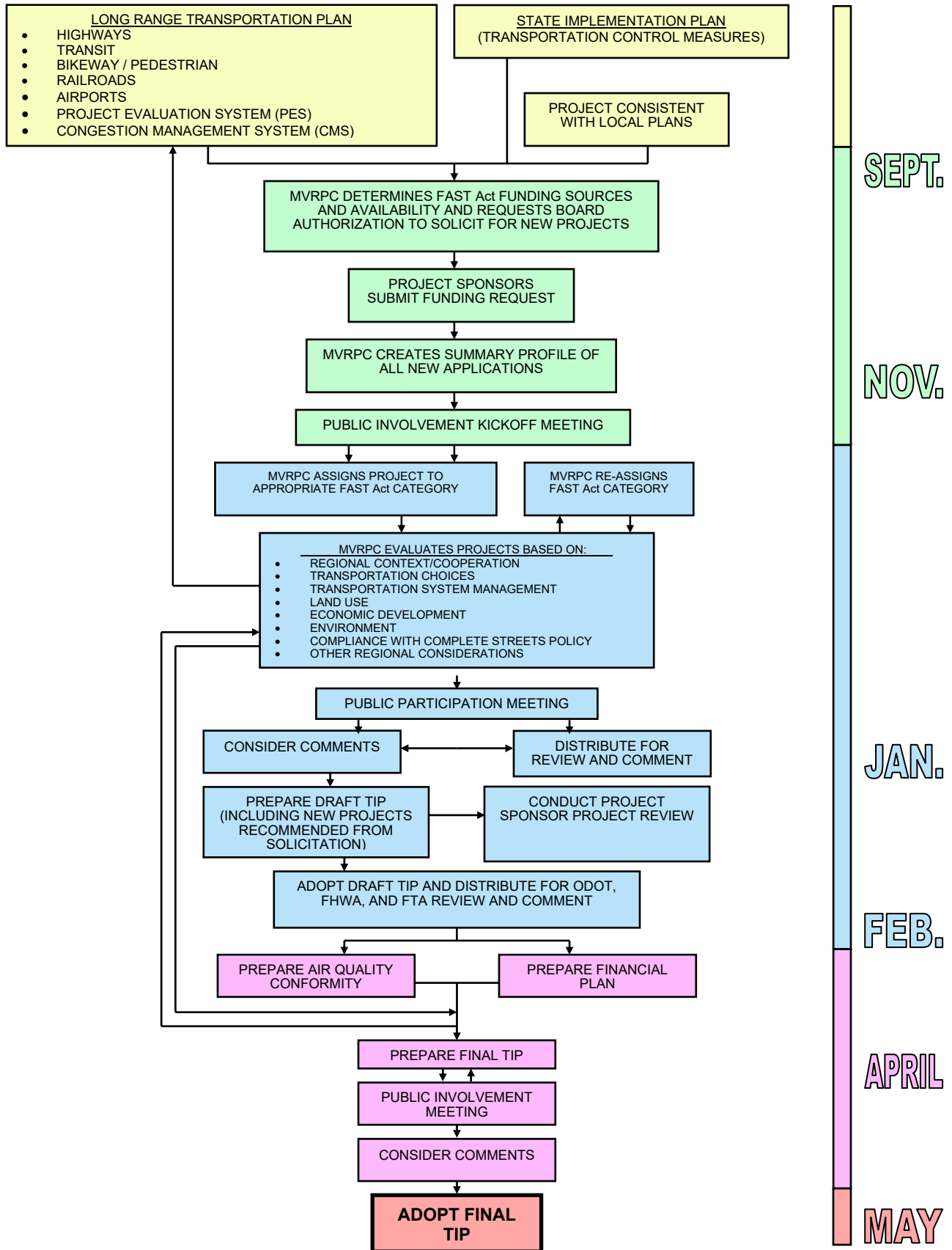
Once the draft scores from the project evaluation system are compiled, some projects may be reassigned to a different funding category. A final analysis would then be completed based upon the above criteria. In order to assure timely obligation of funds, annual TIP programming priority will be determined 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  
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Fax: (937) 223-9750  
Email: [parnold@mvrpc.org](mailto:parnold@mvrpc.org)

## Appendix A — MVRPC's TIP DEVELOPMENT PROCESS

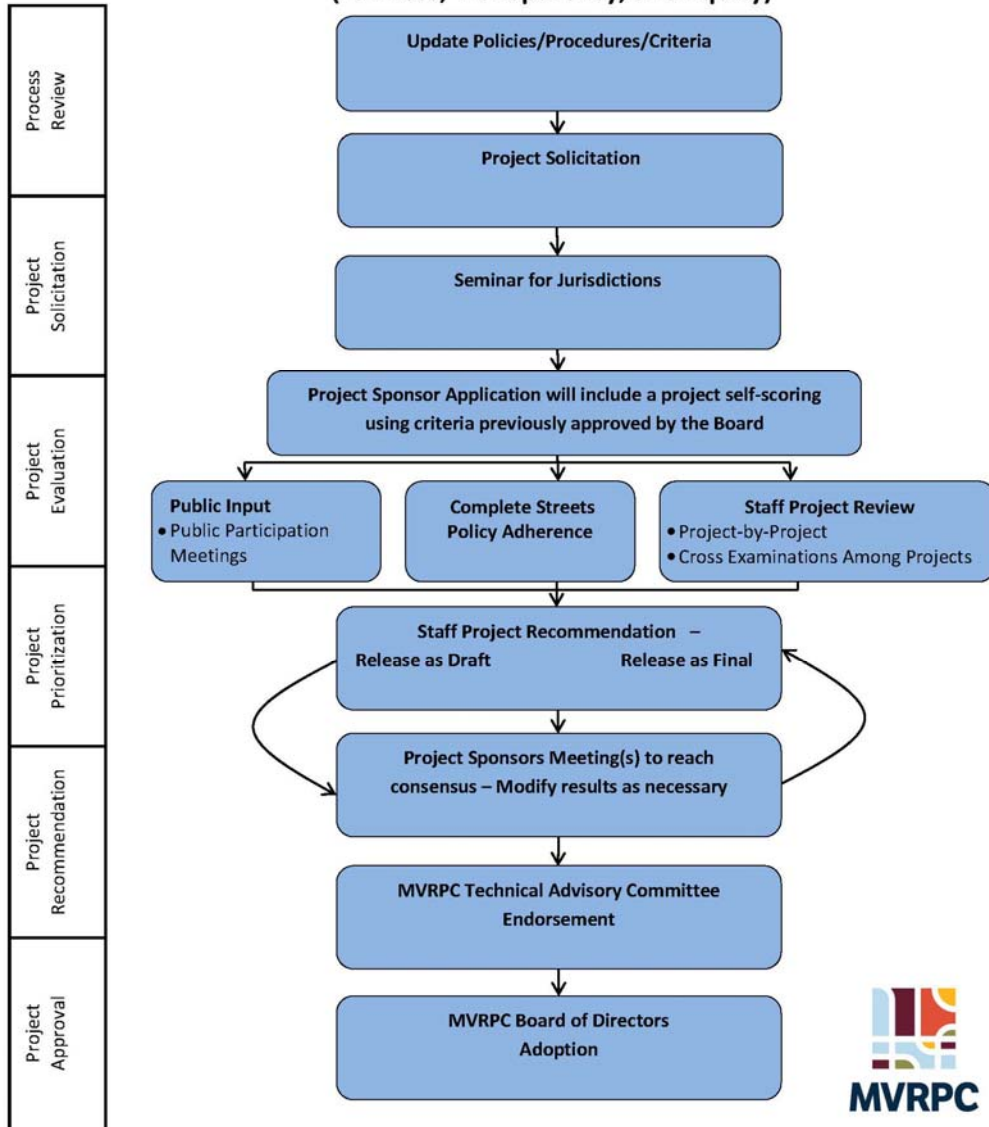




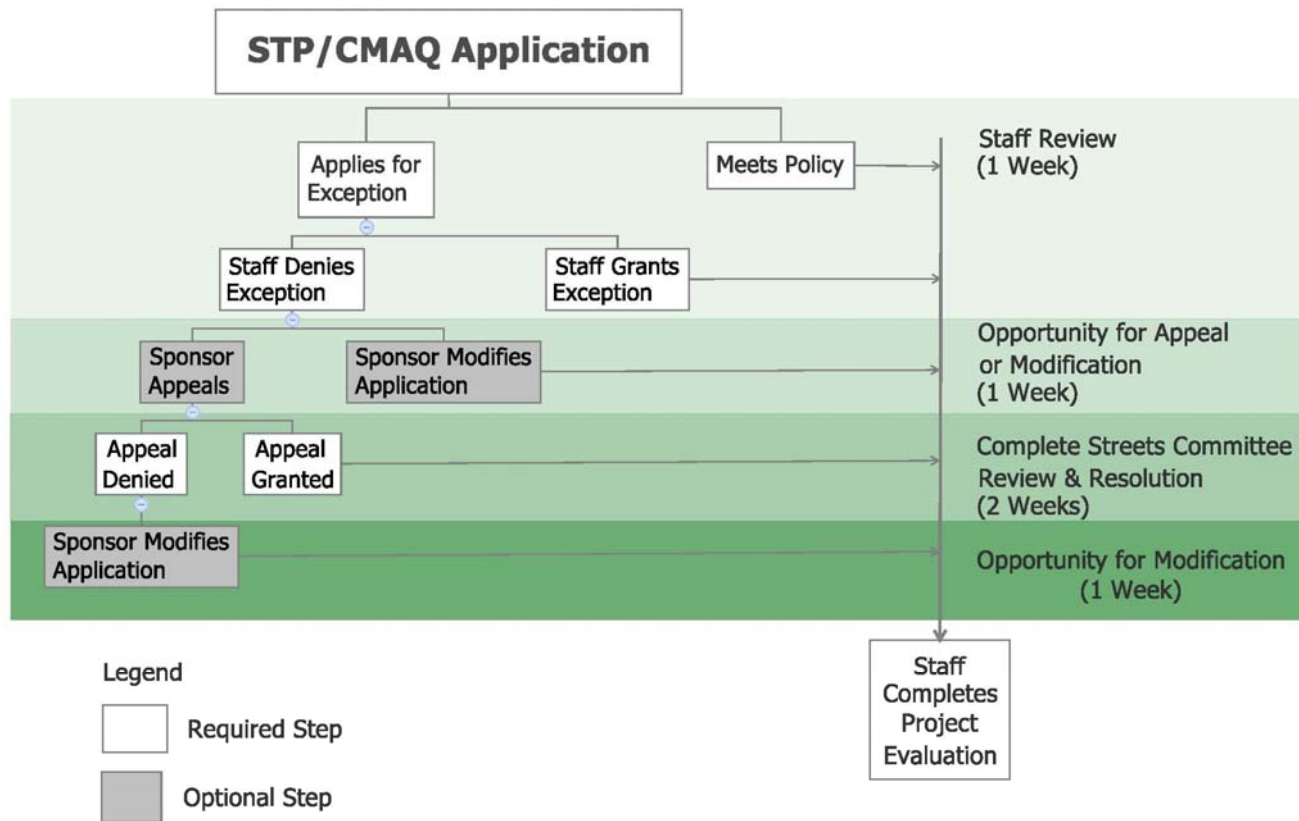
## Appendix - B

### 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.

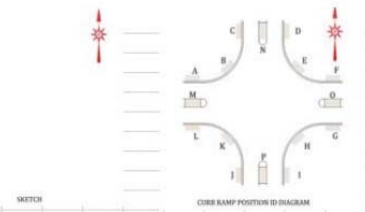
Questions regarding any of this information may be directed to:

**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



Regional Planning Commission

10 North Ludlow St., Suite 700  
Dayton, Ohio 45402

t: 937.223.6323  
f: 937.223.9750  
TTY/TDD: 800.750.0750  
mvrpc.org

**RESOLUTION 24-026  
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 reinstate the CMAQ project solicitation for a year, to set aside funding for the STP Resurfacing Program, and to adjust the maximum amount of TA and CR funds available per project; and

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

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

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

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

\_\_\_\_\_  
**Sara Lommatzsch, Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission

\_\_\_\_\_  
Date





# Ohio Commuter Challenge

September 9-22, 2024

Presented by Laura Dent

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.



- Register and log your trips at [gohiocommute.com](http://gohiocommute.com)
- Switch your commute by carpooling, vanpooling, biking, riding the bus, scooter, or walking to work.
- Log your trips and be entered to win great prizes!

The Ohio Commuter Challenge is sponsored by the Gohio Commute rideshare programs, Gohio Commute is funded and operated by members of the Ohio Association of Regional Councils



# DRIVE LESS LIVE MORE

---

- Contest participants will be encouraged to visit [DriveLessLiveMore.org](https://DriveLessLiveMore.org) to register and track their trips during **September 9-22, 2024**.
- 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.



# 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  
- 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



**OHIO COMMUTER CHALLENGE**  
→ MAKE YOUR MILES MATTER →



 September 9-22, 2024  
Commute, Log & Win!  
[gohiocommute.com](http://gohiocommute.com)

**COMMUTE. LOG. WIN!**

Join Ohioans September 9-22, 2024 for the Ohio Commuter Challenge for opportunities to switch up your commute and MAKE YOUR MILES MATTER!





**MIAMI VALLEY**  
Regional Planning Commission

DriveLessLiveMore.org

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



# **Climate Change Action in the Miami Valley**

MVRPC Technical Advisory Committee

**Aaron B. Wilson**

**Assistant Professor – Ag Weather & Climate Field Specialist**

**Department of Extension – CFAES; The Ohio State University**

**15 August 2024**



**THE OHIO STATE UNIVERSITY**

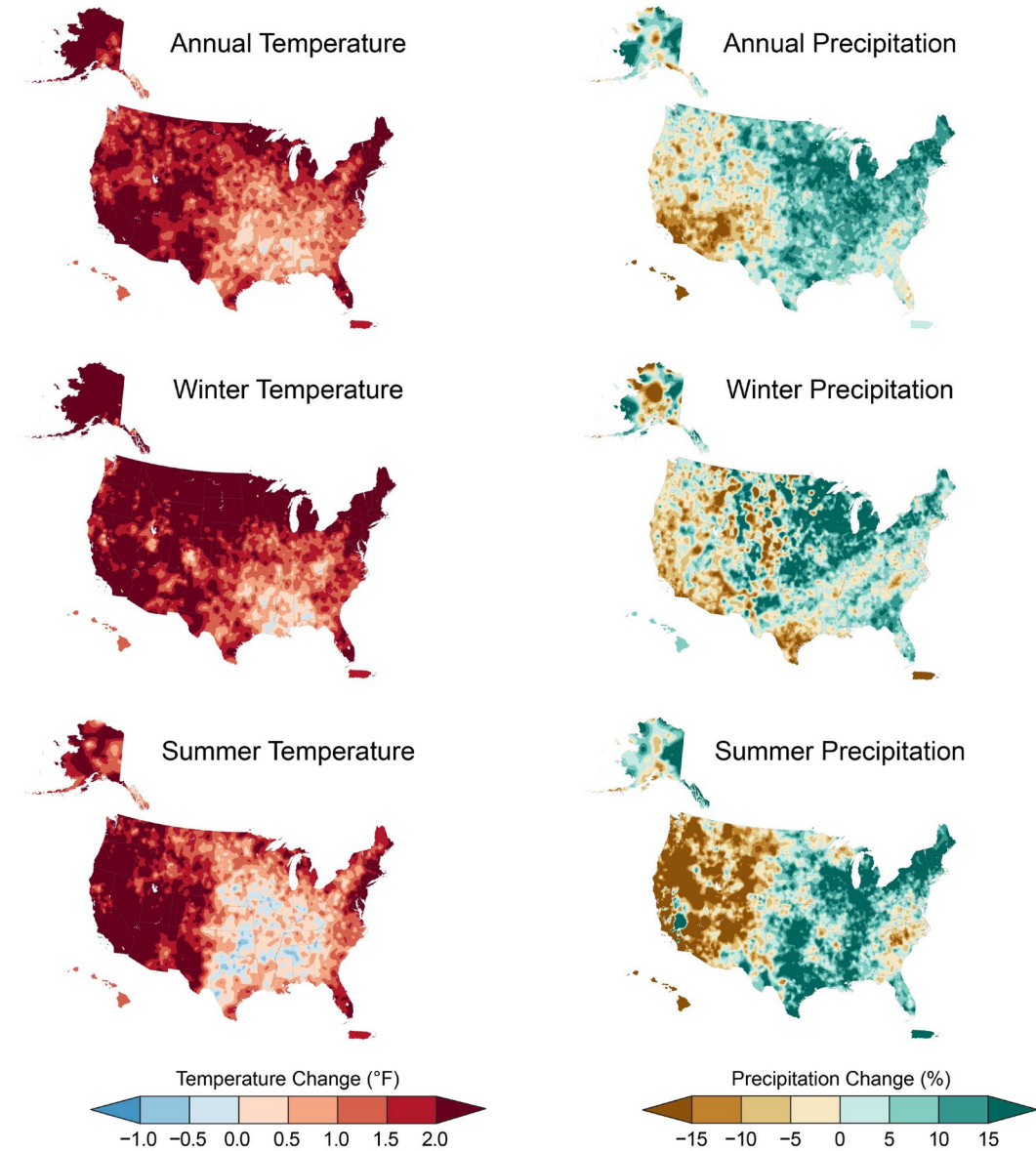
COLLEGE OF FOOD, AGRICULTURAL,  
AND ENVIRONMENTAL SCIENCES



# 5<sup>th</sup> National Climate Assessment

- Annual average temperatures have increased; 0.5°F-2.0°F
- Amplification of warming toward Great Lakes and northern latitudes
- Seasonal differences – strong winter warming
- More recent Summer/Fall “warming hole” (Partridge et al. <https://doi.org/10.1002/2017gl076463>)

Observed Changes in Annual, Winter, and Summer Temperature and Precipitation

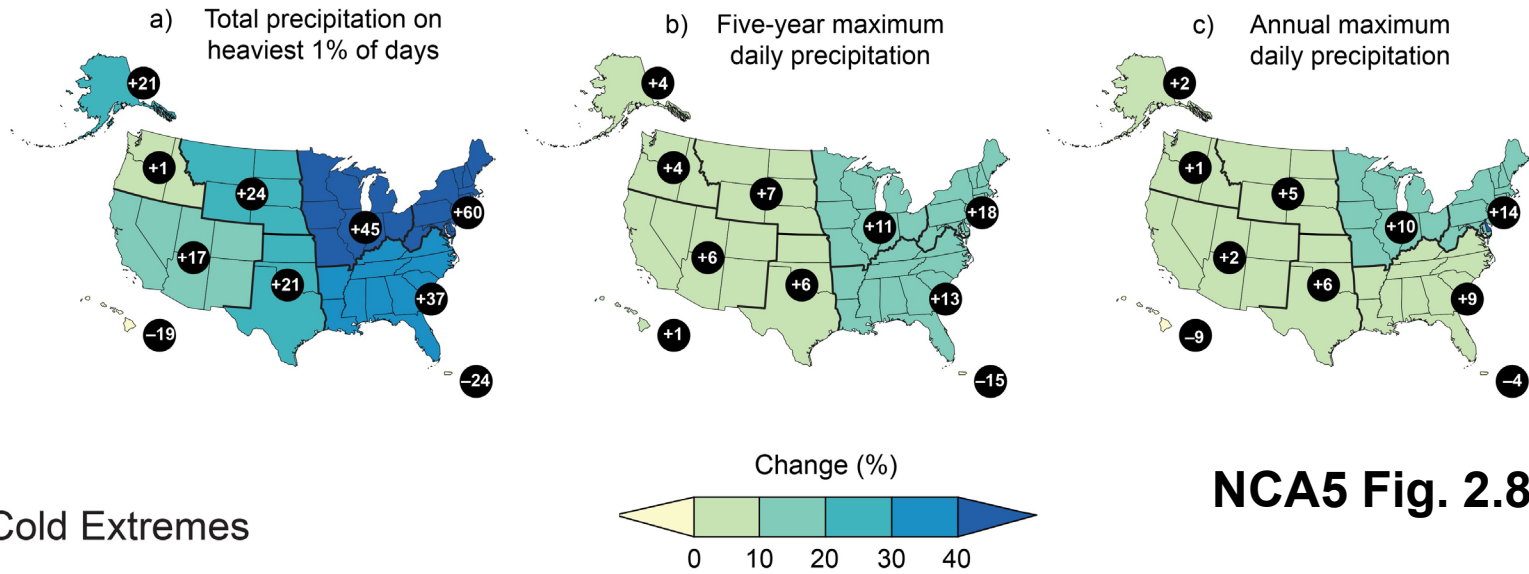


5<sup>th</sup> National Climate Assessment: <https://nca2023.globalchange.gov/chapter/2/>

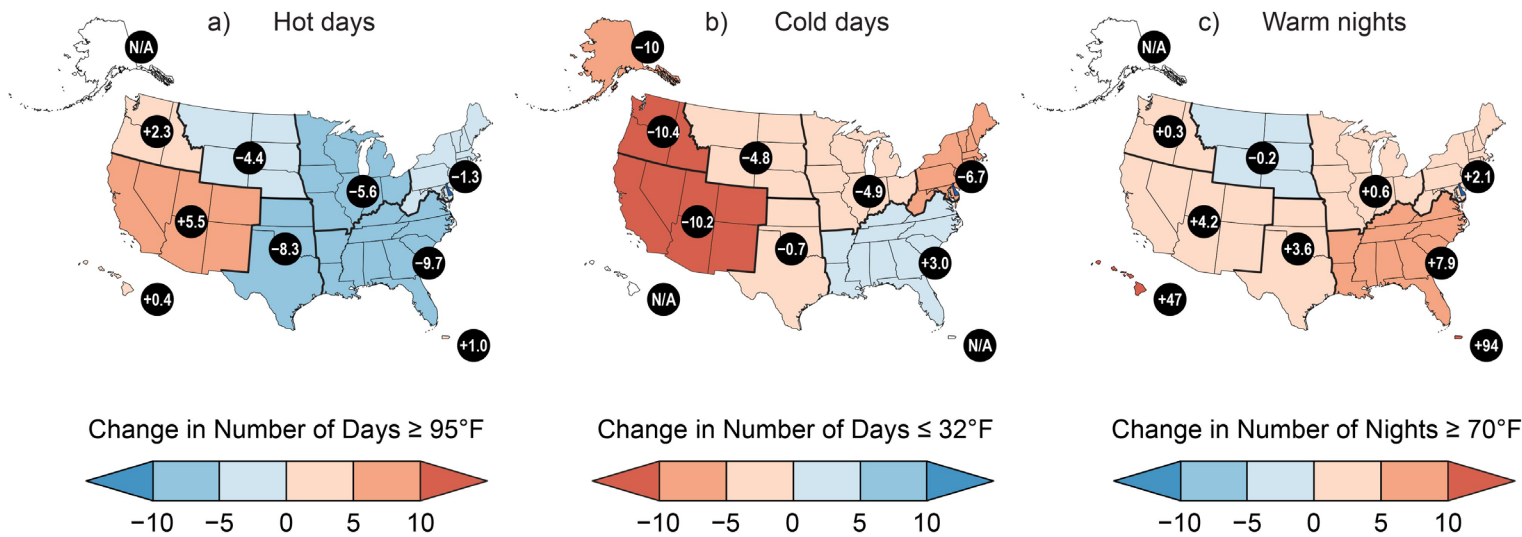
NCA5 Fig. 2.4

# Observed Changes in Extremes

Observed Changes in Hot and Cold Extremes



NCA5 Fig. 2.8

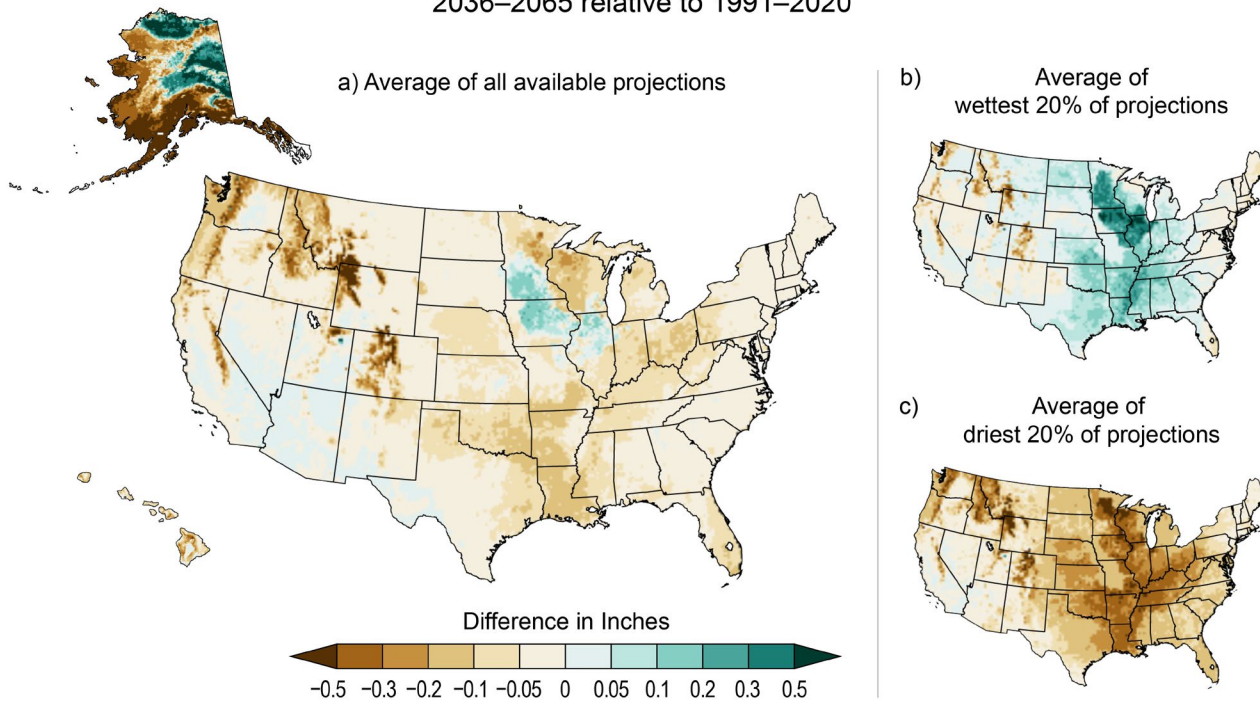


5<sup>th</sup> National Climate Assessment:  
<https://nca2023.globalchange.gov/chapter/2/>

3 NCA5 Fig. 2.7

# Midwest Key Message 5

Projected Changes in Average Summer (June–August) Soil Moisture by Midcentury 2036–2065 relative to 1991–2020



NCA5 Fig. 4.6: Projected Changes in Average Summer (June–August) Soil Moisture by Midcentury

Projected Changes in Cumulative Seasonal and Annual Runoff (2036–2065 compared to 1991–2020)

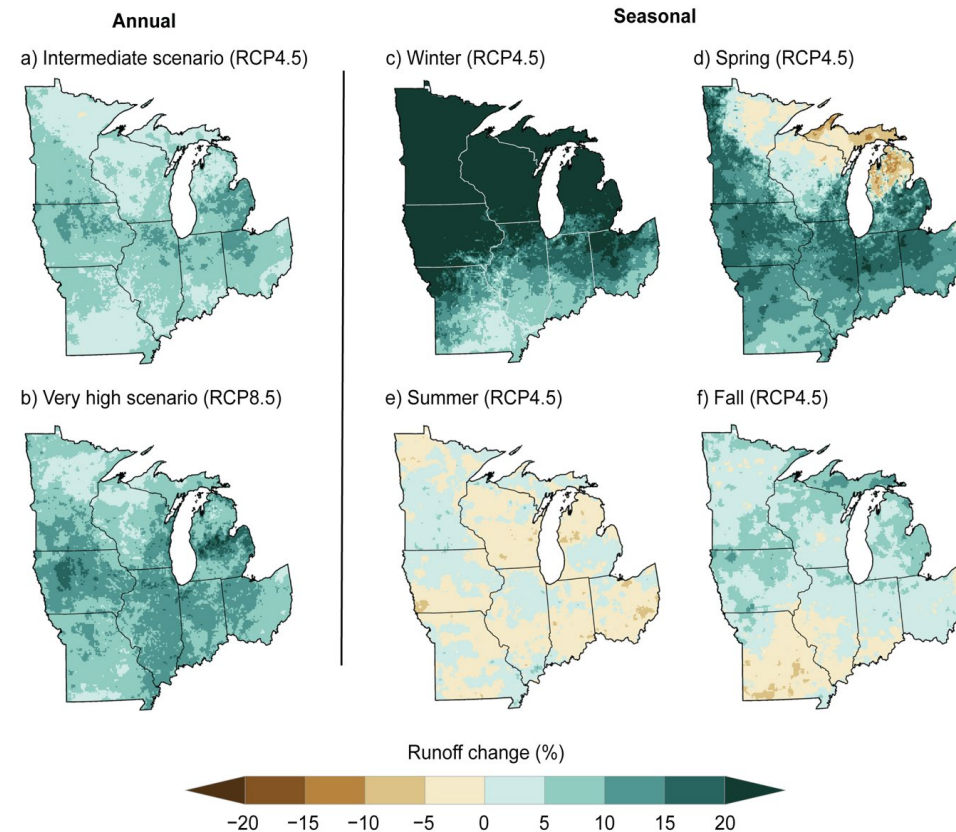
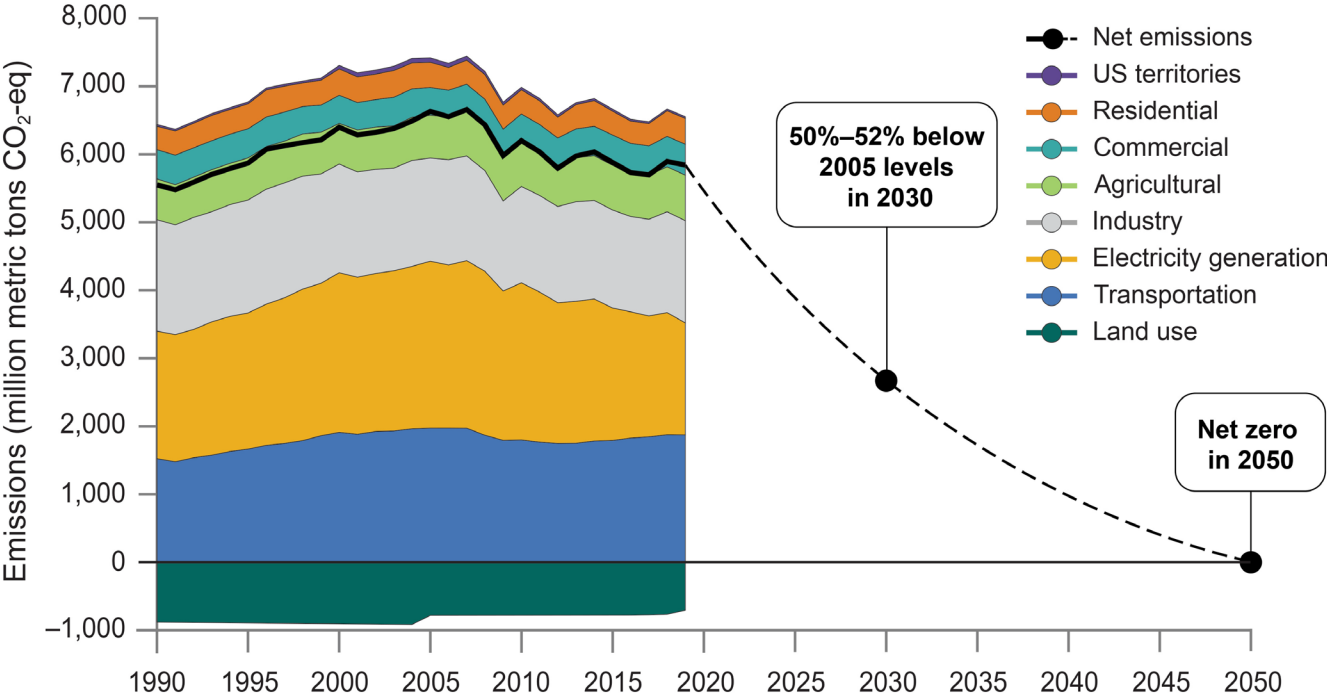


Figure 24.11. Projected changes in cumulative local runoff will lead to increased flooding susceptibility in winter and spring with, increased flash drought potential in summer.

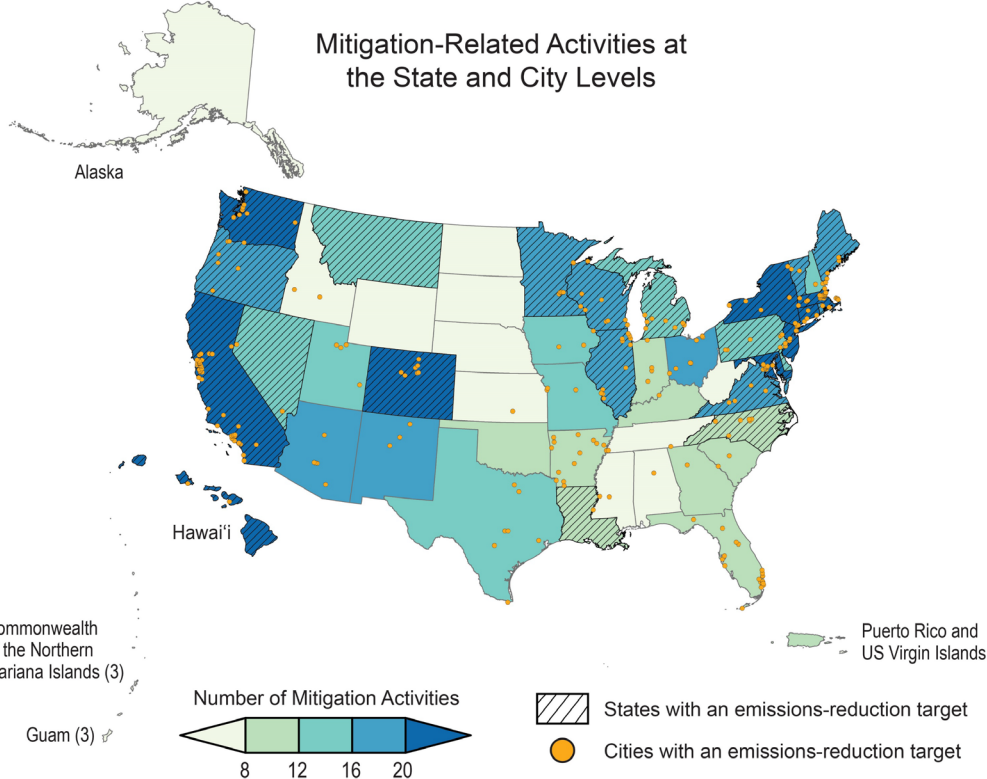
5th National Climate Assessment:  
<https://nca2023.globalchange.gov/chapter/32/>

# Emission Reduction Targets

US Greenhouse Gas Emissions by Sector with 2030 and 2050 Goals Added



NCA5 Fig. 32.1



NCA5 Fig. 32.20

# Why Should the Miami Valley Take Action?

CARE

COSTS

CO-BENEFITS

## Six key facts about global warming in 12 words

<b>IT'S REAL</b>	Global warming is happening.
<b>IT'S US</b>	Human activity is the main cause.
<b>EXPERTS AGREE</b>	More than <b>97%</b> of the world's climate experts are convinced, based on the data, that human activity is warming the planet.
<b>IT'S BAD</b>	The impacts are serious, and they affect people, especially our children and grandchildren.
<b>OTHERS CARE</b>	You're not alone. Most people are worried about global warming, and they support climate action.
<b>THERE'S HOPE</b>	There are actions we can take that will make a big difference.

# Broad Health Concerns

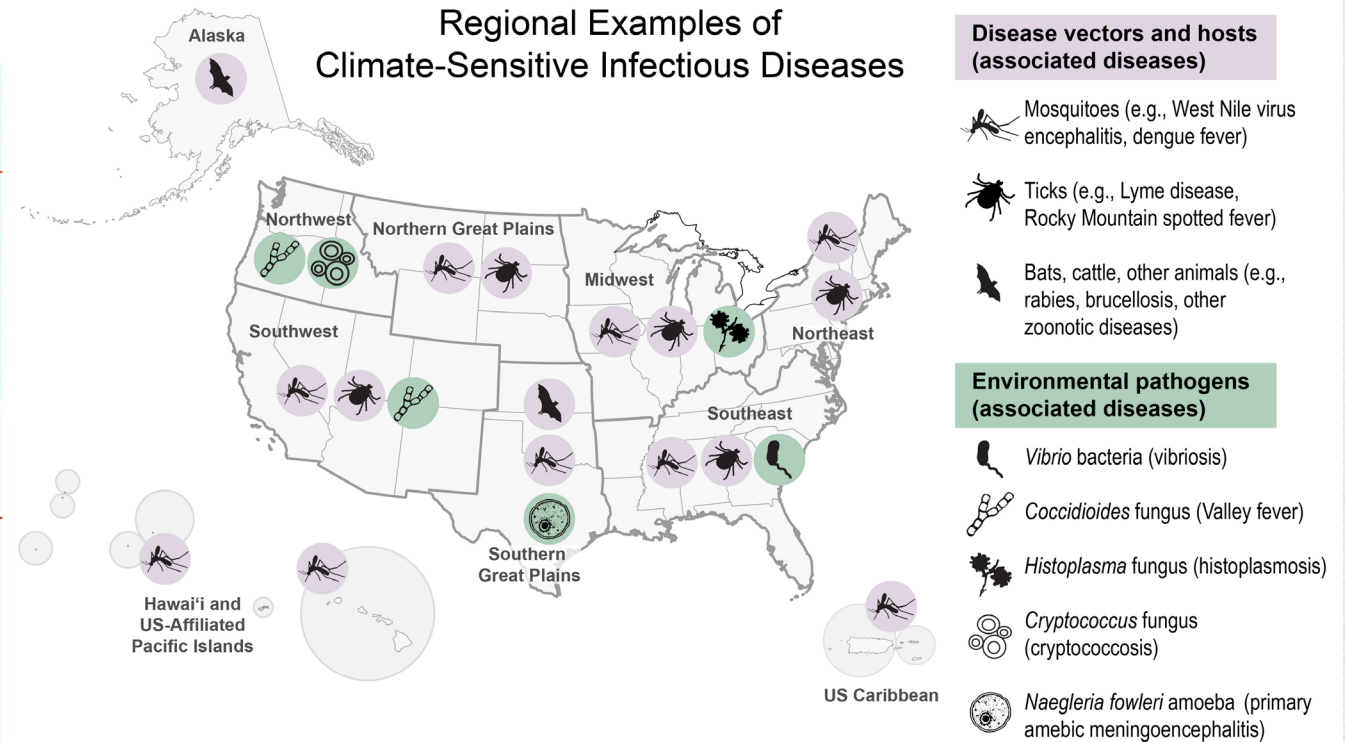
5<sup>th</sup> National Climate Assessment:  
<https://nca2023.globalchange.gov/chapter/15/>

Heat and Health Equity



NCA5 Fig. 15.1

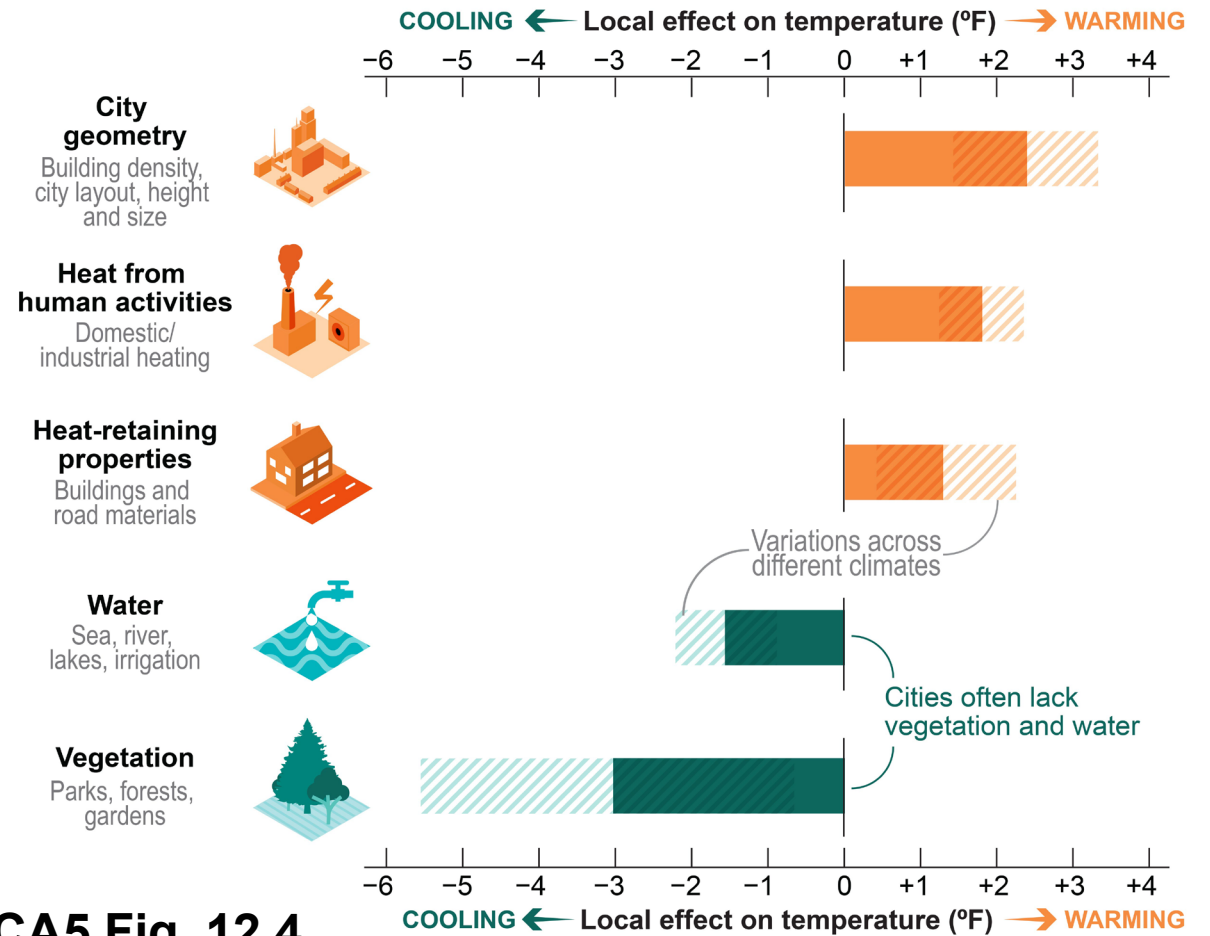
Regional Examples of Climate-Sensitive Infectious Diseases



NCA5 Fig. 15.2

# Impacts on Community Conditions

Effects of the Built Environment on Local Temperatures



5<sup>th</sup> National Climate Assessment:  
<https://nca2023.globalchange.gov/chapter/12/>

NCA5 Fig. 12.4

# Extreme Rainfall/Cultural Identity

Extreme Precipitation Impacts



Flood and drought risk

No adaptation  
More extreme precipitation increases risks



In our climate future without Slow the Flow strategies, streamflows are more prone to rapid fluctuations and extremely low or high water levels.

With adaptation  
Adaptation reduces risks



Management choices can maintain water flows that restore healthy habitats while reducing flood and drought risk.

Adaptation benefits

- Increase watershed storage
- Improve fish habitat
- Increase recreation opportunities
- Improve water quality
- Reduce erosion

Figure 24.5. Extreme precipitation events have adverse impacts on aquatic and terrestrial ecosystems, human health, infrastructure, and economies. Conservation and management strategies can help moderate these impacts.

Ecological Services of Ice-Covered Inland Waters

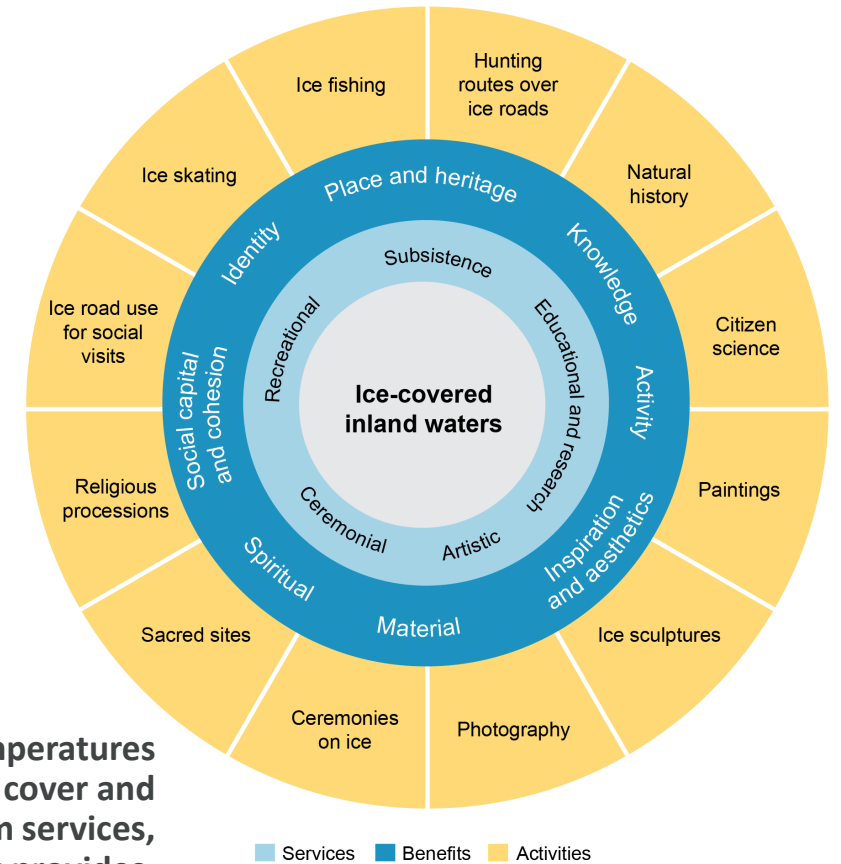


Figure 24.6. Rising winter temperatures are decreasing inland lake ice cover and the associated ecosystem services, benefits, and activities it provides.



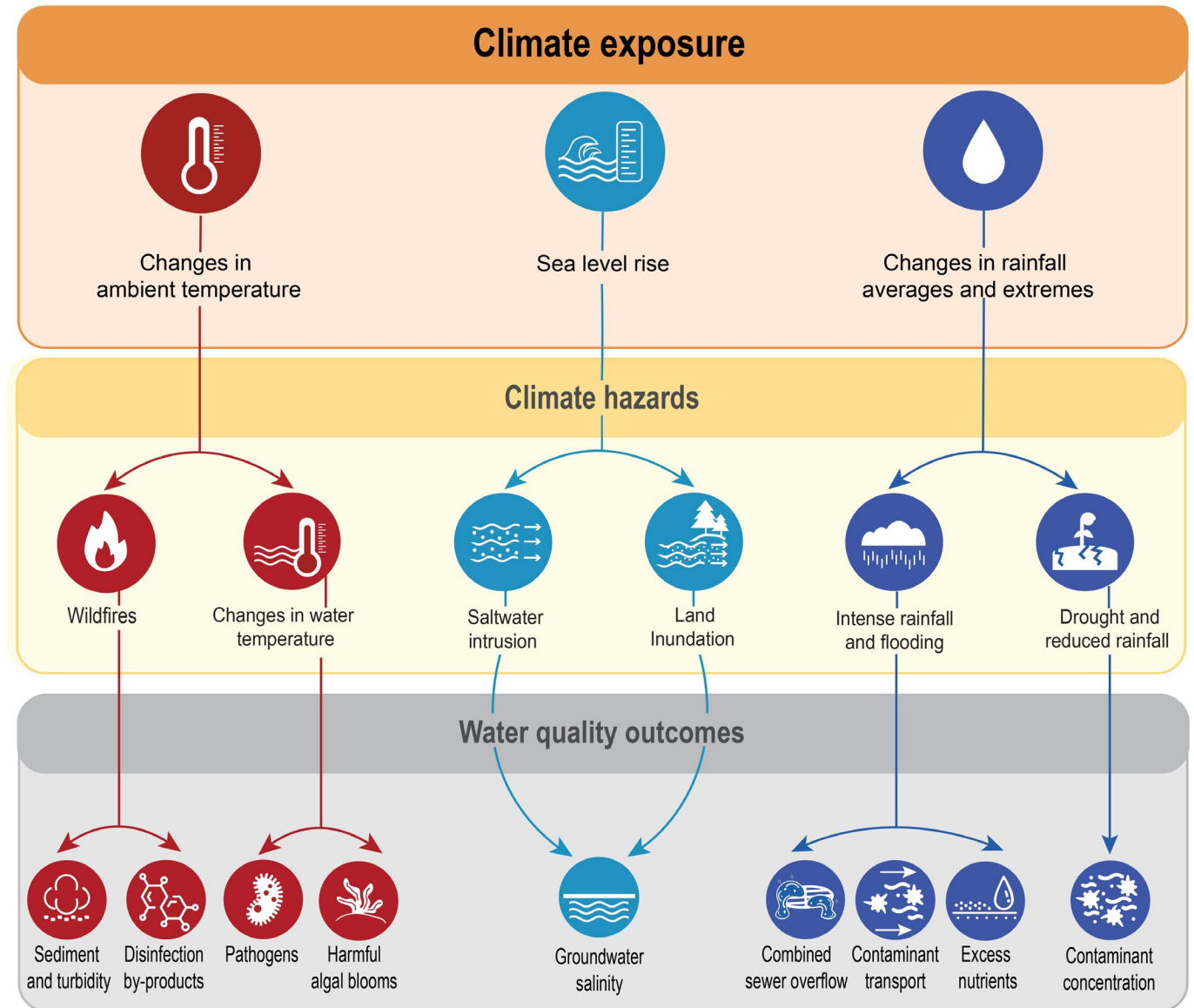
CARE

# Climate Change Impacts to Water Quality



<https://nca2023.globalchange.gov/chapter/4/>

## Climate Change Impacts to Water Quality

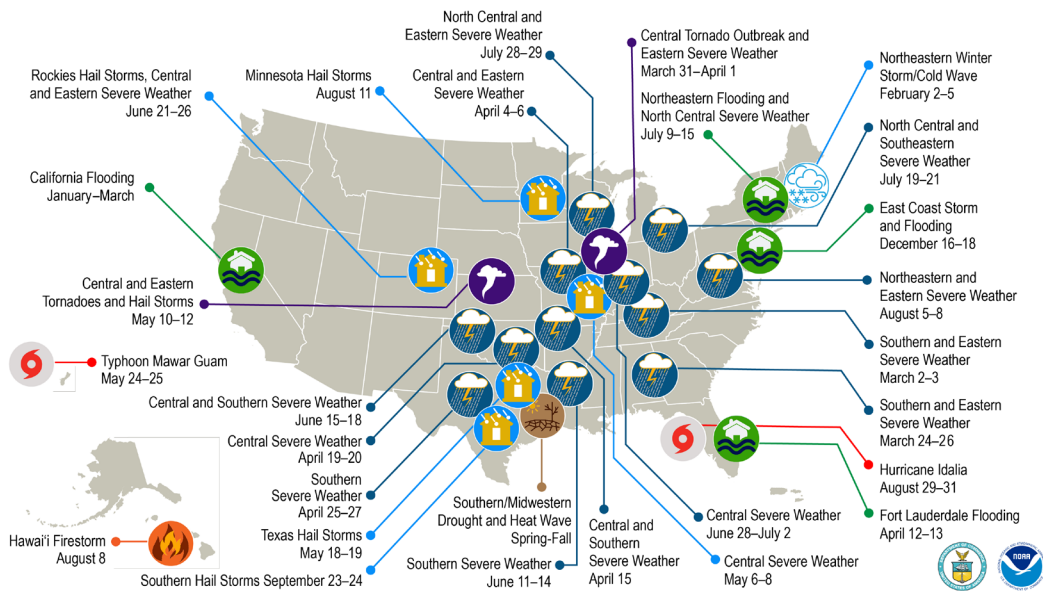


COSTS

# Billion Dollar Disasters & Floods

U.S. 2023 Billion-Dollar Weather and Climate Disasters

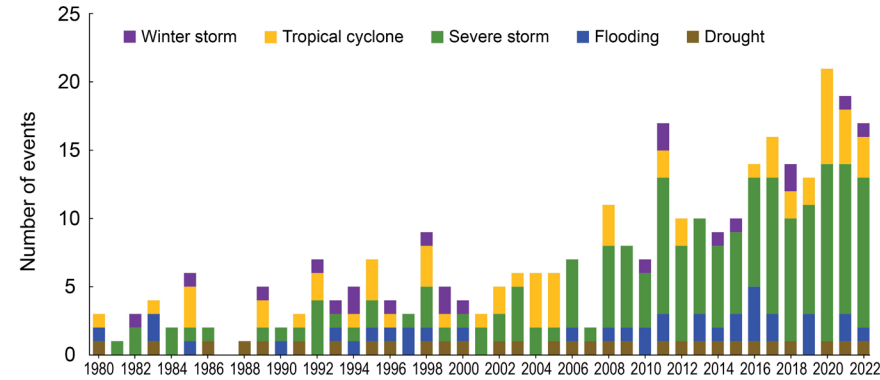
- Drought/Heat Wave
- Flooding
- Hail
- Hurricane
- Severe Weather
- Tornado Outbreak
- Wildfire
- Winter Storm/Cold Wave



This map denotes the approximate location for each of the 28 separate billion-dollar weather and climate disasters that impacted the United States in 2023.

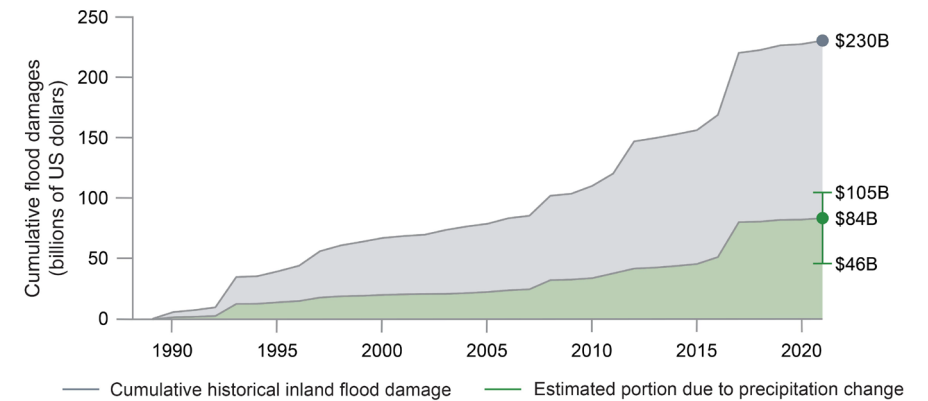
**NOAA National Centers for Environmental Information (NCEI) U.S. Billion-Dollar Weather and Climate Disasters (2023).** <https://www.ncei.noaa.gov/access/billions/>

Water-Related Billion-Dollar Disasters in the United States



<https://nca2023.globalchange.gov/chapter/4/>

Flood Damages Associated with Precipitation Change



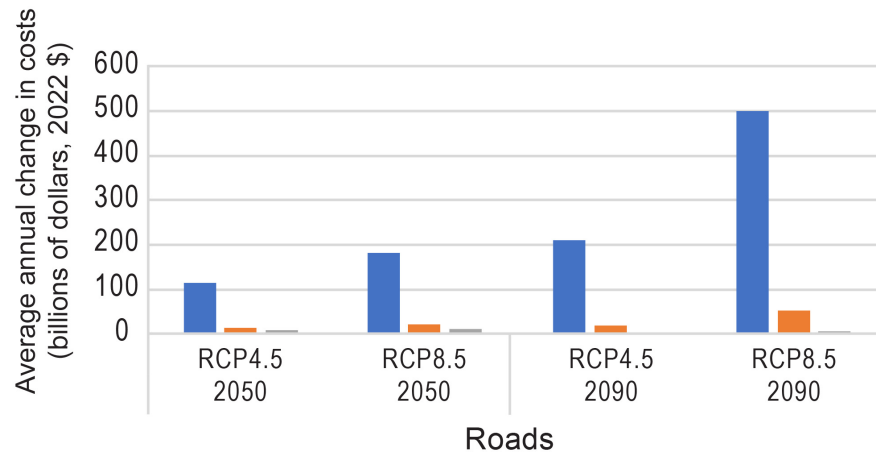
“Climate change–driven changes in precipitation amount and duration, snowpack/snowmelt, and soil moisture have combined with land-cover change and increasing property values to increase overall economic damages from floods.”

**COSTS**

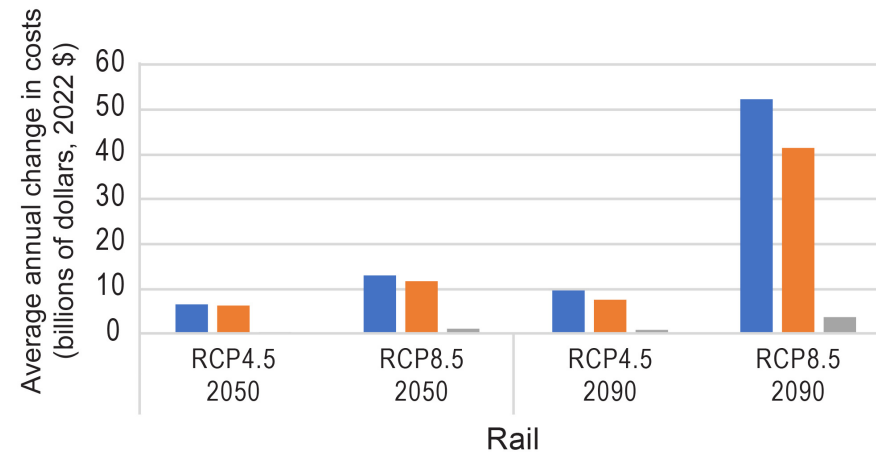
# Road and Rail Adaptation

## Estimated Annual Change in Costs Due to Climate Change

a) Estimated annual average change in costs due to climate change across adaptation scenarios for roads (in 2050 and 2090 compared to 1986–2005)



b) Estimated annual average change in costs due to climate change across adaptation scenarios for the rail sector (in 2050 and 2090 compared to 1986–2005)



■ No Adaptation ■ Reactive Adaptation ■ Proactive Adaptation

<https://nca2023.globalchange.gov/chapter/31/>

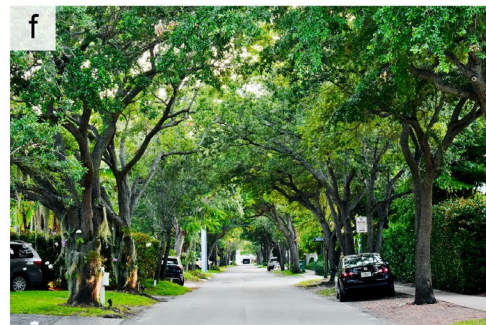
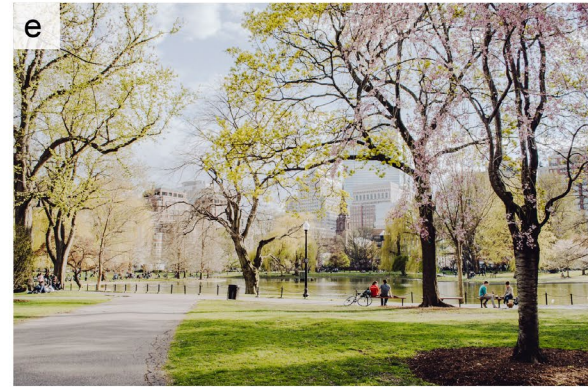
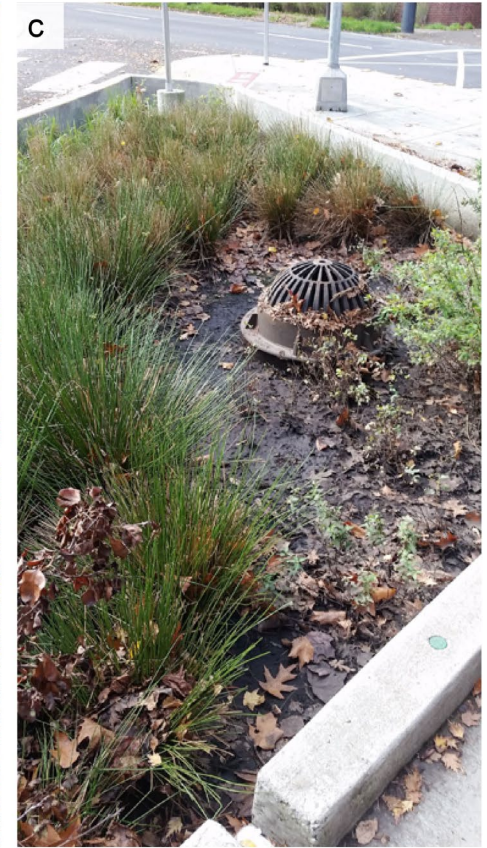
# CO-BENEFITS

# Urban Adaptation and Mitigation

- Green roofs for stormwater runoff retention
- Investments in design, construction, and long-term maintenance
- Done in just and equitable ways

<https://nca2023.globalchange.gov/chapter/12/>

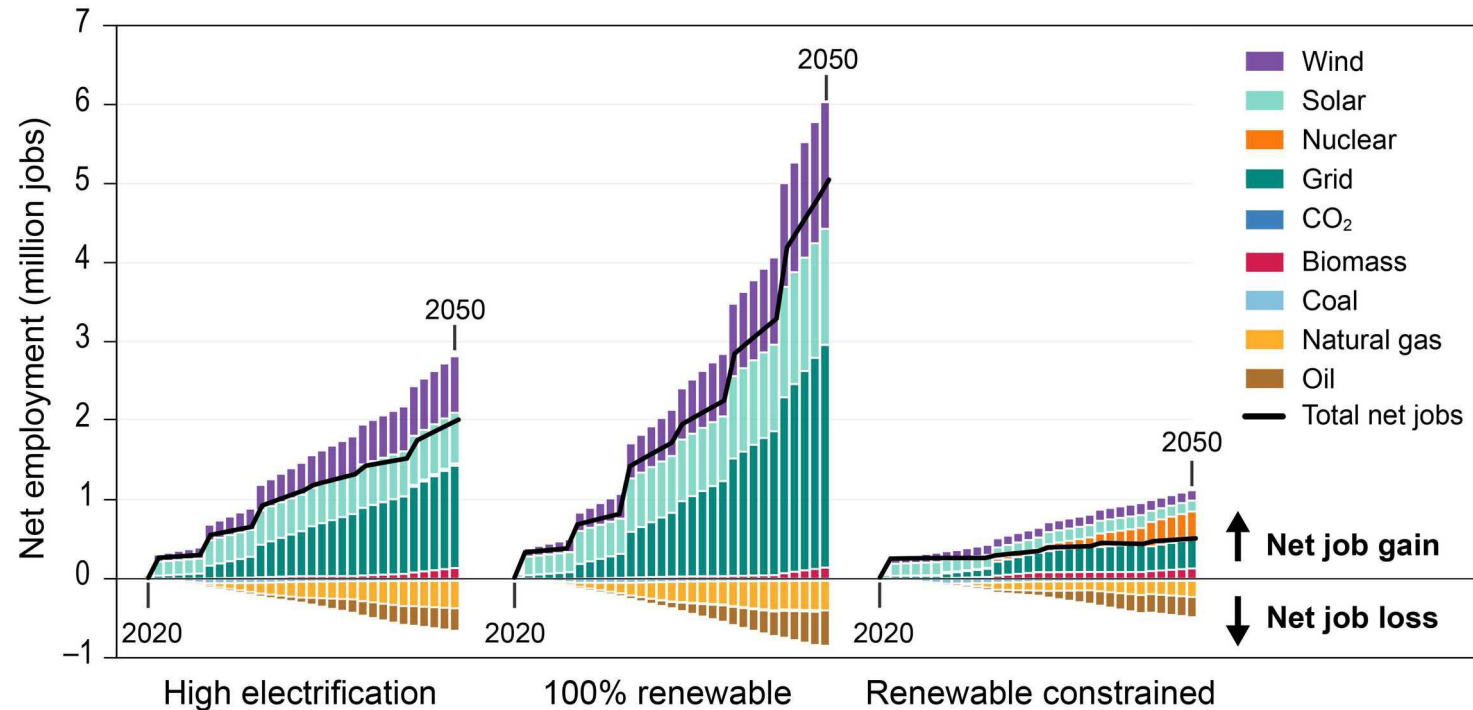
## Green, Blue, and Nature-Based Solutions



# CO-BENEFITS

## Potential Job Creation

Energy Employment (2020–2050) for Alternative Net-Zero Pathways



“A shift toward renewables is projected to increase the total number of jobs in the energy sector.”

<https://nca2023.globalchange.gov/chapter/32/>

# Thank You!



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# EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP  
mvrpc.org



**MIAMI VALLEY**

Regional Planning Commission

Shaping Our Region's Future Together

September 2024

## MVRPC shares insights on the Advanced Air Mobility

The Advanced Air Mobility (AAM) is a broad concept to include daily aviation mobility. AAM includes moving light, time-critical packages such as medical supplies by small unmanned aircraft systems – informally known as “drones.” AAM also includes the movement of people and cargo within communities and regional travels.



AAM is a new emerging technology and therefore, the outcomes of AAM are unknown and unclear at this time. The significance of this technology, however, is that it is a new transportation mode that has a potential to completely transform our built environment and the way we travel, access services, and move goods in the near future.

During August 20 – 21, 2024, the 3rd Annual National Advanced Air Mobility Industry Forum (NAAMIF) was held at Clark State College's Hollenbeck Bayley Creative Arts and Conference Center in Springfield, Ohio. Hosted by the Dayton Development Coalition (DDC), this forum brought together electrical vertical take-off and landing (eVTOL) aircraft manufacturers and suppliers as well as speakers from across the AAM industry.

As part of the Forum, Mr. Martin Kim, Director of Community and Regional Planning was invited to participate in a Public Adoption Panel session. During the session, Mr. Kim discussed and shared insights on many potential benefits and opportunities that AAM can bring as well as issues and challenges that need to be address in order to facilitate public acceptance. In addition, Mr. Kim offered suggestions on how AAM industry leaders can collaborate and partner with Metropolitan Planning Organizations (MPOs), community leaders, and planning practitioners to advance and integrate AAM into our communities at the local and regional level.



For more information about the 3rd Annual National Advanced Air Mobility Industry Forum (NAAMIF), visit <https://www.aamohio.com/>.

## Community Ideas Forum, Let's Talk Turner

MVRPC Members and Staff attended the Community Ideas Forum, Let's Talk Turner, on August 27, 2024 to provide valuable insight for a redevelopment plan along a portion of Turner Road in Harrison Township and City of Trotwood. This project will help the communities, together, attract investment, secure new jobs and improve the quality of life for residents. The plan will account for the regional and local markets to provide an aspirational, but achievable vision for the corridor supported by community recommendations to help shape the current and future needs of the City of Trotwood and Harrison Township.



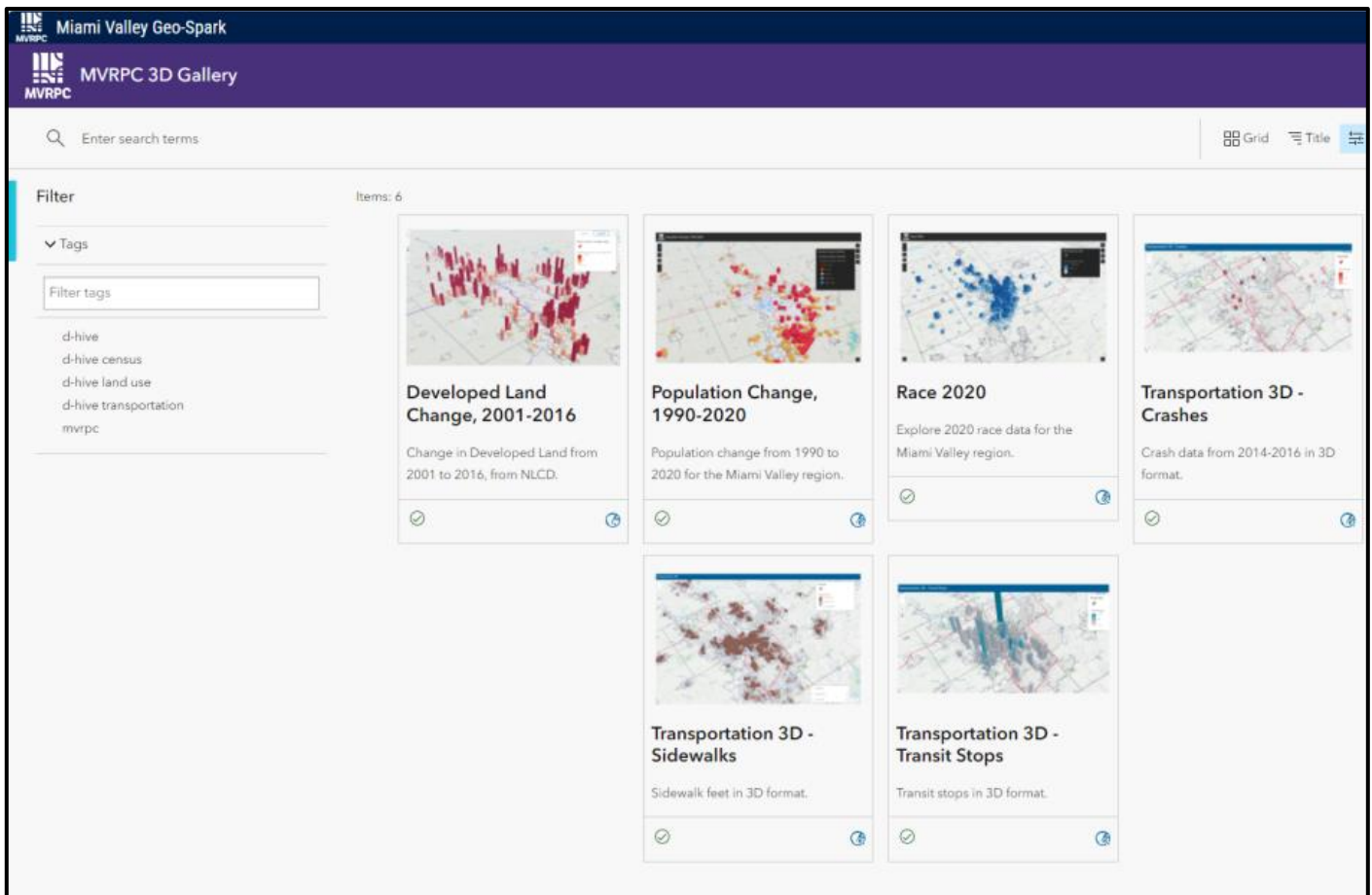
## MVRPC's Geo-Spark Provides New 3D Mapping Gallery

MVRPC's D-Hive Initiative has released a new mapping gallery as part of our Geo-Spark Open Data web site. The newest item is a gallery of 3D mapping applications. The new maps cover all four themes of the D-Hive: Census, Environment, Land Use and Transportation. Each of the seven maps allows the user to navigate the Region with a 3-dimensional view of the different categories of data displayed in a hex format.

First launched in July of 2020, MVRPC's D-Hive Initiative provides new data management & visualization system that takes advantage of a hexagonal cell pattern to integrate and combine different layers of regional geographic information.

For more information, visit MVRPC's Geo-spark page at <https://geospark-mvrpc.opendata.arcgis.com> or contact Tom Harner, GIS Manager at [tharner@mvrpc.org](mailto:tharner@mvrpc.org).





## Grants & Funding Resources

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

This month we are featuring information on:

- NAWCA 2024 US Small Grants– Deadline: October 10, 2024
- FY24 Pathways to Removing Obstacles to Housing (PRO Housing)– Deadline: October 15, 2024

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

## Transformational Mixed-Use Development Program

The Ohio Department of Development is accepting applications for FY25 Transformational Mixed-Use Development Program. The program provides a tax credit for major mixed-use developments in Ohio to help finance new construction and/or improve vacant buildings. Applications are due October 4, 2024. For more information please visit the [Transformational Mixed Used Development](#) webpage or email [transformational@development.ohio.gov](mailto:transformational@development.ohio.gov).

## 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](https://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 Events September 2024

### Passenger Rail Stakeholder Workshop

The Ohio Rail Development Commission (ORDC) is updating the Ohio's State Rail Plan. The rail plan will help position Ohio for federal grant programs that can be used to fund freight rail infrastructure improvement projects. A copy of the last rail plan can be found [here](#). The plan will also help ORDC to update the vision, goals, and objectives that guide decisions regarding state-funded and state-sponsored rail projects. To obtain the input of key stakeholders, ORDC will be hosting virtual workshops, and would like to invite you to attend.

The Passenger Rail workshops will be held on the following dates:

- Friday, September 6<sup>th</sup> at 10:30 a.m.
- Friday, September 13<sup>th</sup> at 10:30 a.m.
- September 20<sup>th</sup> at 10:30 a.m.

To RSVP, please contact Stephanie Eisenberg of WSP, the consultant helping us prepare the plan and coordinating the workshop. You can reach Stephanie directly at [Stephanie.Eisenberg@wsp.com](mailto:Stephanie.Eisenberg@wsp.com), (614) 408-4305. If you have any additional questions, please feel free to reach me directly at [Timothy.Brown@dot.ohio.gov](mailto:Timothy.Brown@dot.ohio.gov).

## Upcoming MVRPC Meetings September 2024

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.

Date	Time	Meeting	Staff
9/5/2024	8:30 a.m.	<a href="#"><u>Executive Committee Meeting</u></a>	<a href="#"><u>S. Diamond</u></a>
9/5/2024	9:00 a.m.	<a href="#"><u>Board of Directors Meeting</u></a>	<a href="#"><u>S. Diamond</u></a>
9/10/2024	10:00 a.m.	<a href="#"><u>Greater Region Mobility Initiative (GRMI) Meeting</u></a>	<a href="#"><u>S. Anderson</u></a>
9/18/2024	9:30 a.m.	<a href="#"><u>Water &amp; Environment Subcommittee Meeting</u></a>	<a href="#"><u>M. Lindsay</u></a>
9/19/2024	9:30 a.m.	<a href="#"><u>Technical Advisory Committee Meeting</u></a>	<a href="#"><u>S. Diamond</u></a>

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