



**MVRPC's Regional Transportation Planning Organization
Steering Committee (RTPOSC) Meeting**

LOCATION: Darke Rural Electric Facility, 1120 Fort Jefferson Ave., Greenville

DATE/TIME: Wednesday, November 20, 2024 at 2:00 p.m.

Agenda

<u>Item</u>	<u>Topic</u>	<u>Pg</u>	<u>Est. Time</u>	<u>Presenter</u>
I.	Call to Order and Introductions		2:00	Kyle Cross
* II.	Approval of August 21, 2024 Meeting Minutes	1	2:05	Kyle Cross
III.	Public Comment Period on Action Items		2:10	Kyle Cross
IV.	RTPO (REGIONAL TRANSPORTATION PLANNING ORGANIZATION) ACTION ITEMS			
* A.	Resolution 24-032: Adoption of Darke-Preble-Shelby RTPO Capital Program Policies and Procedures and Approval to Solicit for Projects	4	2:15	Ana Ramirez
V.	INFORMATION ITEMS			
* A.	Regional Resiliency Tool Kit	36	2:30	Elizabeth Baxter
VI.	OPEN MEMBER DISCUSSION		2:45	All
VII.	ADJOURNMENT		3:00	Kyle Cross

* 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.

NEXT MEETING: Wednesday, February 19, 2025 at 2:00 p.m.

Meeting Location: Shelby County Agriculture Center, 820 Fair Road, Sidney, OH 45365

<https://www.mvrpc.org/transportation/rtpo-pilot-program/rtpo-meetings>

Celebrating 60 Years | 1964-2024

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TRANSPORTATION PLANNING ORGANIZATION STEERING COMMITTEE
MINUTES**

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

**August 21, 2024
2:00 PM**

Members/ Alternates

Mike Barhorst, City of Sidney
Michelle Caserta-Bixler, Shelby County
Kyle Cross, Preble County Eng.
Joseph Ferriell, City of Eaton
Tim Hurysz, City of Sidney
Scott Schmid, ODOT District 7
Blake Simpson, ODOT District 7
Justin Sommer, Preble County Dev.
Robert Wood, Preble County

Guests

Mary Hoy, ODOT District 7
Casey Reichert, ODOT District 7
Ron Schalow, Shelby Public Transit

Staff

Serena Anderson
Savannah Diamond
Brian Martin
Ana Ramirez
Hannah Wilson
Megan Young

The Miami Valley Regional Planning Commission Regional Transportation Planning Organization Steering Committee met on August 21, 2024 at 2:00 p.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. INTRODUCTION

Chairperson Cross called the meeting to order at 2:00 p.m. Self-introductions were made.

II. APPROVAL OF THE MAY 15, 2024 MEETING MINUTES

Mr. Sommer made a motion to approve the meeting minutes. Mr. Ferriell seconded the motion. The motion passed unanimously.

III. Public Comment Period on Action Items

None

IV. RPC (REGIONAL PLANNING COMMISSION) ACTION ITEMS

A. Resolution 24-024: Recommended Adoption of the Greater Region Mobility Initiative Transportation Coordination Plan Update 2024-2028

Ms. Anderson presented information on the updated Greater Region Mobility Initiative (GRMI) Transportation Coordination Plan for 2024-2028. Ms. Anderson provided an overview of the background of the plan and then shared highlights from each chapter of the plan. Next, Ms. Anderson shared details from the public participation meetings. She then opened the floor for questions and discussed the boundaries of the GRMI initiative and actionable goals. Lastly, Ms. Anderson stated that staff recommend forwarding the Greater Region Mobility Initiative Transportation Coordination Plan Update 2024-2028 to the Board of Directors.

Mr. Sommer made a motion to recommend forwarding to the Board of Directors for adoption. Ms. Ferriell seconded the motion. The motion passed unanimously.

V. INFORMATION ITEMS

A. Capital Improvement Program Overview

Ms. Ramirez presented information on the Capital Improvement Program and Statewide Transportation Improvement Program (STIP) development. She highlighted the funding policy timeline for November 2024 through early 2025, covering project eligibility and submission requirements. Eligible projects include major rural collector roads, bike/pedestrian, and transit improvements, with funding up to \$400,000 per year.

B. Open Member Discussion

Ms. Ramirez opened the floor for the RTPO Steering Committee members to discuss any transportation related topics.

C. STIP Development Rural Consultation

Mr. Schmid from ODOT District 7 presented an overview of the STIP development process, which occurs biennially with input from local and regional officials. He then shared the 2026-2029 STIP draft project list and ways to provide input. Next, he introduced key ODOT staff members and encouraged member engagement via public comments, emphasizing collaboration between rural officials and ODOT to address regional transportation needs.

D. RTIP/STIP Development Rural Consultation Comments and Discussion

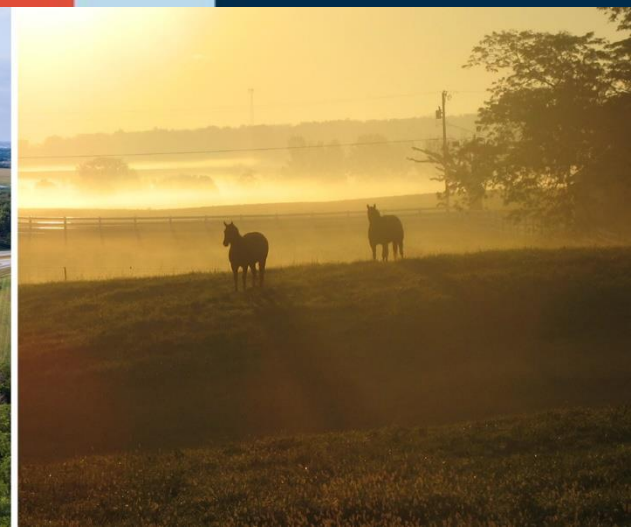
Ms. Ramirez stated that following the meeting, MVPRC and ODOT staff will be available to provide assistance for the RTIP/STIP Development Rural Consultation.

VI. ADJOURNMENT

Chairperson Cross adjourned the meeting at 2:48 p.m.



Darke-Preble-Shelby RTPO Steering Committee November 20, 2024





MIAMI VALLEY
Regional Planning Commission

Darke-Preble-Shelby RTPO Capital Program Policies and Procedures

Policy/Application Considerations

- One project per eligible applicant
- Applicant must be an RTP0 member
- There is a minimum 20% required local match.
- Need resolution from authorizing body committing to local match (will provide sample)
- Funding for implementation only (PE local funds)



Sample Resolution

(GOVERNING BODY)

RESOLUTION NO. 1

A RESOLUTION AUTHORIZING THE SUBMITTAL OF APPLICATIONS FOR FEDERAL IIJA FUNDS THROUGH THE MIAMI VALLEY REGIONAL PLANNING COMMISSION

WHEREAS, the Miami Valley Regional Planning Commission (MVRPC) has solicited local government entities to submit a new transportation project for funding consideration through the RTPO Capital Improvement Program; and

WHEREAS, the (Governing body) has committed to a timely project development schedule; and

WHEREAS, the (Governing body) will commit the necessary resources to support the estimated local cost portion of the project:

1. Sample Project - Estimated Local Share \$100,000

NOW, THEREFORE, BE IT RESOLVED BY THE (GOVERNING BODY), THAT:

SECTION I.

This Resolution shall serve to authorize the transmittal and submittal of an application for the following transportation project to MVRPC for funding consideration through the RTPO Capital Improvement Program:

1. Sample Project

SECTION II.

The City Manager is hereby authorized to sign on behalf of the City the application for funds as referred to in Section I of this Resolution.

SECTION III.

The City Manager is hereby directed and authorized to take or cause to be taken all other action necessary and proper to secure the funding sought by the application referred to herein, and provide any additional information sought by reviewing agencies during the time the application is under reviewed. "The City Manager is further directed and authorized to be in compliance with all reporting requirements stated by the Miami Valley Regional Planning Commission (MVRPC) as required as part of the funding process.

SECTION IV.

Upon application approval, the City hereby states its commitment to the local contribution for the project as identified in these applications, including local contribution of costs exceeding the current estimates or subsequent revised estimates as accepted by the MVRPC.

SECTION V.

It is hereby found and determined that all formal actions of this Council concerning and relating to the adoption of this Resolution were adopted in an open meeting of this Council, and that any and all deliberations of this Council and any of its committees that resulted in such formal action were in meetings open to the public, in compliance with all legal requirements, including, but not limited to Section 121.22 of the Ohio Revised Code.

SECTION VI.

This Resolution shall become effective immediately upon its passage.

THIS RESOLUTION IS ADOPTED BY THE (Governing body) this 4th day of October, 2024.

Mayor _____

ATTEST:

_____ Clerk of Council



Additional Policy/Application Considerations

- Need to submit one paper copy three hole punched and one electronic copy per application by deadline Dec 18th, 2024



Project Considerations

- \$400,000 per year (\$500,000 with match)
- Eligible Roads: major rural collector and above
- Bike and Ped improvements are eligible in all facilities including local and off system as are transit projects
- SFY 2025-2026: (studies, resurfacing, other quick projects) that don't require R/W
- Need detailed scope, certified cost estimate, and schedule
- Map with limits would be helpful



Funding Policy Timeline

Nov/Dec 2024

**Approve
Funding Policy**

**February/March
2025**

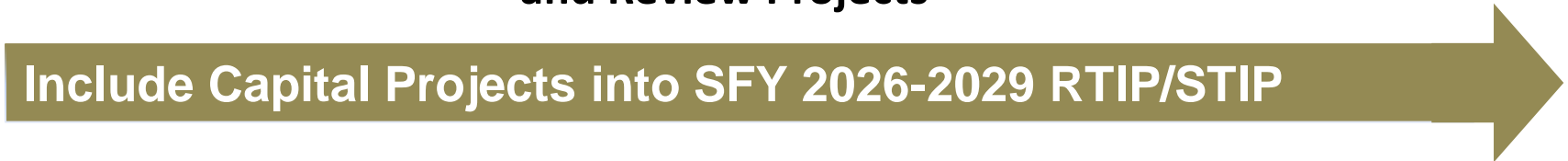
Approve Projects



**Mid Dec 2024/Jan
2025**

**Submit Applications
and Review Projects**

Include Capital Projects into SFY 2026-2029 RTIP/STIP



MEMORANDUM

To: RTPO Steering Committee, Board of Directors
From: MVRPC Staff
Date: November 11, 2024
Subject: Adoption of Darke-Preble-Shelby RTPO Capital Program Policies and Procedures and Approval to Solicit for Projects.

The Infrastructure Investment and Jobs Act (IIJA) provides funding for the Surface Transportation Block Program (STBG). This formula program provides flexible funding to the Ohio Department of Transportation (ODOT) to preserve and improve the conditions and performance of any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. ODOT has allocated a portion of STBG funding to the Regional Transportation Planning Organizations in Ohio. MVRPC estimates that \$400,000 will be available per year for the Darke-Preble-Shelby (DPS) RTPO.

MVRPC staff worked with the DPS RTPO Steering Committee to develop a policy that guides the allocation of capital program funds to RTPO members consistent with the funding eligibility requirements of the Surface Transportation Block Grant (STBG) program.

The DPS RTPO Capital Policy encourages projects that align with the RTPO's goals of improving safety, strengthening system preservation efforts, increasing mobility, enhancing economic development, increasing quality of life for residents, and embodying stewardship principles. Projects that incorporate bicycle and pedestrian friendly design features to augment regional connectivity are encouraged and qualify regardless of the associated infrastructure's functional classification.

Upon approval of the DPS RTPO Capital Policy, MVRPC staff will start soliciting for projects. The first project submission deadline for the SFY 2026-2027 funding period is December 18, 2024.

The Darke-Preble-Shelby RTPO Capital Program Policies and Procedures as well as a resolution adopting the policy are attached for your consideration.

2024

APPLICATIONS DUE
DECEMBER 18, 2024

Darke-Preble-Shelby RTPO

Infrastructure Investment
and Jobs Act



DRAFT

Capital Program Policies and Procedures

RTPO Capital Program (RSTP)



MIAMI VALLEY

Regional Planning Commission

Table of Contents

INTRODUCTION.....	1
Fund Availability and Project Approval Process	1
Eligible Applicants and Projects	2
RSTP Funding Provisions	3
General Funding Provisions	4
PROJECT EVALUATION PROCESS.....	4
SUMMARY	5
Appendix A - DPS 2050 RTP Vision, Goals, and Objectives	A-1
Appendix B - Eligible RSTP Funding Activities	B-1
Appendix C – MVRPC’s List of Acronyms	C-1
Appendix D – Information on ADA Compliance and Various Right-of-Way Topics	D-1
Ohio LPA Advisory Group - Right of Way Fact Sheet (Updated May, 2021).....	D-3
Bikepath Projects: Eminent Domain, Appropriation & QuickTake	D-6
ADA TRANSITION PLAN	D-7

INTRODUCTION

Background - Requirements for project selection and priority.

1. Regional Transportation Planning Organizations (RTPOs) are responsible for developing a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). The RTIP must be consistent with the RTP and must include all projects in the area that are proposed for federal funding. States are required to develop a State Transportation Improvement Plan (STIP) that incorporates RTIPs from Ohio RTPOs.
2. RTIPs must be prioritized and include a financial plan demonstrating how projects are to be funded. The RTIP must demonstrate that full funding can be reasonably anticipated in the time period contemplated for completion of the project.
3. RTPOs are required to provide a reasonable opportunity for public comment on the RTP and RTIP.
4. 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 the USDOT, including FHWA”.

MVRPC will use the *Capital Program Policies and Procedures* to evaluate, rank, select and program Regional Surface Transportation Program (RSTP) funds.

Fund Availability and Project Approval Process

Upon a determination of available funds, staff will update policies, procedures, and criteria, provide a seminar for jurisdictions, and solicit qualified member government entities for new RSTP projects. The solicitation cycle will start on November 20, with applications being due on December 18 at MVRPC. **Project sponsors are limited to submitting one application.**

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. Staff will then present the list to the Steering Committee (SC) and Board of Directors as an information report. Staff will then review all project applications based upon relevant factors. Staff will create a draft list of the projects and hold a project sponsor meeting, 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 SC 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.

Eligible Applicants and Projects

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

Typical RSTP projects include: Capacity and maintenance projects such as lane additions, resurfacing/rehabilitation, safety upgrades, etc. See Appendix B for more information on eligible RSTP activities.

All projects must be consistent with one or more of the 10 factors listed below as required by Federal legislation such as [23 CFR 450.206](#).

1. Support the economic vitality of the Darke, Preble, and Shelby County region—especially by enabling productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation .
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, 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:

- 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.
- 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. 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, the 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 RSTP funds, 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).

RSTP Funding Provisions

The RSTP program will provide up to 80% (federal) of the construction or implementation cost of a project. 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.

The RSTP program is expected to be very competitive; as such MVRPC's project evaluation process will reward projects that include more than the minimum required local match.

General Funding Provisions

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

NOTE: Roadway projects utilizing Federal funds must be located on roadways functionally classified as an Urban Collector or above or Rural Major Collector or above. A roadway functional classification map can be found in Appendix A.

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 cannot 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 encumbered in the stated timespan.

PROJECT EVALUATION PROCESS

All proposed projects are reviewed using a three-step evaluation, analysis, and ranking process. The first step is an initial evaluation of the project to see if it includes items discussed previously under the project eligibility and funding provision sections. If the proposed project meets all pre-screening criteria, it will be considered for the next step in the process. The next step is an analysis of each project to determine how the project helps to achieve one or more of the 2050 RTP goals (safety, system preservation, etc.). The third step consists of staff looking at various evaluation criteria to assign projects a preliminary priority ranking for funding. The project analyses and preliminary project rankings for funding are then shared with the SC for discussion and collaboration to create the final ranking of projects and decide which projects are forwarded to the Board for approval.

In order to assure timely obligation of funds, annual RTIP programming priority will be determined based upon funding rank, anticipated date of expenditure and funds availability.

SUMMARY

MVRPC's RTPO Capital Program Policies and Procedures states the general practices of the MVRPC Board of Directors regarding programming projects with federal funds. 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 website at rtpo.mvrpc.org or contact:

Hannah Wilson
Transportation Planner
Miami Valley Regional Planning Commission
10 North Ludlow Street, Suite 700
Dayton, OH 45402
Phone Number: (937) 531-6546
Email: hwilson@mvrpc.org

Appendix A

Darke-Preble-Shelby 2050 Regional Transportation Plan Vision, Goals, and Objectives

Vision

The Darke, Preble, and Shelby counties' Regional Transportation Plan strives to improve the multimodal transportation system in a manner that supports enhanced accessibility and mobility for all people and freight resulting in a higher quality of life for its residents and economic development opportunities for the Region. The goals and objectives of the DPS 2050 RTP are:

Safety

- Improve safety by reducing crashes.
- Evaluate routes with high Amish populations to accommodate mixed buggy/vehicular traffic.
- Evaluate and define truck and alternative truck routes including improved signage.
- Evaluate rail crossings for extended blockages.

System Preservation

- Support projects that maintain the condition of the existing transportation system in a state of good repair.
- Upgrade the electrical system in preparation for an increase in transportation system electrification.

Mobility

- Leverage and expand existing public transportation services by establishing an on-demand, multi-county, mobility management one-call center.
- Explore cross-county public transportation options.
- Improve the sidewalk and bikeway network to facilitate access to employment hubs and as form of active transportation.
- Research and leverage new technologies to improve the mobility of seniors and those without access to an automobile.

Economic Development

- Improve access to employment hubs and routes for commuters.
- Improve access to Interstates to facilitate the movement of goods and attract new businesses and residents.
- Identify regional growth areas to plan for improvements in advance of development.

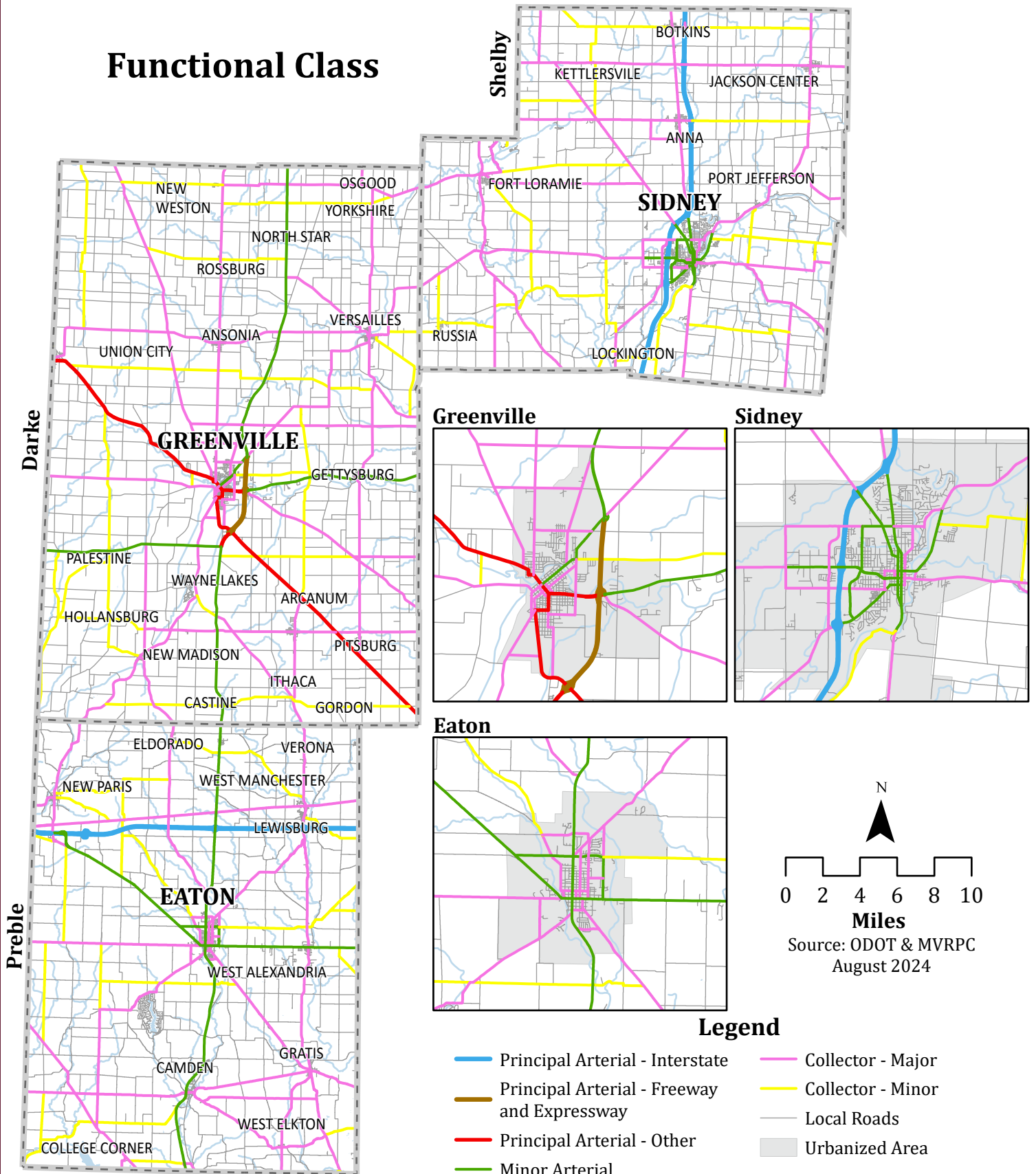
Quality of Life

- Conduct a study to assess the feasibility of connecting the cities and villages in the Region to each other and to the wider statewide network through a network of bikeways.
- Preserve the rural character of the area by protecting agriculture while diversifying economic opportunities.

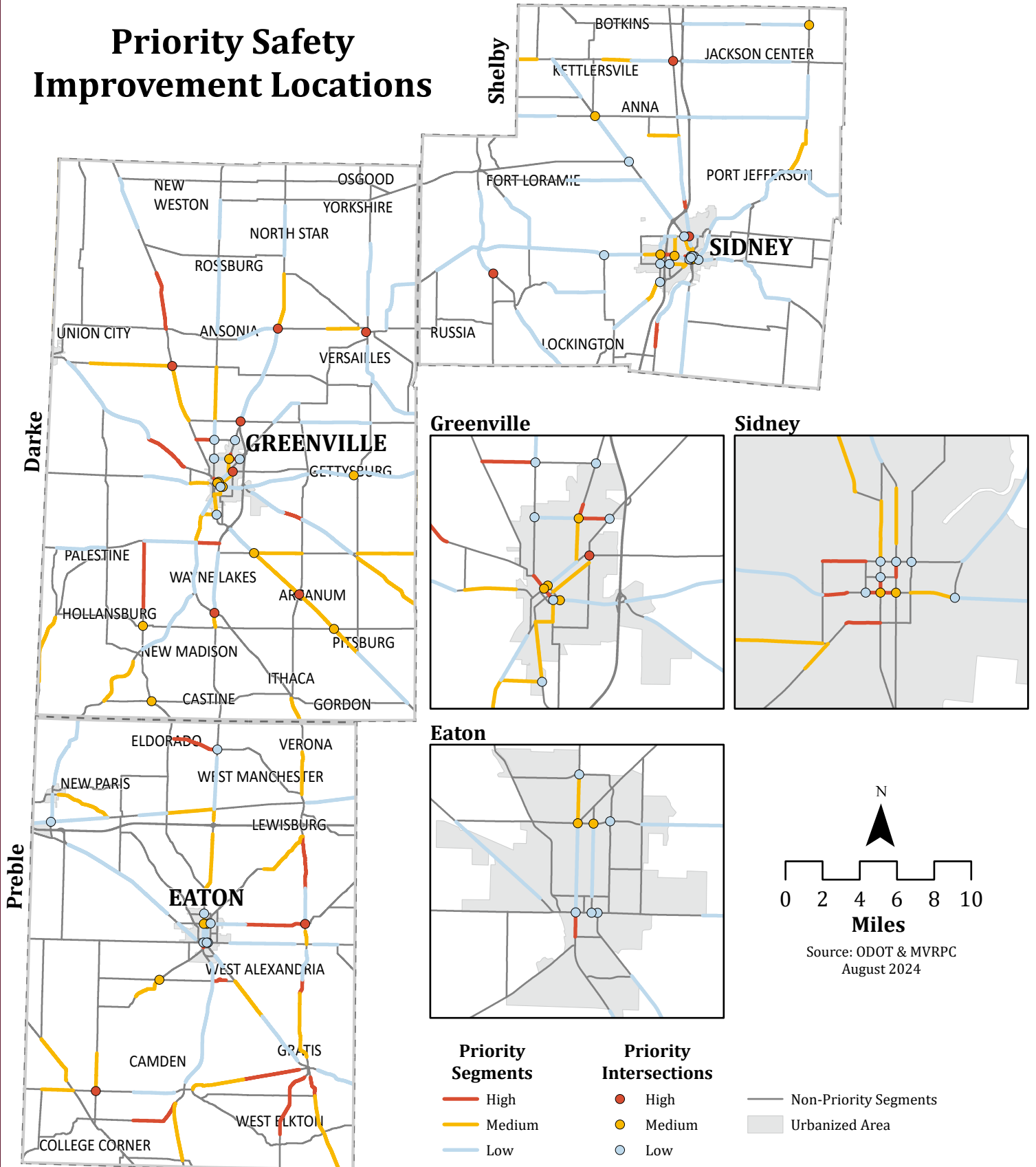
Stewardship

- Address transportation priorities in an equitable manner consistent with environmental principles.
- Research and seek existing and new funding sources to further the goals of the Regional Transportation Plan.

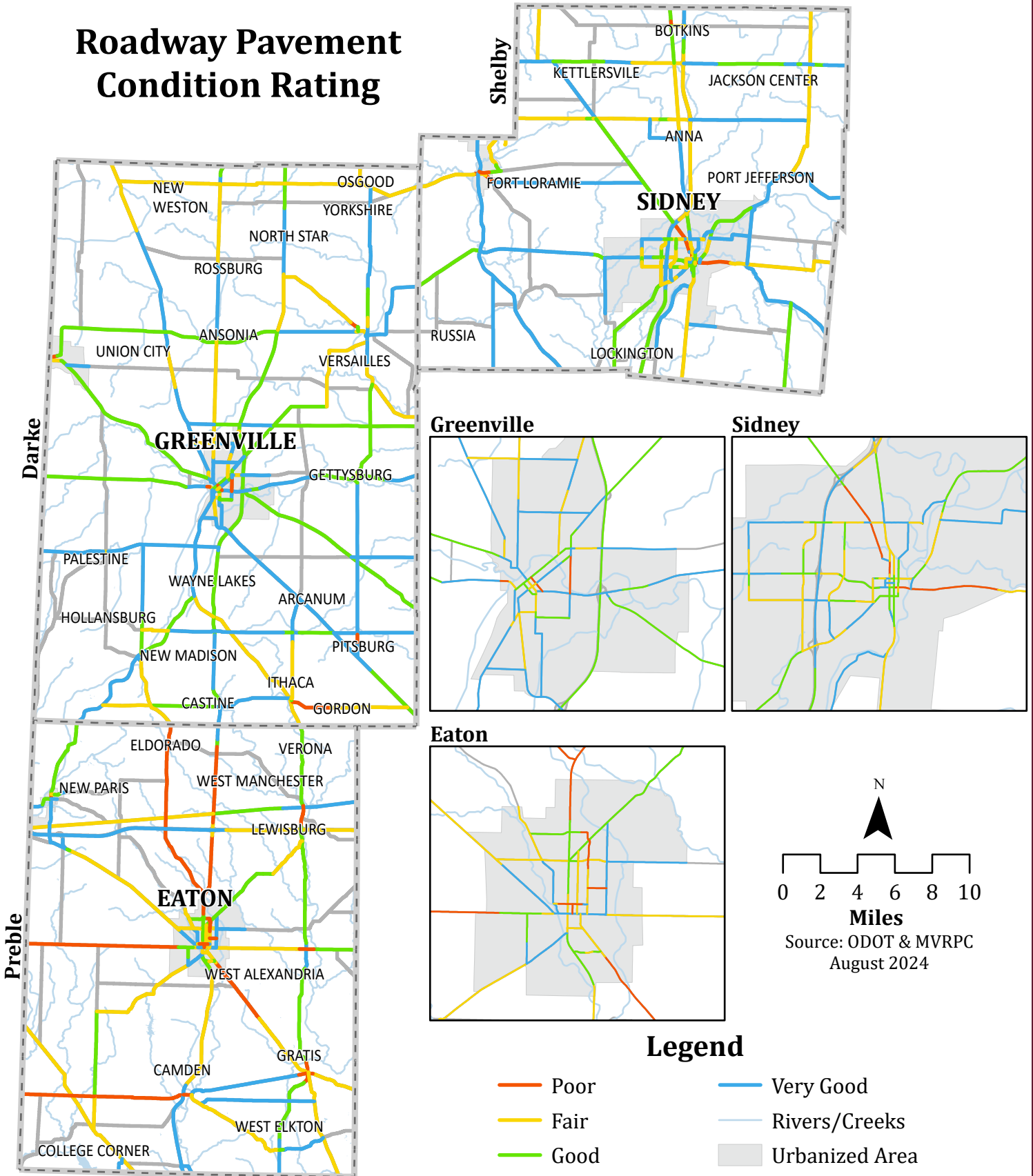
Functional Class



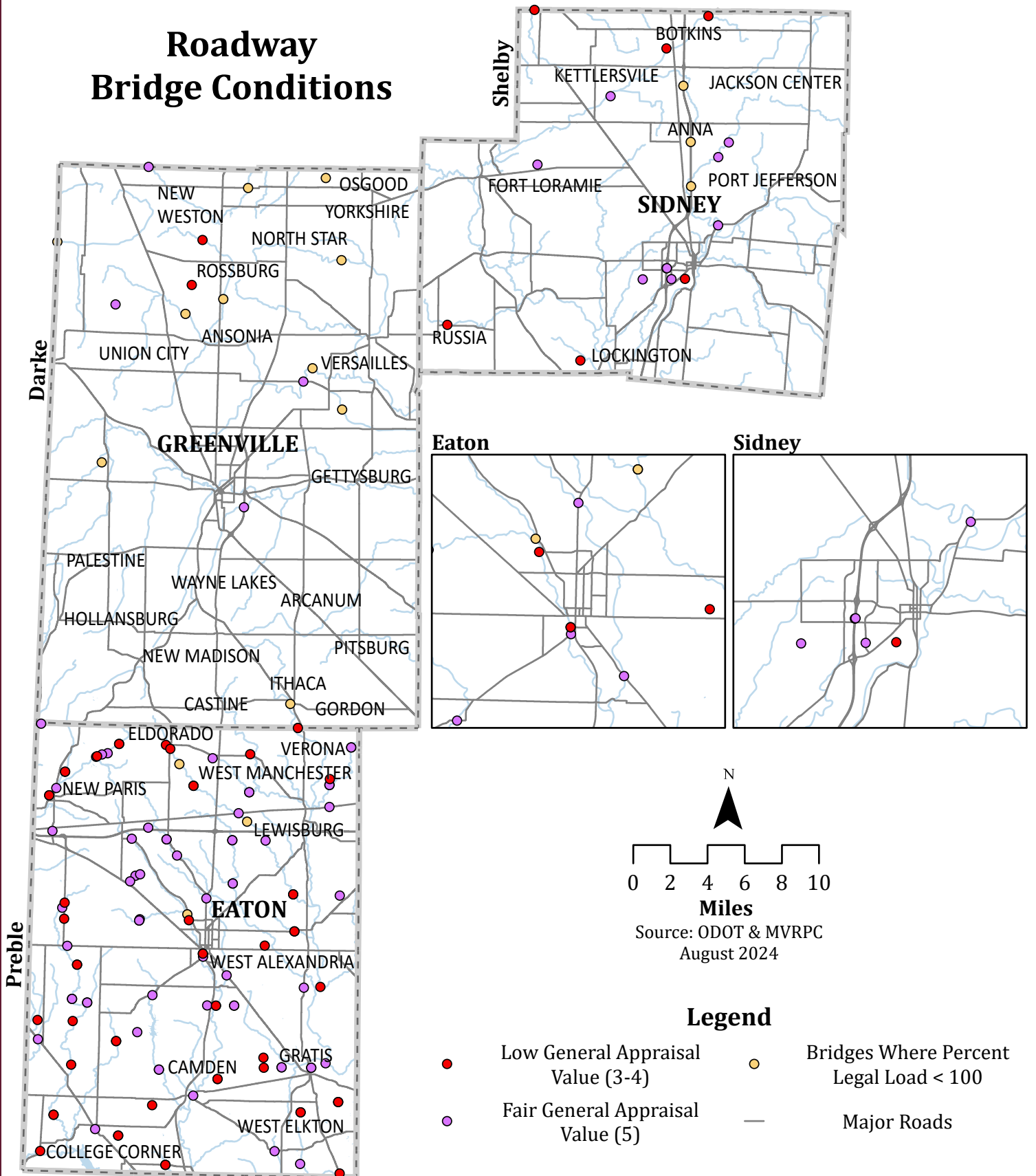
Priority Safety Improvement Locations



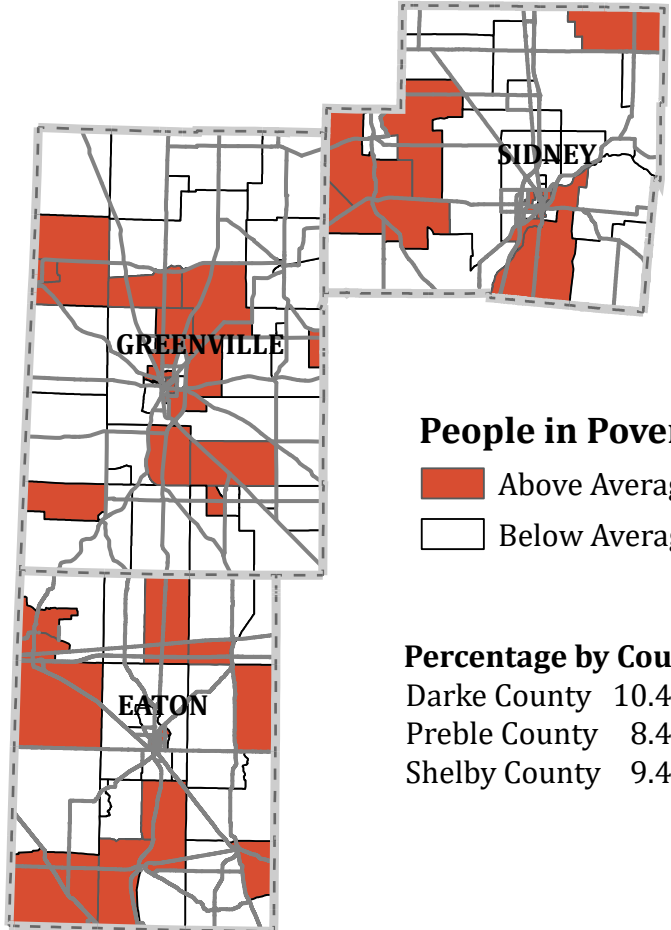
Roadway Pavement Condition Rating



Roadway Bridge Conditions

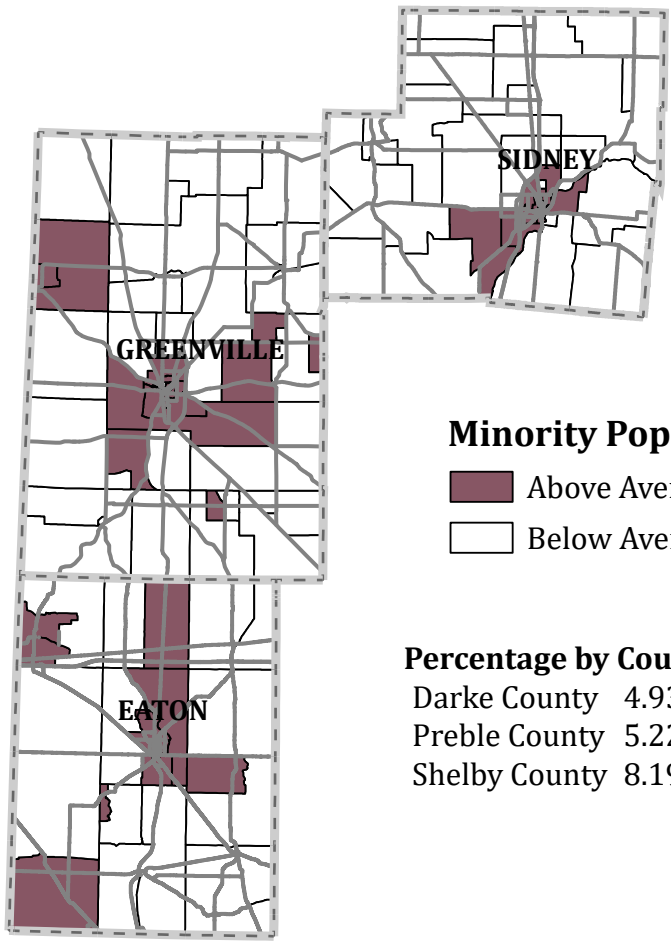


**Environmental
Justice
Populations**



Percentage by County

Darke County	10.48%
Preble County	8.41%
Shelby County	9.49%



Percentage by County

Darke County	4.93%
Preble County	5.22%
Shelby County	8.19%



Source: MVRPC; 2020 U.S. Census & 2016-2020 ACS
August 2024

Appendix B - Eligible RSTP Funding Activities

Eligible Activities: The following eligible activities are listed in [23 U.S.C. 133\(b\)](#):

1. Construction of-
 - a. highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40;
 - b. ferry boats and terminal facilities-
 - i. that are eligible for funding under section 129(c); or
 - ii. that are privately or majority-privately owned, but that the Secretary determines provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system described in section 101(b)(3)(D);
 - c. transit capital projects eligible for assistance under chapter 53 of title 49;
 - d. infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 - e. truck parking facilities eligible for funding under section 1401 of MAP-21 (23 U.S.C. 137 note);
 - f. border infrastructure projects eligible for funding under section 1303 of SAFETEA-LU (23 U.S.C. 101 note); and
 - g. wildlife crossing structures.
2. Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
3. Environmental measures eligible under sections 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 (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 section 130 and installation of safety barriers and nets on bridges.
6. Fringe and corridor parking facilities and programs in accordance with section 137 and carpool projects in accordance with section 146.
7. Recreational trails projects eligible for funding under section 206 including the maintenance and restoration of existing recreational trails, pedestrian and bicycle projects in accordance with section 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the safe routes to school program under section 208.
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.
9. Development and implementation of a State asset management plan for the National Highway System and a performance-based management program for other public roads.
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.
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 this title.

12. Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
13. Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
14. Projects and strategies designed to reduce the number of wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance.
15. The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure.
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.
17. Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop.
18. Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under this section.
19. Measures to protect a transportation facility otherwise eligible for assistance under this section from cybersecurity threats.
20. At the request of a State, and upon Secretarial approval of credit assistance under chapter 6, subsidy and administrative costs necessary to provide an eligible entity Federal credit assistance under chapter 6 with respect to a project eligible for assistance under this section.
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 this title and chapter 53 of title 49, 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 this section as in effect on the day before the date of enactment of the FAST Act, including projects described under section 101(a)(29) as in effect on such day.
23. Rural barge landing, dock, and waterfront infrastructure projects in accordance with subsection (j).
24. Projects to enhance travel and tourism.

Appendix C – MVRPC’s List of Acronyms

4R	New Construction/Reconstruction
ADA	Americans with Disabilities Act of 1990
ADAAG	Americans with Disabilities Act Accessibility Guidelines
BIL/IIJA	Bipartisan Infrastructure Law/ Infrastructure Investments and Jobs Act (<i>same law</i>)
CFR	Code of Federal Regulations
DPS	Darke-Preble-Shelby (<i>often in reference to the DPS Regional Transportation Planning Organization also known as the DPS RTPO</i>)
ELLIS	ODOT’s web-based project management application
FAST Act	Fixing America’s Surface Transportation Act – Former Transportation Bill
FHWA	Federal Highway Administration, a department of the U.S. Department of Transportation
FTA	Federal Transit Administration
ITS	Intelligent Transportation System
L&D	Learning and Development
LPA	Local Public Agency
MAP-21	Moving Ahead for Progress in the 21st Century – Former Transportation Bill
MVRPC	Miami Valley Regional Planning Commission
OAC	Ohio Administrative Code
ODOT	Ohio Department of Transportation
ORE	Office of Roadway Engineering
QC	Quit Claim
2050 RTP	Darke-Preble-Shelby 2050 Regional Transportation Plan
RTIP	Regional Transportation Improvement Plan
RTPO	Regional Transportation Planning Organization
RSTP	Regional Surface Transportation Program
R/W or RoW	Right of Way (<i>both acronyms refer to the same thing</i>)
SAFETEA-LU	The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users – Former Transportation Bill

SC	Steering Committee (<i>in reference to the DPS RTPO's Steering Committee</i>)
SFY	State Fiscal Year (July 1 st – June 30 th)
STIP	State Transportation Improvement Plan
SIB Loan	State Infrastructure Bank Loan
STIP	State Transportation Improvement Program
SRTS	Safe Routes to School
SC	Steering Committee
TEA-21	Transportation Equity Act for the 21st Century – Former Transportation Bill
TELUS	MVRPC's web-based project management application
TRAC	Transportation Review Advisory Council
UFAS	Uniform Federal Accessibility Standards
U.S.C.	United States Code

Appendix D – Information on ADA Compliance and Various Right-of-Way Topics

ODOT FAQ on ADA Curb Ramp Requirements

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

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

1.) Resurfacing projects on federal aid highways

Q: What are the requirements for ADA Curb Ramps?

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

2.) Design Standards

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

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

A: ODOT has also created a webpage with current applicable ADA design standards and resources which will be updated regularly with links and resources: <https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada>

3.) Proof of ADA Compliance

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

A: Documentation of ADA compliance by field evaluation is required. The ODOT ADA Rights of Way Inventory Manual for evaluating existing facilities may assist in the field evaluation: https://www.mvrpc.org/sites/default/files/final_odot_ada_rights_of_way_inventory_manual.pdf

In addition, ORE has released a Curb Ramp Measuring Guide located on the ODOT ADA website under "Resources". A direct link to this Measuring Guide is <https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada/ada-compliant-curb-ramp-measuring-guide> along with a link to the Curb Ramp Evaluation and Measuring Form (xlsx format) at that same page.

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

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

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

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

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

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

5.) ADA Curb Ramp Waivers

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

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

Ohio LPA Advisory Group - Right of Way Fact Sheet (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 (QC) Deeds

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

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

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

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

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

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

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

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

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

Questions regarding any of this information may be directed to:

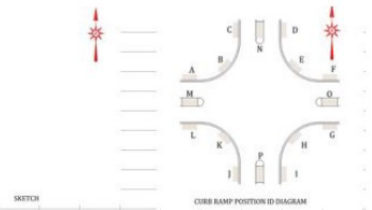
Shawn P. Hillman
Statewide LPA Coordinator
ODOT-Office of Real Estate
1980 W. Broad Street
Columbus, OH 43223
614-644-8200
shillman@dot.oh.gov

Optional

ODOT Curb Ramp Evaluation and Measurement Form

Background Information			
C-R-S:		FID:	
Municipality:		Number of Approaches:	
District:		Number of Curb Ramps:	
County:		Traffic Control Type:	
Major Road:		Date Inspected:	
Minor Road:		Reviewer Name:	

Notes: 1. Take measurements for each Curb Ramp Type (A through E) and measurements for (F) Common Curb Ramp Elements.
2. All values should be collected and input out to two decimal places ex. 8.25% or 4.00 ft.



(A) Perpendicular Ramps																	
Curb Ramp Position ID:	A		B		C		D		E		F		G		H		
ADA Collector App ID:	1234																
Waiver Required? (Y/N)	Y		Y		Y		N		N		N		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?

- The ADA transition plan either required for ODOT or applicable local public agency should be integrated with State and RTPO planning processes.

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



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 24-032
ADOPTING THE DARKE-PREBLE-SHELBY RTPO (DPS RTPO)
CAPITAL PROGRAM POLICIES AND PROCEDURES**

WHEREAS, the Miami Valley Regional Planning Commission working with the rural members in Darke, Preble, and Shelby counties have been participating in the Regional Transportation Planning Organization (RTPO) Pilot Program in coordination with the Ohio Department of Transportation; and

WHEREAS, the Ohio Department of Transportation suballocates a portion of the Infrastructure Investment and Jobs Act (IIJA) Surface Transportation Block Grant (STBG) program funds to Ohio’s Regional Transportation Planning Organizations (RTPOs); and

WHEREAS, the MVRPC staff working with the DPS RTPO Steering Committee have developed a policy to guide the allocation of capital program funds to RTPO members consistent with the funding eligibility requirements of the Surface Transportation Block Grant (STBG) program; and

WHEREAS, the Darke-Preble-Shelby RTPO Capital Program Policies and Procedures is consistent with the goals and objectives of the adopted DPS RTPO 2050 Regional Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Miami Valley Regional Planning Commission Board of Directors members in Darke, Preble, and Shelby counties hereby adopt the Darke-Preble-Shelby RTPO Capital Program Policies and Procedures.

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

Brian O. Martin, AICP
Executive Director

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

Date

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



Regional Resiliency Toolkit & Guidebook

Elizabeth Baxter, Resiliency Planning Manager





Team

Sasaki



Siqi Zhu
Principal; Planner & Technologist



Serena Galleshaw
Project Manager; Resilience Planner



Surbhi Agrawal
Data Science



Timothy Gale
Digital & Human-centered Design



Chenoa Schatzki-McClain
Planner



Ken Goulding
Technologist

Laurie Johnson Consulting



Laurie Johnson, PhD
Principal; Resiliency & Recovery Advising

Human Nature



Chris Manning, FASLA
Principal; Local Engagement Partner



David Whittaker, ASLA
Assoc. Principal; Local Engagement Partner



Sara DiLandro, AICP
Environmental Planner; Local Engagement Partner





Timeline

Jun

Jul

Aug

Sep

Oct

Nov

Research & Data
Review

**User Group
Interviews**

**Kickoff Meeting
June 27**

Create Wireframes
& Mock-Ups of the
Guidebook & Toolkit

**User Group
Interviews (date
TBD)**

Guidebook +
Toolkit
Development:
Alpha Version

Guidebook +
Toolkit
Development:
Beta Version

**User Group
Feedback**

Guidebook +
Toolkit
Development:
Final Version

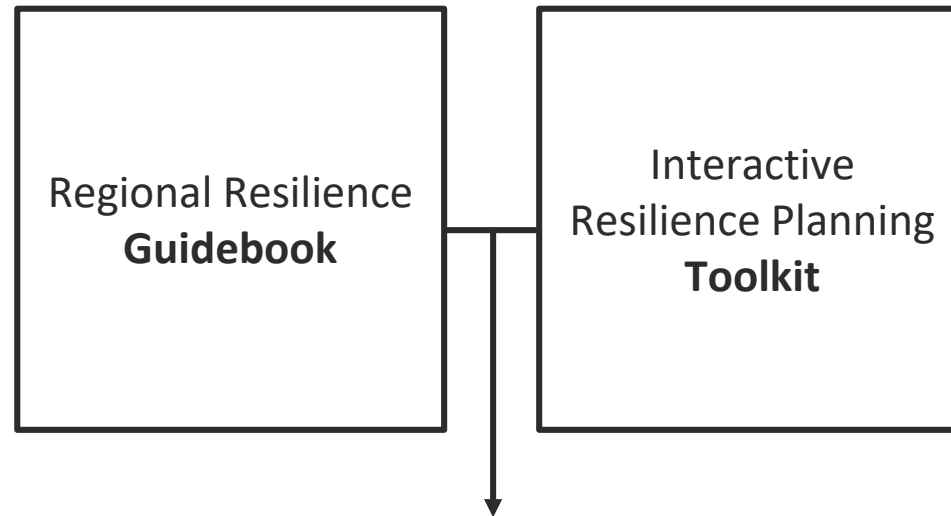
**User Group
Feedback**

Final
Publication &
Bug Fixes





Goals



Make resiliency **understandable** and **actionable** for MVRPC jurisdictions.





Regional Resilience Guidebook

1. **Narrative** to introduce regional resilience.
2. **Instructions** on how to use the platform.
3. **Visual** of regional hazards and resilience indicators.
4. **An overview of MVRPC's Regional Resilience Goals.**





Regional Resilience Toolkit

Guidance for Identifying Assets & Vulnerabilities at multiple scales

Community Self-Assessment

Will help communities understand why correlations exist and how to address the issues.

Recovery Framework

Includes roles and responsibilities during recovery and metrics and goals that inform recovery progress.

Action Steps to achieve regional resilience goals

Guidance for Ready-to-Fund Projects

Understand & Assess



Act





MVRPC Regional Goals

1. Increase public awareness.

- a. Establish educational programs to increase awareness of risks associated with natural disasters.
- b. Develop campaign to provide residents with contact information related to disaster preparedness.
 - i. MVRPC, county administrator, etc
- c. Coordinate training opportunities for residents to understand how to navigate recovery concerns (i.e. how to hire a credible contractor, navigating insurance claims, etc.)

2. Create and strengthen partnerships.

- a. Strengthen communication between communities across the region.
- b. Establish mutual aid agreements between communities within the region to support aid in disaster response and recovery.
- c. Convene members of the regional COAD and other community partners to continue to strengthen the region’s recovery network.

3. Build Resilience/Prevent Risks/Share Resources.

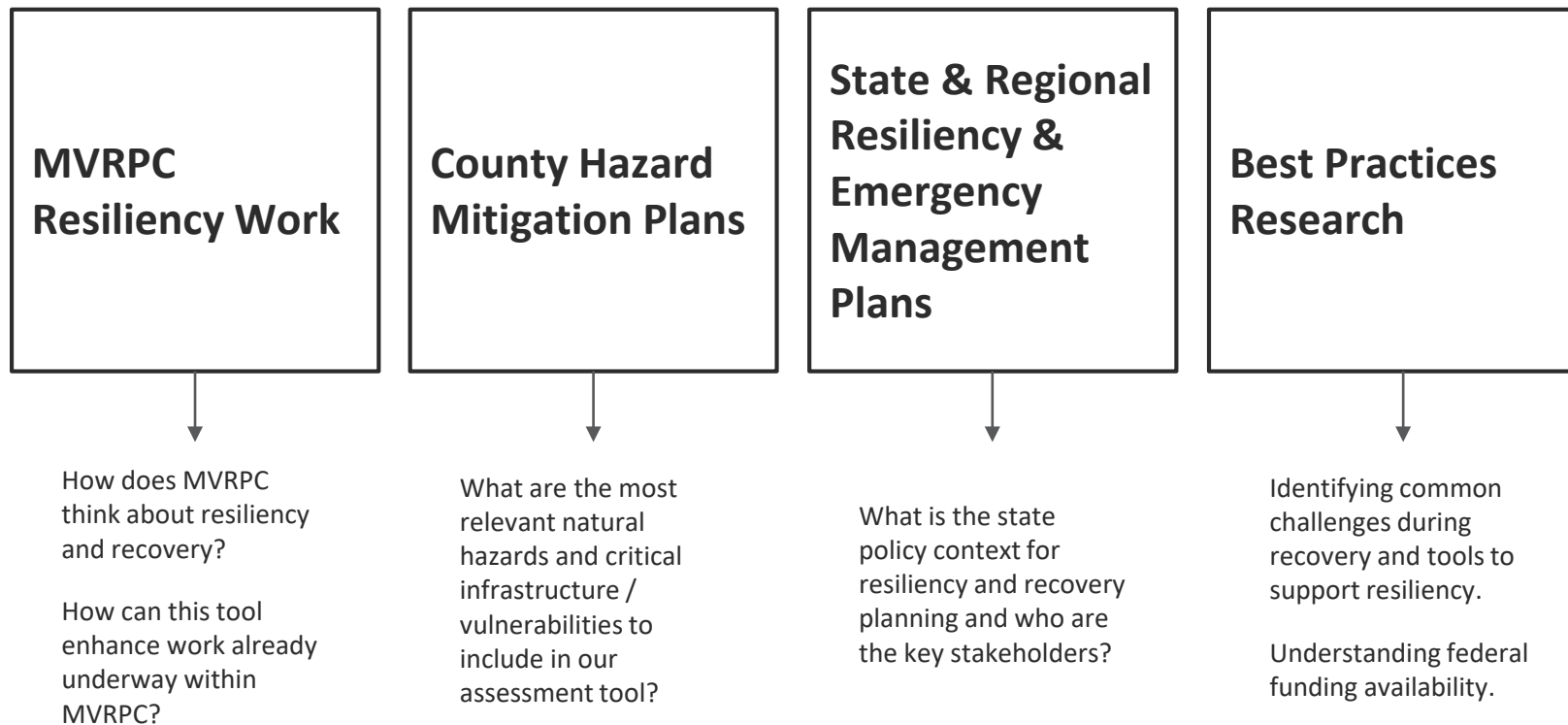
- a. Create training opportunities to support response and recovery efforts after a disaster.
- b. Promote the development of communication plans/systems to inform partners and residents of recovery needs and progress.
- c. Establish a centralized database for local recovery resources such as contact info, best practices, templates, etc.

4. Protect assets.

- a. Identify and share funding opportunities to strengthen the built environment, economy and housing stock.
- b. Mitigate extreme weather events through climate pollution reduction and ecosystem services.
- c. Preserve water resources and continue to manage flood protection systems.
 - i. Actors: Miami Conservancy District



Existing Material



RESULTS

10 participants
 5 categories of professional roles
 4 workshops

PARTICIPANT TYPE	NUMBER
Planning & Building Dept.	4
Emergency Mgmt.	2
Cultural & Natural Resources	2
Transportation	1
Health & Social Services	1

What is your role?





Data Explorer

MIAMI VALLEY
Regional Planning Commission

Data bars represent all MVRPC counties

Search for your community

STRESSORS

- Social Vulnerability
- Air Pollution
- Distance
- Urbanization
- Groundwater Contamination Risk
- Future Weather

HAZARDS

Bars Indicate (FEMA NRI Expected Annual Loss (EAL)) for each Hazard

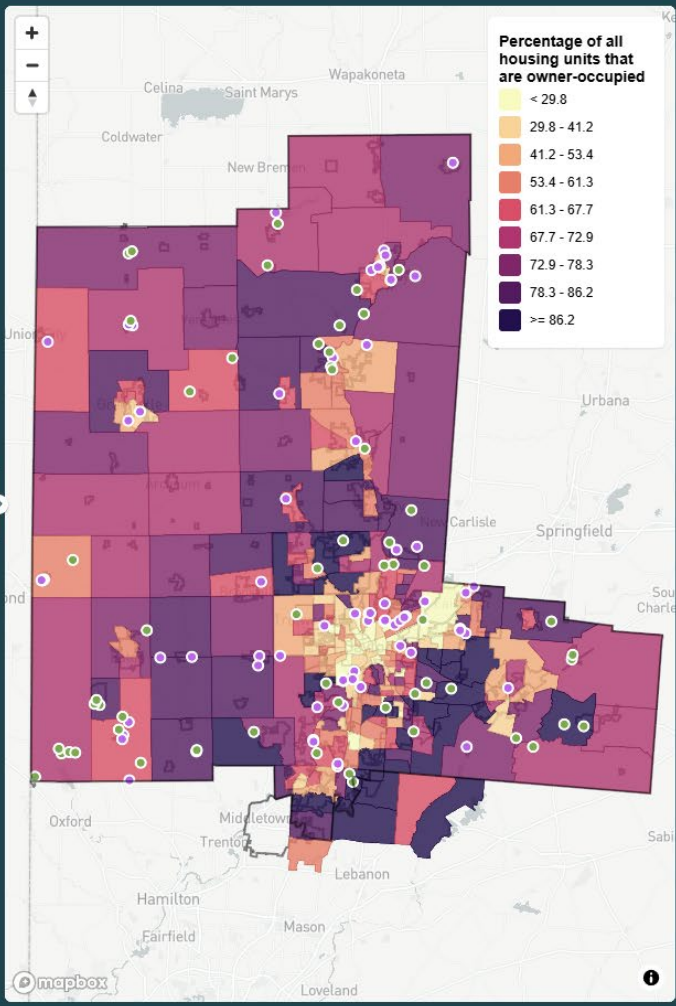
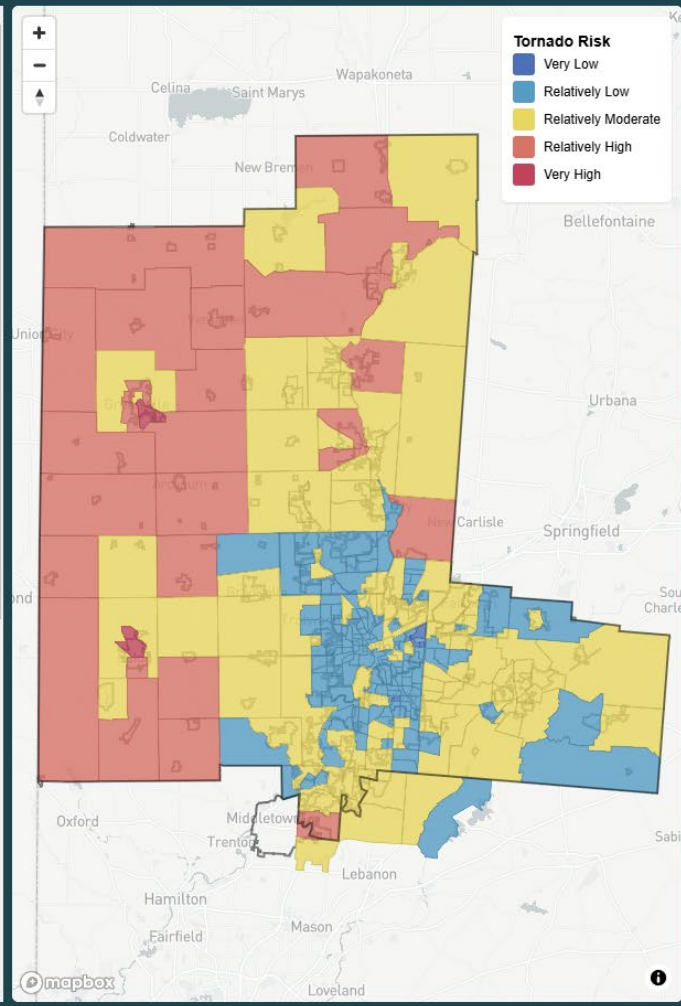
Tornado

- FEMA EAL
- People : \$9.99M
- Buildings & Infrastructure : \$16.7M
- Agriculture : \$10.0k
- Tornado NRI
- Historic Tornado Tracks

Explore Actions

Strong Wind

Hail



ASSETS

- People
- Environment + Natural Resources
- Transportation
- Housing
 - Mobile Homes
 - Mobile Homes (on census tracts)
 - Owner occupied housing
- Safety & Security
- Food, Hydration, Shelter
- Health & Medical
- Energy
 - Power Plants
 - Power Lines
 - Natural Gas Pipelines
 - Natural Gas Facilities
- Communications
- Hazardous Material
- Water Systems
 - Wastewater Treatment Plants
 - Dams
 - Portable Water Facilities





Moving to Action



About the Actions Library

The Actions Library is a list of several hundred real-world actions based on the US Climate Resilience Toolkit [Options Database](#). Use this Actions Library to learn how other communities around the US have designed and planned for resilience to a variety of hazards and stressors.

Each action is organized by hazard, general topic area, and type of action.

If you know of a local action or policy to be considered for addition to the Actions Library, please submit the idea here.

Readiness & Response Actions

Developing operational plans, systems, and capabilities for emergency response and recovery before a disaster happens. Includes preparedness and awareness for the general public as well as communication, coordination, and collaboration between communities and agencies. This category also includes actions that are “light-lifts” – actions that are easily implementable before a disaster to create positive impact or prevent harm.

Long-Range Resilience Planning Actions

Strategic planning for stressors and shocks; climate resilience and adaptation at the community or regional scale. These actions are policies, plans, systems, and capabilities to bring long-term sustainability to the people and systems that serve them.

FAVORITES ONLY

Long-Range Resiliency Planning X
Water & Stormwater X
Riverine Flooding X

44 actions for Riverine Flooding

Long-Range Resiliency Planning

Account for projected changes in precipitation and sea level rise in water and water infrastructure planning.

Water & Stormwater

[Climate Resilient San Diego](#)

Long-Range Resiliency Planning

Add or increase local freeboard requirements in the flood ordinance so that all housing, household utilities and public facilities are built or rehabilitated to at least four feet above the base flood elevation (BFE) for a 100-year storm in coastal counties and two feet above the BFE for a 100-year storm in the remaining counties.

Water & Stormwater Buildings & Land Use

[HUD Community Resilience Toolkit](#)

Long-Range Resiliency Planning

Address flood-prone roads by installing green stormwater practices.

Water & Stormwater Transportation & Mobility

[Triangle Region, NC Regional Resilience Assessment](#)

Long-Range Resiliency Planning

Advocate for statewide oversight and coordination of regional adaptation initiatives. This coordination should include all aspects of disaster preparedness and recovery across state agencies, specifically flood risk mitigation and adaptation activities between disaster events.

Governance & Capacity Building Water & Stormwater

[State of Louisiana Regional Adaptation](#)

Long-Range Resiliency Planning

Align flood mitigation and open space investments.

Water & Stormwater Agriculture & Ecosystems

[Resilient Houston](#)

Long-Range Resiliency Planning

Bridge supports are weakened by the erosion of the underlying streambed. Strengthening these supports will prevent further damage to bridges and increase bridge resiliency during floods and storms.

Water & Stormwater Transportation & Mobility

[City of Baltimore Disaster Preparedness and Planning Project](#)





Resources

About Actions **Resources**



Data Explorer

MVRPC Regional Resources **NEW**

State & Local Plans

Disaster Recovery & Emergency Management Resources

FEMA Disaster Recovery Resources

Emergency Management Planning Resources

Resources for Residents

Buildings & Land Use Best Practices

Resources for Planners & Policymakers

Resources for Property Owners & Residents

Transportation Resiliency Resources

Transit Systems

Mobility Strategies

Environmental Resiliency Resource

Air Quality & Emissions Reduction

Water Quality & Supply

Urban Forestry

Ecosystem Health

Disaster Recovery & Emergency Management Resources

FEMA	
Community Lifelines Fact Sheet	FEMA
Design Guide: for Improving Critical Facility Safety from Flooding and High Winds	FEMA
FEMA Community Disaster Loan Program Information	Funding Source FEMA
FEMA Community Disaster Loan Program Survey	Funding Source FEMA
FEMA Community Lifelines Toolkit	FEMA
FEMA Disaster Recovery Framework Resources	FEMA
FEMA Resources for Applying	Funding Source FEMA
FEMA Tools to Assist with Grants	Funding Source FEMA
National Disaster Recovery Framework	FEMA
National Resilience Guide	FEMA





Next Steps:

- MVRPC conducted an internal review late October
- Early November tools and guidebook was shared with user group for feedback
- Share tools with ISC, RTPO, TAC and Board for feedback
- Consultant will adjust tools based on feedback with final tool ready by end of year
- MVRPC will share final tools in early 2025 with members and partners





Contact Information

Elizabeth Baxter
Resiliency Planning Manager
ebaxter@mvrpc.org
Direct: 937-531-6538





MIAMI VALLEY

Regional Planning Commission

Member Discussion



MIAMI VALLEY
Regional Planning Commission

rtpo.mvrpc.org

Ana Ramirez

aramirez@mvrpc.org

Hannah Wilson

hwilson@mvrpc.org