MIAMI VALLEY
Regional Planning Commission

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for meeting information

MVRPC's Technical Advisory Committee (TAC) Meeting

LOCATION: Fitz Center, 1401 S. Main St., Dayton, OH 45409

DATE/TIME: Thursday, May 18, 2023 at 9:30 a.m.

Agenda

	Item	Topic	Pg	Est. Time	Presenter
	I.	**Call to Order and Introductions**		9:30	Stephanie Goff
*	II.	**Approval of April 20, 2023 – Meeting Minutes**	1	9:35	Stephanie Goff
	III.	**Public Comment Period on Action Items**		9:40	Stephanie Goff
	IV.	**RPC (REGIONAL PLANNING COMMISSION) ACTION ITEMS**			
		A. Resolution 23-026: Approving MVRPC's Title VI Program	5	9:45	Fabrice Juin
		B. Resolution 23-027: Amending Chapters of the Areawide Water Quality Management Plan and Select FPA Boundaries	39	9:55	Matt Lindsay
	V.	**INFORMATION ITEMS**			
*		A. Program Outreach and Partners	59	10:05	Laura Henry
*		B. Going Places Implementation Tools Progress Update	69	10:20	Martin Kim
*	VI.	**EXECUTIVE DIRECTOR'S REPORT**	95	10:35	Brian Martin
*		A. Safe Streets for All Grant Application Update	99		
	VII.	**ADJOURNMENT**		10:45	Stephanie Goff

** 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:

Thursday, July 20th at 9:30 a.m.

University of Dayton Fitz Center

1401 S. Main St., Dayton, OH 45409

MIAMI VALLEY REGIONAL PLANNING COMMISSION
TECHNICAL ADVISORY COMMITTEE
MINUTES

University of Dayton Fitz Center for Leadership in Community **April 20, 2023**
1401 S. Main Street, Dayton, OH 45409 **9:30 AM**

Members/ Alternates
Dennis Aslinger, City of Greenville
Mike Bowers, Darke County
Dan Casson, City of Carlisle
Ken Collier, Greene County Transit
Darryl Cordrey, Franklin Township
Tim Franck, Washington Township
Rap Hankins, City of Trotwood
Walt Hibner, CenterPoint Energy
Jaden Horner, Miami Conservancy District
Stephanie Kellum, City of Trotwood
Chris Kuzma, City of Oakwood
Eric Mack, City of Tipp City
Max McConnell, Beavercreek Township
Kelly Miller, Greene County Engineer
Jim Pile, Xenia Township
Brandon Policicchio, Greater Dayton RTA
Scott Schmid, ODOT District 7
William Singer, City of Englewood
Nick Smith, City of Beavercreek
Keith Smith, ODOT District 8
David Swanson, City of Centerville
Wes Wade, Miami County- Mont. County
Chip Wirrig, City of Germantown
John Zelinski, City of Dayton

Other Alternates/Guests
Jay Hamilton, Mead & Hunt
Dan Hoying, LJB Inc.
Chad Ingle, City of Kettering
Jeff Wallace, CT Consultants

Staff
Paul Arnold
Elle Benefiel
Brad Daniel
Chanda Davis
Jakob Denney
Savannah Diamond
Jessica Hansen
Ana Ramirez

The Miami Valley Regional Planning Commission Technical Advisory Committee met on April 20, 2023 at 9:30 a.m. at the University of Dayton Fitz Center for Leadership in Community, 1401 S. Main Street, Dayton, OH 45409. All members and news media were notified of the meeting pursuant to the Sunshine Law.

I. INTRODUCTION

Ms. Diamond announced that Chairperson Goff and the other County Engineers were attending a conference and will not be able to attend today's meeting. She then called the meeting to order at 9:30 a.m. Self-introductions were made.

II. ELECTION OF THE TECHNICAL ADVISORY COMMITTEE VICE-PRESIDENT

Ms. Diamond stated that MVRPC staff and the TAC Chairperson has recommended Mr. Nick Smith as the nominee for the TAC Vice-President. She then asked for a motion to approve the recommendation. Mr. Keith Smith made a motion to elect Mr. Smith as the TAC Vice-Chairperson. Mr. McConnell seconded the motion. The motion passed unanimously.

III. APPROVAL OF FEBRUARY 16, 2023 MEETING MINUTES

Mr. McConnell made a motion to approve the meeting minutes. Mr. Ruzinsky seconded the motion. The motion passed unanimously.

IV. Public Comment Period on Action Items

None

V. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

A. Resolution 23-023: Recommended Adoption of MVRPC's Final SFY 2024-2027 Transportation Improvement Program (TIP)

Mr. Arnold presented MVRPC's Final SFY 2024-2027 Transportation Improvement Program (TIP). He explained that staff has closely coordinated the development of the Final TIP with all local jurisdictions, transit agencies and ODOT. Mr. Arnold reported that a public involvement meeting was held on April 6th, and a summary of public involvement comments are included in this meeting's Mailout. He referred to the project tables and encouraged members to review the projects in their jurisdiction. Lastly, Mr. Arnold stated that staff recommends forwarding MVRPC's Final SFY 2024-2027 TIP to the Board of Directors for adoption.

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

B. Resolution 23-024: Recommended Adoption of Annual Self-Certification of the Metropolitan Transportation Planning Process

Mr. Arnold provided information on the annual self-certification of the metropolitan transportation planning process. He stated that MVRPC is following the metropolitan transportation planning processes and procedures that are set forth by the Federal and State governments. Lastly Mr. Arnold stated that based on the planning efforts undertaken since the last resolution, and based on the U.S. DOT's favorable certification report on November 10, 2021, staff recommends forwarding the self-certification to the Board of Directors for adoption.

Mr. Swanson made a motion to recommend forwarding to the Board of Directors for adoption. Mr. Franck seconded the motion. The motion passed unanimously.

VI. INFORMATION ITEMS

A. TRAC Solicitation Update for Considering Major new Capacity Projects

Mr. Daniel provided and update regarding the 2023 TRAC project solicitation, and stated that the solicitation will begin May 1, 2023 and applications are due by May 31, 2023. MVRPC will work in coordination with ODOT to acknowledge and review all TRAC applications within the MPO region for the current solicitation cycle. Lastly, Mr. Daniel shared the following link for members to learn more about MVRPC's Project Evaluation System (PES) criteria.

VII. EXECUTIVE DIRECTOR'S REPORT

Ms. Ramirez introduced MVRPC's new Transportation Planner, Elle Benefiel.

Ms. Ramirez reviewed the April ED's Update:

- MVRPC Partners with Ohio Rail Development Commission & 3Cs on Passenger Rail Proposal
- FCC Award of $400,000 for Affordable Connectivity Outreach
- Institute for Livable & Equitable Communities Featured for DBJ Table of Experts on DEI
- D-Hive Initiative Provides New Data and Maps
- Miami Valley TREECovery Campaign
- Free Complete Streets Development Training Available at the 2023 Cycling Summit
- Grants and Funding Resources
- Miami Valley Gov Jobs
- Upcoming MVRPC Meetings

VIII. ADJOURNMENT

Vice-Chairperson Smith adjourned the meeting at 9:50 a.m.

The next meeting is scheduled for **Thursday, May 18, 2023 at 9:30 a.m**.

MIAMI VALLEY
Regional Planning Commission

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MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: May 18, 2023

Subject: Title VI Program Update

The Department of Transportation (DOT) requires recipients of DOT funds to demonstrate compliance with Title VI of the Civil Rights Act of 1964 through regular compliance reports. The Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for the Federal Transit Administration Recipients" sets forth the information that should be included in these updates, and requires they be submitted as Title VI programs every three years. An updated version of MVRPC's previously submitted Title VI program is due by June 15, 2023.

MVRPC, as an applicant for federal assistance, is required to provide assurances that it will carry out the program in compliance with Department of Transportation Title VI regulations. This requirement is fulfilled when the applicant/recipient submits its annual certifications and assurances. This annual submission can involve sub-recipients forwarding documents to the primary recipient or direct reporting when a grantee is a direct recipient. For MVRPC, Title VI compliance assurances include transportation planning, public participation and administration processes. MVRPC document submissions have occurred as follows:

- Annually ODOT requests a Title VI compliance review report from MPOs that is used as part of the ODOT Title VI reporting. ODOT is the Ohio recipient of federal transportation planning funding from which MVRPC receives funding.
- Annually as part of federal requirements, MVRPC certifies by Board resolution its compliance with planning and other federal requirements including Title VI.
- Every three years, FTA recipients are required to submit an updated Title VI program document describing our processes. Examples of topics included are:
    - Public participation, public notices, and minority or limited English outreach.
    - The program's impact upon demographic groups.
    - How the mobility needs of minority groups are identified and considered in planning.
    - Demographic metropolitan area profiles and disparate impact analysis of programs. Also, to ensure designated recipients allocate FTA funds in a non-discriminate manner and based upon needs identified in the transportation long range plan.
    - Purchasing, staffing, Title VI complaint process and notices.

MVRPC prepared the attached Title VI program procedures document for Ohio and Federal Departments of Transportation. The program procedures have been updated to describe our Title VI program for formal adoption and submission to FTA, ODOT, and other organizations or general public that may request our Title VI program procedures document.

A resolution adopting the MVRPC Title VI program is attached. The MVRPC staff recommends your approval.

Attachments:
(1) MVRPC's Title VI Program Procedures Description
(2) Resolution Approving MVRPC's Title VI Program

Miami Valley Regional Planning Commission

Title VI Program Plan and Procedures Description

Updated: June 1, 2023

Miami Valley Regional Planning Commission
Title VI Program Plan and Procedures Description

CONTENT

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   F. Demographic Profile of the Planning Area
   G. Demographic Maps Implemented for Public Fund Distribution
   H. Analysis of MPO Transportation System Investments That Identify and Address Disparate Impact

7. Ensuring Non-Discrimination in the Method of Administration
   A. Selection Criteria for Funding Projects
   B. DBE Goal Review Process
   C. Agency Consultant Contracting

8. Requirements for Primary Recipients

9. Limited English Proficiency (LEP) Analysis
   A. Quantification of LEP in Service Population
   B. Frequency of LEP Contact within Programs
   C. Programmatic Importance to LEP Persons
   D. Available LEP Resources

10. Resolution Ensuring Equity, Diversity, and Inclusion in all MVRPC Staff, Committee, and Board of Director Actions

1. Documentation of Review and Approval of the Title VI Program Plan by the MVRPC Board of Directors

Miami Valley Regional Planning Commission
Title VI Program Plan and Procedures Description

PLACEHOLDER FOR COPY OF THE BOARD MEETING MINUTES, RESOLUTION, OR OTHER APPROPRIATE DOCUMENTATION SHOWING THAT THE OFFICIALS RESPONSIBLE FOR POLICY DECISIONS REVIEWED AND APPROVED THE TITLE VI PROGRAM PLAN.

Miami Valley Regional Planning Commission
Title VI Program Procedures Description

2. Agency Disclaimer of Organizational Scope and Operations

Miami Valley Regional Planning Commission Information

The Miami Valley Regional Planning Commission (MVRPC) is a regional planning commission and is the Metropolitan Planning Organization (MPO) for the Dayton, Ohio urbanized area. MVRPC is not a transit agency and does not operate any transit equipment or facilities.

MVRPC is composed of a board of delegates who represent the communities of the region. Unlike appointed members, the MVRPC governmental board delegates are voluntary members who are elected by their constituents to serve as representatives of their communities on the MVRPC Board of Directors. MVRPC board delegates from other/non-governmental members are employees of the other/non-government members. Advisory Committees are formed in a similar way. MVRPC does not select board members or other committee members and therefore is not required to provide a demographic profile.

During the past three years, MVRPC has not received any transit related investigations, complaints, or lawsuits.

MVRPC has not constructed any transit facilities and therefore is not required to perform a facility site equity analysis.

MVRPC does not provide any transit services and does not operate any fixed route service.

MVRPC is not actively an FTA recipient and, thus, does not have FTA sub-recipients.

Miami Valley Regional Planning Commission
Title VI Program Procedures Description

This document is a compilation of the Miami Valley Regional Planning Commission's (MVRPC) Title VI program procedures for all agency planning activities, consultant contracting and agency administration.

3. Designation of Agency Title VI and DBE Program Coordinator

MVRPC has assigned a staff member – Fabrice Juin, Regional Equity Initiative Program Manager – to monitor and review Title VI issues. This staff member is part of MVRPC's planning team and attends all meetings of the Board of Directors and Executive Committee. The job description of this position states the staff member will serve as the Agency's Title VI leader and expert on diversity, inclusion and equity. Title VI duties include responsibilities for monitoring compliance, consultant contracts and MVRPC employee policies.

ORGANIZATION CHART

4. Agency Non-Discrimination Policy Statement and Assurance of Compliance with Title VI

The following Non-Discrimination Policy Statement is posted publicly on the agency website (https://www.mvrpc.org/non-discrimination-policy):

As a recipient of federal transportation funds, the Miami Valley Regional Planning Commission provides Assurance of Compliance with U. S. Department of Transportation requirements in regards to Title VI and Civil Rights. MVRPC's Title VI program is described in a document entitled, "Miami Valley Regional Planning Commission Title VI Program Plan and Procedures Description", which includes instructions on how to file a complaint and a complaint form. As recipients of federal funds, the Miami Valley Regional Planning Commission and their contractors, subcontractors, material suppliers, vendors, and consultants must:

- *Ensure nondiscrimination in all of their programs and activities, whether those programs and activities are federally-funded or not. The factors prohibited from consideration as a basis for discriminatory action or inaction include race, color, national origin, biological sex, sexual orientation and gender identity, disability, age, religion, genetic information, military status, low-income status, or limited English proficiency.*
- *Provide Equal Employment Opportunity by not discriminating in employment based on race, religion, color, sex, national origin, disability, genetic information, age, sexual orientation, or military status.*

The Assurance of Compliance, Title VI Program Plan and Procedures and Description, and Title VI Complaint Form documents are made publicly available via the agency website (https://www.mvrpc.org/non-discrimination-policy) and physical copies are maintained within the agency office (front desk and bulletin board) for public access.

Miami Valley Regional Planning Commission
Title VI Program Procedures Description

ASSURANCE OF COMPLIANCE WITH EQUAL OPPORTUNITY NON-DISCRIMINATION, INCLUDING TITLES VI AND VII OF THE CIVIL RIGHTS ACT OF 1964, THE AGE DISCRIMINATION IN EMPLOYMENT ACT, THE REHABILITATION ACT, THE AMERICANS WITH DISABILITIES ACT and Other *FEDERAL NON-DISCRIMINATION LAWS

Per Title VI of the Civil Rights Act of 1964 which states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance", the Miami Valley Regional Planning Commission agrees that it will comply with this mandated regulation as it applies to the planning process and planning products produced by metropolitan planning organizations that act as beneficiaries of Federal assistance.

Additional laws forbid discrimination on the basis of certain protected classes:

- Federal Highway Act of 1973 §162(a) prohibits discrimination based on sex
- Rehabilitation Act of 1973 §504 prohibits discrimination based on disability
- Age Discrimination Act of 1975 prohibits discrimination based on age
- Americans with Disabilities Act of 1990 prohibits discrimination based on disability

The Miami Valley Regional Planning Commission agrees to also comply with these additional protections under any program from recruitment, employment, employee training or activity for which it receives federal financial assistance either directly or indirectly from the federal departments, and other federal, state and local government sources as well as any and all national, regional, and local private funds; and hereby gives assurance that it will in all phases and levels of program and activities, act affirmatively to achieve equal opportunities for participation by actively seeking out qualified people for due consideration for availability and job opportunities and encouraging the involvement of the socially and/or physically disadvantaged population in all phases of the program.

In all cases, this assurance shall obligate this agency, the Miami Valley Regional Planning Commission, for the period during which the federal, state and local financial assistance are extended to it.

This assurance is given in consideration of and for the purpose of obtaining either directly or indirectly any and all federal grants, loans, contracts, property, or discounts, or other federal financial assistance extended after the date hereof to Miami Valley Regional Planning Commission by the United States federal departments and any and all other governmental agencies — including installment payments after such date on account of applications for financial assistance which were approved before such data; and any and all sources of private funding. Miami Valley Regional Planning Commission recognizes and agrees that such financial assistance will be extended in reliance on the representations and agreements made in this assurance, and that the United States Government as well as state and local Civil Rights Commissions duly recognized shall have the right to seek judicial enforcement of this assurance. This assurance is binding on Miami Valley Regional Planning Commission, its successors, transferees, and assignees.

Any person who believes that they have been discriminated against by any of the protected classes established by Title VI and the additional laws listed above may contact the Title VI Coordinator of MVRPC who will advise the complainant of their rights for filing a complaint. The complainant shall,

within 180 days of the alleged occurrence, submit a completed Title VI Complaint Form to initiative Title VI complaint as outlined in the MVRPC Title VI Complaint Procedure & Complaint Form.

*Non-Discrimination Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-Aid programs and projects)
- Federal-Aid Highway Act of 1973 (23 U.S.C. § 324 *et seq.*) (prohibits discrimination on the basis of sex)
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 *et seq.*), as amended (prohibits discrimination on the basis of disability) and 49 CFR Part 27
- The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 *et seq.*) (prohibits discrimination on the basis of age)
- Airport and Airway Improvement Act of 1982 (49 U.S.C. § 471, Section 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex)
- The Civil Rights Restoration Act of 1987 (PL 100-209) (broadened the scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of Federal-Aid recipients, sub-recipients, and contractors, whether such programs or activities are Federally funded or not)
- Titles II and III of the Americans with Disabilities Act (42 U.S.C. §§ 12131-12189), as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38 (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities)
- The Federal Aviation Administration's Non-Discrimination Statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex)
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations)
- Executive Order 13166, Improving Access to Services for People with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100)
- Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), as amended (prohibits discrimination in the sale, rental, and financing of dwellings on the basis of race, color, religion, sex, national origin, disability, or familial status (presence of child under the age of 18 and pregnant women)
- Title IX of the Education Amendments Act of 1972, as amended (20 U.S.C. 1681 *et seq*.) (prohibits discrimination on the basis of sex in education programs or activities).

5. Title VI Complaint Procedure and Complaint Form

a. Any individual, group of individuals, or entity that believes they have been subjected to discrimination prohibited by Title VI nondiscrimination provisions may submit a Title VI Complaint Form to the MVRPC Executive Director. The form must be filed within 180 calendar days of the alleged occurrence. The complainant has the right to also file a complaint with relevant oversight agencies; this could include the Ohio Department of Transportation (ODOT), the Federal Highway Administration (FHWA), or the Federal Transit Administration (FTA).

b. Upon receipt of the Title VI Complaint Form, MVRPC will determine MVRPC's jurisdiction, acceptability of the complaint, and need for additional information. MVRPC will also acknowledge receipt of the complaint by notifying the complainant.

c. If the complaint is determined to be within MVRPC's jurisdiction, then MVRPC will log the complaint and designate a staff person to investigate the merit of the complaint.

d. MVRPC's investigator will prepare an investigative report for MVRPC Executive Director's review.

e. The investigative report and its findings shall be sent to MVRPC's legal counsel for review.

f. MVRPC's investigator will review any comments or recommendations provided by MVRPC's legal counsel on the investigative report with the Executive Director. The report will be modified as necessary based on this review.

g. MVRPC's investigative report and a copy of the Title VI Complaint Form will be forwarded to the appropriate oversight agency providing the federally funded assistance to pursue a final determination regarding the complaint; this could include the Ohio Department of Transportation (ODOT), the Federal Highway Administration, (FHWA), or the Federal Transit Administration (FTA).

h. Once the complaint determination becomes final, the involved parties will be properly notified of the final determination of the complaint, of recommendations to remedy any discriminatory practice (if any), and of any appeal rights allowed to the complainant.

Miami Valley Regional Planning Commission Title VI Complaint Form	
NAME (Complainant):	PHONE: ( )
HOME ADDRESS (Include City, State and ZIP):	E-MAIL (If Applicable):
Basis of Discriminatory Action(s): _____ Race _____Color _____National Origin _____Other:	
Date of Alleged incident:	Location and position of person(s) who alleged discriminated against you if known:
Explain briefly and clearly as possible what happened and how you believe you were discriminated against. Indicate who was involved. Be sure to include how you feel other persons were treated differently than you. Please attach additional pages as needed or any additional written material about your complaint.	

What other information do you think is relevant to this complaint?
How can this issue or issues be resolved to your satisfaction?

Miami Valley Regional Planning Commission
Title VI Program Procedures Description

Please list below the names, addresses, phone numbers and job titles of person(s) we may contact for additional information about your complaint (witnesses, fellow employees, supervisors, others):			
NAME	ADDRESS	PHONE NUMBER	JOB TITLE

Signature:	Date:

*A Spanish language version of the Title VI Complaint Form is also available and publicly accessible via the agency website or by public request.

6. Transportation Planning Processes

A. Public Participation Summary

MVRPC's Long Range Transportation Plan includes extensive public participation efforts. The public participation efforts are made in the form of special public participation meetings in all MPO counties (Miami, Montgomery, Greene and northern Warren); presentations in various media; placing ads with minority-focused radio stations and newspapers. As well as less traditional methods such as placing surveys on RTA buses are used in an effort to insure the broadest range of public input possible into the process. For Plan updates, TV advertising and social media outreach was also utilized in an effort to reach new audiences. Similar efforts are utilized in seeking input for the TIP.

Also in accordance with MAP-21 and Executive Order 12898 on Environmental Justice requirements, an updated public participation policy with very detailed requirements and procedures, entitled "Public Participation Policy for Transportation Planning", has been adopted and implemented by the MVRPC Board of Directors. For example, MVRPC planning processes include enhanced ways to further seek input from traditionally disadvantaged populations or otherwise EJ-target groups and to include them in the public participation process.

Summaries of public participation activities are included in both the Long Range Transportation Plan (LRTP) and the Transportation Improvement Plan (TIP). Additionally, MVRPC engages the public in outreach related to bikeways, rideshare, education campaigns, air/water quality, and may other relevant regional topics and matters. Some recent outreach efforts have included:

- Expanding the mailing list to include EJ-target populations (low-income, minority, elderly and disabled);
- Adapting advertising for ease of understanding, including special articles and flyers; this includes translation into Spanish;
- Adapting public meeting times and locations for accessibility and ADA compliant locations;
- Advertising at Greater Dayton Regional Transit Authority (GDRTA) Hubs;
- Advertising directed toward minority-marketed newspapers and radio stations;
- Advertising directed to the largest newspaper publication in the region;
- Advertising directed to regional newspaper related to the project;
- Sharing press releases and posters (English/Spanish) with Dayton Metro Libraries for posting at their locations.
- Sharing press releases and posters (English/Spanish) with other libraries in the area not affiliated with Dayton Metro Libraries.
- Mailing press releases upon request to citizens who do not have an email address.
- Posting notices to MVRPC's website, calendar, and social media accounts.

MVRPC's public participation efforts encourage the involvement of the public and socially and/or physically disadvantaged populations in all phases of our programs, including assurances that no person in the United States shall be denied the benefits of, or be otherwise subjected to discrimination under any program. Every press release for public

meetings includes the following verbiage related to interpreter services:
"Public participation is solicited without regard to race, color, sex, age, national origin or disability. MVRPC is committed to providing access and inclusion and reasonable accommodation in its services, activities, programs and employment opportunities in accordance with the Americans with Disabilities Act (ADA) and other applicable laws. To request a reasonable accommodation due to a disability, or language interpretation or translation services to participate in this meeting, please contact Marketing & Public Outreach."

MVRPC's Public Participation Policy is reviewed annually and revised as necessary, with a comprehensive update completed in FY2020. (http://www.mvrpc.org/services/public-information-office/mvrpc-public-participation-policy)

B. Public Outreach and Language Assistance

Posters advertising public participation meetings are displayed at Greater Dayton Regional Transit Authority hubs, and Greene CATS and Miami County Transit offices. Posters (translated into Spanish) are also distributed to the Latino Connection, a local Hispanic community-based outreach organization and East End Community Services. Public notice newspaper ads are printed in both Spanish and English in La Mega Nota, a free newspaper distributed throughout the region. Public notice newspaper advertisements are also printed in the Dayton Weekly News which is an African American news publication. Translation services for the hearing-impaired are provided via the Family Services Association. C-print translation services are provided upon request**.** In SFY2013 MVRPC completed a Limited English Proficiency (LEP) analysis for the MPO area. The analysis indicates that less than 1 percent of the population 5 years or older (approximately 5,400 individuals) is not proficient in English. Approximately 50 percent of the LEP individuals speak Spanish as their primary language with the remainder speaking other Indo-Euro, Asian Pacific, or other languages. As a result, MVRPC is focusing its outreach efforts in the Spanish speaking population. English (95.2%) and Spanish (1.7% second highest population) represent 97% of the population of our three county region.
(http://www.mvrpc.org/sites/default/files/LimitedEnglishProficiencyAnalysis.pdf)

When appropriate, MVRPC has sought participation from target populations by posting flyers/posters and meeting notices in locations such as government centers, neighborhood shops, religious institutions, social service agencies, employment centers, senior centers, public health clinics, public libraries, community centers and popular meeting places.

Individuals with limited English proficiency are encouraged to request translators. Translating efforts are focused on Spanish speakers as it is the predominant concentration of non-English speaking individuals in the Miami Valley.

C. MPO Transportation Planning Process

MVRPC uses extensive outreach processes to inform neighborhood and citizen's groups, particularly those in minority areas, of MVRPC's functions and opportunities for citizen participation in its planning process. The MVRPC web site (www.mvrpc.org) also includes a

Spanish translation option. As noted above, this has been particularly emphasized in the TIP (http://www.mvrpc.org/transportation/short-range/current/) and Long Range Plan (http://www.mvrpc.org/transportation/long-range) processes.

MVRPC uses the Census and the American Community Survey (ACS) as primary data sources for analysis of environmental justice populations. Conversely, MVRPC identifies environmental justice target areas by examining the concentration of the environmental justice target populations at the traffic analysis zone (TAZ) level using geographic information systems (GIS). A concerted effort is made to further seek input. In addition to the strategies referenced under "A. Public Participation Summary", MVRPC efforts include:

- Offering free parking passes for meetings at MVRPC offices in Downtown Dayton;
- Acquiring and utilizing public notices in English/Spanish publications, and the Dayton City Paper, a free distribution newspaper;
- Offering a web-based English-to-Spanish translator on MVRPC's website; and
- Posting information about upcoming meetings on agency social media accounts.

MVRPC will continue to improve public involvement with environmental justice populations. In fiscal year 2022, MVRPC and the U.S. Environmental Protection Agency partnered to launch the first Environmental Justice Academy (EJA) in Region 5 (which includes Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin, and 35 Tribes) through MVRPC's Institute for Livable & Equitable Communities. Through a series of nine modules, EJA participants (a combination of emerging community, non-profit, and environmental leaders) were empowered and equipped to leverage human, social, intellectual, technical, legal, and financial resources to make innovative and sustainable environmental progress across communities. Participants also use consensus-building processes and skills to help ensure successful collaboration and negotiations and increase individual/community capacity to address environmental issues impacting public health as well as gaining a basic understanding of environmental justice and environmental regulations. MVRPC has plans to continue similar engagement with the regional community around environmental justice.

Data relative to minority persons, neighborhoods, income levels, physical environments, travel habits is provided in the profiles of the urbanized area in our State of the Region Report and more detailed subsequent reports on topics such as Economics and Housing. These reports, coupled with the more specific types of data generated through such activities as the Long Range Transportation Plan (particularly the section on Environmental Justice and the associated adverse impact analyses), the Long Range Plan and TIP public participation processes, origin/destination studies, traffic volume studies, household travel surveys, travel time studies, and surveys of the elderly and handicapped, are used as tools to guide policy and plan development.

This data is used at all levels of plan development, as well as throughout the decision-making process: planners utilize the data to develop various alternatives from which the system with the least negative impacts will be chosen; the various task forces and committees consider this data in making their recommendations to the MVRPC Board of Directors (the policy board); and the Board of Directors is made aware of the data as a factor that is weighed prior to making a final decision.

D. Monitoring and Compliance Maintenance Process with Title VI Requirements

Per ODOT requirements, MVRPC's Title VI monitoring includes preparation of the MPO annual self-certification resolutions. Also, MVRPC completes the ODOT Title VI baseline assessment tool. Finally, MVRPC documents Title VI related outreach and activities for inclusion in ODOT's annual Title VI accomplishments report to FHWA.

As recipients of federal funds, MVRPC and their contractors, subcontractors, material suppliers, vendors, and consultants must:

- Ensure nondiscrimination in all of their programs and activities, whether those programs and activities are federally-funded or not. The factors prohibited from consideration as a basis for discriminatory action or inaction include race, color, national origin, biological sex, sexual orientation and gender identity, disability, age, religion, genetic information, military status, low-income status, or limited English proficiency.
- Provide Equal Employment Opportunity by not discriminating in employment based on race, religion, color, sex, national origin, disability, genetic information, age, sexual orientation, or military status.

MVRPC realizes successful implementation of Title VI is dependent on institutions as well as the agents who are employed by them. MVRPC values – which include integrity, transparency, inclusion, diversity, and innovation – align with Title VI and describe how the regional planning commission conducts business. Employee performance, as well as the policies of MVRPC, must be aligned with these values. MVRPC continuously reviews and checks agency performance including a review of all policies (formal and informal) to ensure that the regional planning commission actively creates a workplace culture where Title VI thrives.

Maintaining compliance includes training. MVRPC is exploring online training options that are accessible and not overly burdensome. MVRPC will strive for all employees to participate in Title VI training during the course of fiscal year 2024. MVRPC is short-listing options, including:

- Overview of FHWA's Civil Rights Program Requirements for Local Public Agencies - https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=civilrig
- FTA's Title VI Training - https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/title-vi-training

Recently, all MVRPC staff attended Title VI training in August 2021. According to ODOT, the updated Title VI Program Plan is requested every three years. As a result, MVRPC will seek staff training opportunities based on the frequency of three years.

E. Identifying and Considering Mobility Needs of Minority Populations

MVRPC adopted four main approaches during the process of updating the Long Range Transportation Plan (LRTP) to address environmental justice issues. The approaches were informed by the guidelines in Guidance and Best Practices for Incorporating Environmental

Justice into Ohio Transportation Planning and Environmental Processes. The guidance document presents methods and approaches for ensuring that the interests of minority and low-income populations are considered and the impacts on these populations are identified and addressed within the current transportation decision-making processes. MVRPC's approach includes: defining target populations; identifying target areas; conducting tests for adverse impacts; and taking extra public participation efforts to fully engage diverse population groups.

Also, MVRPC conducted various technical analyses for the LRTP to address environmental justice issues, recognizing that no single measurement can determine whether disproportionate adverse impacts exist or not. MVRPC analyzed: accessibility to selected major facilities; home-based-work travel times; and transit and regional bikeway accessibility. The analyses were conducted to determine if target areas are adversely affected by the LRTP, compared to non-target areas, for various populations.

F. Demographic Profile of the Planning Area

MVRPC's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) include an assessment of the impacts that planned transportation improvements have on environmental justice and other populations of interest. The approach known as Community Impact Assessment is documented in Chapter 10 of the 2050 Plan. Community Impact Assessment was originally developed for the June 2001 update of the transportation Plan and has subsequently been updated based on 2000 and 2010 Census/ACS data and the most current transportation plan projects. The identification of target areas has been updated based on 2010 Census population and 2008-2012 ACS socio-economic data and is used to analyze the impact of the SFY 2018-2021 TIP.

MVRPC will pursue plans to update our demographic analysis during the course of fiscal year 2024 in conjunction with 2020 Census data releases and the release of the corresponding ACS 2018-2022 data.

Socio Demographic Profile - 2000-2010 Target Population Thresholds

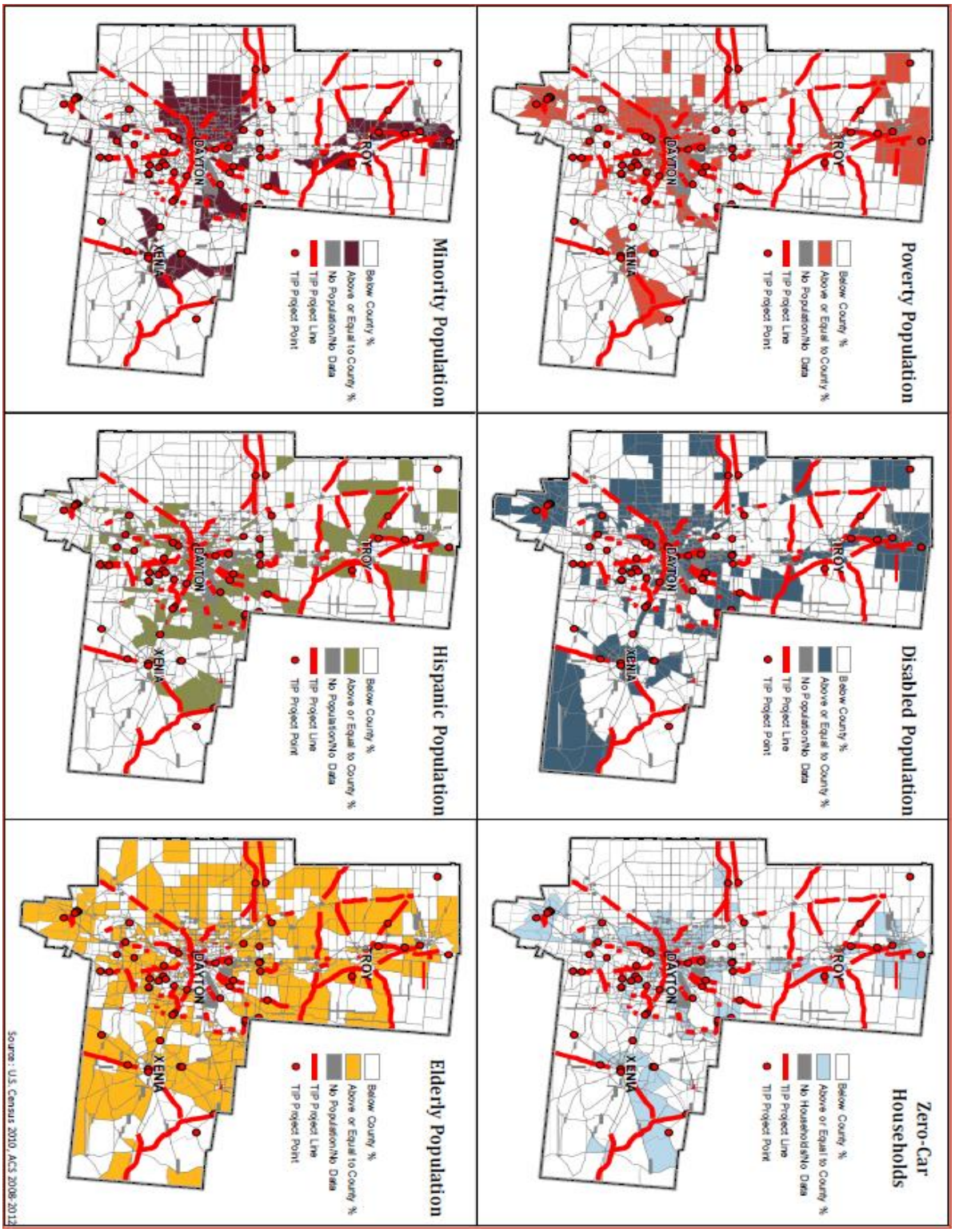
Data Set	County	2000 Total	2010 Total	2010 Universe	2000 Threshold	2010 Threshold	2000-2010 Change %
Minority Population	Gre	15,911	21,903	161,573	10.80%	13.56%	25.56%
	Mia	4,174	5,784	102,506	4.20%	5.64%	34.29%
	Mot	130,978	139,881	535,153	23.40%	26.14%	11.71%
	War	8,464	20,262	212,693	5.30%	9.53%	79.81%
Persons in Poverty	Gre	10,937	20,714	153,075	7.40%	13.53%	82.84%
	Mia	5,912	12,366	101,709	5.98%	12.16%	103.34%
	Mot	54,650	87,503	523,164	9.77%	16.73%	71.24%
	War	5,822	13,096	207,043	3.68%	6.33%	72.01%
Disabled Population*	Gre	20,875	16,647	117,780	17.90%	14.13%	-21.06%
	Mia	15,500	11,897	76,759	20.30%	15.50%	-23.65%
	Mot	102,901	73,416	398,033	23.60%	18.44%	-21.86%
	War	21,939	16,941	148,311	18.40%	11.42%	-37.93%
Elderly Population	Gre	17,492	21,998	161,573	11.80%	13.61%	15.34%
	Mia	13,096	15,731	102,506	13.20%	15.35%	16.29%
	Mot	76,679	81,041	535,153	13.70%	15.14%	10.51%
	War	14,858	22,936	212,693	9.40%	10.78%	14.68%
Hispanic Population	Gre	1,813	3,439	161,573	1.20%	2.12%	76.67%
	Mia	721	1,341	102,506	0.70%	1.31%	87.14%
	Mot	7,096	12,177	535,153	1.30%	2.28%	75.38%
	War	1,633	4,784	212,693	1.00%	2.25%	125.00%
Zero-Car Households	Gre	2,838	3,033	62,770	5.13%	4.83%	-5.85%
	Mia	1,891	2,114	40,917	4.91%	5.17%	5.30%
	Mot	22,257	21,305	223,943	9.71%	9.51%	-2.06%
	War	1,925	2,047	76,424	3.44%	2.68%	-22.09%

Note: * Because of the changes to the definition, the 2010 ACS disability data should not be compared to the previous 2000 disability data. (see Section C).
Source: 2000, 2010 Census; 2008-2012 American Community Survey

G. Demographic Maps Implemented for Public Fund Distribution

MVRPC analyzed the distribution of Transportation Improvement Program (TIP) projects with respect to environmental justice populations (low-income and minority) as well as other target populations (such as elderly and disabled) deemed of interest to the transportation planning process using data summarized at the Traffic Analysis Zone (TAZ) level. All TIP projects, with the exception of area-wide programs and projects, slated for construction during SFY 2021-2024, were overlaid on top of the region's six target population maps for analysis. TAZ's with an above or equal to county average population threshold for each target population were identified as focus areas. The analysis was conducted to assure that the focus areas are receiving a proportionate share of TIP project funds relative to the region's general population. Maps displaying the distribution of each environmental justice population and other target populations are included.

MVRPC will pursue plans to update the demographic map in correspondence with the confirmation of the next TIP (SFY 2024-2027).


Poverty Population
Below County %
Above or Equal to County %
No Population/No Data
TIP Project Line
TIP Project Point
Disabled Population
Below County %
Above or Equal to County %
No Population/No Data
TIP Project Line
TIP Project Point
Zero-Car Households
Below County %
Above or Equal to County %
No Household/No Data
TIP Project Line
TIP Project Point
Minority Population
Below County %
Above or Equal to County %
No Population/No Data
TIP Project Line
TIP Project Point
Hispanic Population
Below County %
Above or Equal to County %
No Population/No Data
TIP Project Line
TIP Project Point
Elderly Population
Below County %
Above or Equal to County %
No Population/No Data
TIP Project Line
TIP Project Point
TROY
DAYTON
XENIA
Source: U.S. Census 2010, ACS 2008-2012

H. Analysis of MPO Transportation System Investments That Identify and Address Disparate Impacts

MVRPC's 2050 LRTP includes a community impact assessment. In part, the assessment is conducted to ensure that socially disadvantaged population groups do not bear an unreasonable or inequitable share of the costs associated with planning processes and initiatives.

MVRPC's approach to Community Impact Assessment includes:

- Defining target populations. MVRPC's target population groups include minorities, persons in poverty, disabled, elderly, Hispanic, and zero-car households.

- Identifying target areas. MVRPC defines areas of high concentration at the Traffic Analysis Zone (TAZ) level to utilize the travel demand model in conducting tests for adverse impacts. County average percentages for each selected population are used to determine if a given TAZ falls above or below the county's threshold for each target population.

- Conducting tests for adverse impacts. Using data from the regional travel demand model and the results of step 2 above, MVRPC studied the impact that the proposed plan projects have on work commuting times, accessibility to major facilities, and transit availability for both targeted and non-targeted population groups. When possible the impact of two build scenarios (projects in the TIP only and all projects in the Plan) were compared to existing conditions. According to the findings of the technical analyses, disadvantaged populations were largely unaffected by the 2050 LRTP in comparison to the general population.

- Additional public participation efforts to fully engage diverse population groups.

The TIP also includes an assessment, by funding amount, of the aggregate impact the short-range transportation projects have on the various target populations. According to the SFY2021-2024 Final TIP report published in April 2020, minority target areas will receive the fewest projects and least cost allocation, while elderly target areas receive the greatest number of projects and highest cost allocation. The same report concluded there is no disparate impact on environmental justice and other target populations because "the minority areas are still served by a majority of total projects with a majority of the total costs".

7. Ensuring Non-Discrimination in the Method of Administration

A. Selection Criteria for Funding Projects

MVRPC has program policies and procedures for FAST Act funding for Surface Transportation Program funds; Congestion Mitigation and Air Quality funds; and Transportation Alternative funds. MVRPC uses the following requirements for project selection and priority:

- 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.

- 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.

- 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.

- MPOs are required to provide a reasonable opportunity for public comment on the LRTP and TIP.

- 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”.

B. DBE Participation Process

MPO planning projects that are bid out are evaluated for a DBE goal by ODOT’s Office of Small and Disadvantaged Business Enterprise’s Goal Committee prior to soliciting bids. If a DBE goal is assigned by the committee, bid advertising will include the assigned goal.

MVRPC uses the following means to help increase DBE participation:

- Arranging solicitations and specifications in ways that facilitate DBE and small business participation, including encouraging prime contractors to subcontract

portions of work that they might otherwise perform with their own forces.

- Providing information about RFPs directly to DBEs and other small businesses via the Ohio DOT RFP Bulletin Board.
- Placing bid notices in and through minority-focused media, journals, and associations, as appropriate and available.
- Providing technical assistance and other services, including assistance in developing acceptable bid packages, addressing cash flow, and scheduling problems, etc.
- Communicating information on specific contracting opportunities (e.g., including DBEs and small businesses on bidder mailing lists)
- Distributing DBE information to potential prime contractors, strongly encouraging them to utilize minority subcontractors when submitting their proposal packages.

C. Agency Consultant Contracting

MVRPC provides assistance for minority contractors as part of the consultant selection process for planning work. Examples are:

- The Agency's contract bid process encourages DBE participation.
- MVRPC utilizes DBE Directories from Ohio DOT.
- Information about RFPs is made available directly to DBEs via the Ohio DOT Bulletin Board.
- Notices for both Bids and RFPs are placed in and through minority owned media, journals, and associations as appropriate and available.
- Both Requests for Bids and RFPs are posted on MVRPC's web site.
- All proposers are strongly encouraged to utilize minority subcontractors when submitting their proposal packages. In addition, award contracts also contain clauses encouraging the use of DBE contractors, vendors, and suppliers. MVRPC has actively awarded contracts that included small and minority business as subcontractors.
- Title VI assurances and provisions are included on all consultant contracts.

MVRPC attempts to assure that all consultants comply with Title VI provisions by incorporating the ODOT-prescribed language requirements for contractors and subcontractors into its contractual agreements. Subcontracts with minority vendors are monitored through contractor invoices to insure that the vendors are being utilized as stated in the contract and also to insure that they are being paid in a timely fashion.

8. Requirements for Primary Recipients

The Specialized Transportation Program (Section 5310) is a Federal Transportation Administration (FTA) program designed to improve transportation options for the elderly and individuals with disabilities through the coordination and expansion of transportation services. Funds are available each federal fiscal year and are distributed through a competitive application process.

MVRPC receives an annual allocation of funds designed to support the special transportation needs of seniors and individuals with disabilities. When an MPO receives funds directly from FTA and then passes funds through to sub recipients, the MPO becomes a primary recipient under the DOT Title VI regulations and is responsible for monitoring the compliance of its sub recipients with Title VI, unless that sub recipient is also an FTA direct recipient.

MVRPC requests applicants to respond to questions for Title VI general reporting as well as Title VI data collection at the time of application. Also, applicants are required to affirm the truthfulness and accuracy of certifications and assurances made to FTA and MVRPC.

For compliance, MVRPC will require sub recipients to submit an annual memorandum, and the memo will satisfy periodic reporting of Title VI reporting requirements. The memorandum will request sub recipients to provide updates on public outreach activity, non-English communications, any Title VI investigations or complaints received, DBE utilization, the impact of grantee service provision on minority/disabled population and the employment make up of transit system personnel.

9. Limited English Proficiency (LEP) Analysis

Below is the description of the LEP population that MVRPC serves, the frequency with which LEP individuals come into contact with our programs, the importance of our programs to LEP persons, and the resources we make available to service LEP needs. With the expected fiscal year 2024 update related to 2020 Census data releases and the release of the corresponding ACS 2018-2022 data that will allow the determination of the appropriate level of LEP assistance needed for our regional jurisdictional population, MVRPC will pursue the initiation and completion of a Four-Factor analysis to be included in an Language Assistance Plan.

A. Quantification of LEP in Service Population

As part of an ongoing update process, MVRPC examined the Limited English Proficiency (LEP) populations within its Metropolitan Planning Organization (MPO) boundaries using 2010 American Community Survey: Language Spoken at Home by the Ability to Speak English datasets.

Of the 37,919 individuals who do not speak English as their primary language in the household, approximately 86% speak English well with 14% being Limited English Proficiency individuals, who do not speak English well or do not speak English at all. When comparing LEP individuals to the total general population, less than 1% of the total population 5 years or older in the Miami Valley are not proficient in English.

The largest percentages of individuals who do not speak English as the primary language in the household in the Miami Valley speak Spanish. Approximately 13,800 speak Spanish, comprising 36.4% of all LEP individuals in the Region. Other languages include Other Indo-Euro, Asian/ Pacific Isles, and all Other.

Overall, our region has primarily English (95.2%) and the largest non-English is Spanish (1.75%) that together represent 97% of the region population. As a result, MVRPC provides Spanish translation services and advertising in Spanish.

Limited English Proficient (LEP) Persons in the Miami Valley

County	Speaks English "Well"	Percent Speaks English Well	Total LEP: Speaks English "Not Well"	Percent LEP: Speaks English "Not Well"
Greene	7,948	90.8%	805	9.2%
Miami	2,098	84.7%	380	15.3%
Montgomery	21,241	84.1%	4,017	15.9%
Warren*	1,263	88.4%	167	11.6%
Total:	32,550	85.8%	5,369	14.2%

Source: 2006-2010 American Community Survey 5-Year Estimates

* Warren County includes Census block groups in the vicinity of the cities of Carlisle, Franklin, and Springboro.

B. Frequency of LEP Contact within Programs

MVRPC programs are primarily transportation planning grants and LEP contact is limited to public participation outreach conducted by MVRPC. MVRPC has an ongoing public participation process that engages our region's population. Individuals do not apply for the transportation projects but will have an interest because of potential transportation projects in their community or region.

MVRPC only provides a FTA grant administration service that publicizes availability of funding for FTA grants and MVRPC performs all application reviews and ranking. MVRPC does not provide any FTA program services or equipment purchases or transit operations. MVRPC is not a transit agency.

Individuals do not apply for the FTA grants. Because of the nature of the FTA grant requirements, these grants are typically awarded to transit agencies that operate and provide all transit services.

C. Programmatic Importance to LEP Persons

The impact of our programs to LEP persons would be limited to the potential improvement or changes to transportation projects in the next few years or even as far in the future as several decades.

D. Available LEP Resources

MVRPC provides a language translation feature for our web site and we advertise in both English and in Spanish for all public involvement using public posters, regional news media, a Spanish community publication, the Latino Community Connection a local Hispanic Community-based outreach organization and East End Community Services a nonprofit organization serving East Dayton communities. As part of periodic public advertising, MVRPC invites all eligible applicants to apply for these grants, review and make comments and provide MVRPC contact information. A translation service is available for all public meetings upon request. MVRPC has a written public participation plan that includes these notices of language services assistance, advertising notices in Spanish, as well as specific methods of communications, participation plan elements and responsibilities for conducting an effective public participation process.

10. Resolution Ensuring Equity, Diversity, and Inclusion in all MVRPC Staff, Committee, and Board of Director Actions & Resolution of Self-Certification of the Metropolitan Planning Process

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RESOLUTION

Ensuring Equity, Diversity, and Inclusion in all MVRPC Staff, Committee, and Board of Directors Actions

WHEREAS, the Miami Valley Regional Planning Commission is designated as a Voluntary Association of Local Governments by Ohio Revised Code Section 713.21; and

WHEREAS, the Miami Valley Regional Planning Commission was formed in 1964 through the cooperation of locally elected officials from Greene, Miami, Preble, and Montgomery Counties and later to include Carlisle, Franklin, Springboro, and Franklin Township in Warren County; and

WHEREAS, in addition to units of local government, the MVRPC Board of Directors is made up of other government organizations, business, education, and community regional interests and it serves as the policy and decision making body for the Miami Valley Region through which local governments work cooperatively to guide important regional matters on behalf of the residents and businesses of the Miami Valley Region; and

WHEREAS, the Equity Regional Profile published by the Miami Valley Regional Planning Commission in July 2017 found that systemic, institutionalized segregation based upon race was implemented by the Federal Housing Authority from 1910 through 1950 through housing covenants to keep African Americans and immigrants from living in any part of the Miami Valley besides the west side of Dayton; and

WHEREAS, this practice of institutional and systemic segregation and racism has harmed certain neighborhoods as better jobs, education, health, food, and housing opportunities have been located in other parts of the Miami Valley and have allowed those who could move to these areas to have increased access to opportunity; and

WHEREAS, racism causes persistent discrimination and disparate outcomes in many areas of life including housing, economic opportunity, infant mortality, employment, food access, environmental protection, and criminal justice; and an emerging body of research demonstrates that racism itself is a social determinant of health; and

WHEREAS, the MVRPC Board of Directors and its partners formed the Institute for Livable and Equitable Communities on September 5, 2019 which dedicated funding for staff, programs, and projects that address racism and other disparities, increase access to opportunity, and improve livability for Older Americans throughout the Miami Valley; and

WHEREAS, numerous MVRPC governmental and associate members have adopted or considered adopting diversity, inclusion, equity, and antiracism policies including the City of Dayton, Village of Yellow Springs, Montgomery County, City of Piqua, City of Trotwood, City of Fairborn, City of Oakwood, Greater Dayton Area Chamber of Commerce, Dayton Development Coalition, University of Dayton, Sinclair College, Dayton Metropolitan Library, Greater Dayton Regional Transit Authority, Five Rivers Metroparks, and others.

NOW THEREFORE BE IT RESOLVED, that Miami Valley Regional Planning Commission's Board of Directors hereby:

1. Denounces discrimination of any group or in any form based upon race, income, jurisdiction, ability, national origin, age, religion, sexual preference or gender;
2. Directs the Executive Director to work with requesting member organizations to increase equity, diversity, and inclusion in their communities and organizations;
3. Requests that the Executive Director develop proactive policies, training programs, and other strategies that increase the understanding of racism, equity, access to opportunity, and diversity among MVRPC staff, boards, committees, and communities;
4. Encourages all members in their own time to develop letters, statements or resolutions and implement activities that increase equity, diversity, and inclusion in their communities;
5. Encourages all MVRPC member local governments and organizations to utilize any policies or tools developed to this end so that MVRPC through its Institute for Livable and Equitable Communities shares this information with members, tracks national best practices, and develops strategies to assist member local governments and organizations;
6. Advocates and supports the continued active involvement of the Institute for Livable and Equitable Communities as the regional and community entity that works to address racism, increase equity, provide access to opportunity, and increase livability in the communities and organizations of the Miami Valley;
7. Supports the agency's involvement in local, state, and federal purchasing programs that ensure fairness and equal opportunity programs for minority and women owned businesses;
8. Directs the Executive Director to develop a business plan, metrics, and provide annual updates to the Board of Directors on the success of these programs, projects, and policies prepared to address racism and increase diversity, inclusion, and equity throughout the Miami Valley Region.

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

Brian O. Martin

Brian O. Martin, AICP
Executive Director

10/1/2020
Date

Chris Mucher, Chairperson
Board of Directors of the
Miami Valley Regional Planning
Commission

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RESOLUTION 23-024
SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

WHEREAS, the Miami Valley Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) for the Dayton Urbanized Area (Greene, Miami and Montgomery Counties and the jurisdictions of Carlisle, Franklin, Springboro and Franklin Township in Warren County) by the Governor of the State of Ohio, acting through the Ohio Department of Transportation, in cooperation with local elected officials for the Urbanized Area, and as evidenced in the Agreement of Cooperation, Number 35896 between ODOT and the MVRPC; and

WHEREAS, the federal regulations published as 23 CFR 450.336 requires MVRPC, as the MPO for the Dayton Urbanized area, to self-certify through its Board of Directors (MVRPC's policy board) in conjunction with the Transportation Improvement Program update, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with the following applicable requirements:

(a) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
(b) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
(c) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
(d) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
(e) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
(f) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
(g) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
(h) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
(i) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
(j) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission certifies that the Metropolitan Planning Organization's metropolitan transportation planning process complies with the metropolitan planning requirements as set forth above.

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

Brian O. Martin

Brian O. Martin, AICP
Executive Director

5/4/2023
Date

Greg Simmons

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

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RESOLUTION 23-026
APPROVING THE MIAMI VALLEY REGIONAL PLANNING COMMISSION
TITLE VI 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, Franklin Township and Springboro 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, federally funded programs require Title VI programs and assurances; and

WHEREAS, MVRPC has developed and used a Title VI program for many years and has periodically submitted a program description to FTA and ODOT/FHWA as required; and

WHEREAS, FTA Title VI regulations require Board approval of the MPO's Title VI program every three years; and

WHEREAS, the MVRPC Board of Directors adopted a resolution on October 1, 2020 that Ensures Diversity, Equity, and Inclusion in all MVRPC processes and decision, and that supports compliance with Title VI of the Civil Rights Act of 1964 as an important tool to ensure an equitable Region.

NOW, THEREFORE BE IT RESOLVED that the Commission approves the Miami Valley Regional Planning Commission Title VI program.

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

Brian O. Martin, AICP
Executive Director

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

Date

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MEMORANDUM

March 24, 2023

From: MVRPC Staff

To: MVRPC Board of Directors and Technical Advisory Committee

Subject: Proposed Amendments to the Areawide Water Quality Management Plan

Resulting from MVRPC's State Fiscal Year 2023 contract with Ohio EPA for water quality planning assistance and from requests by MVRPC member jurisdictions, this staff-proposed amendment to the Areawide Water Quality Management Plan (AWQMP) includes four elements. There are two text updates to the plan: a complete update to Chapters 5 and 6, combining them into a new single chapter on non-point source programs, and a review and update of Chapter 10 regarding wastewater treatment planning. Also there are two Facility Planning Area (FPA) updates: a significant update to the Piqua FPA and a minor update to the boundary between the Tri-Cities and Fairborn FPAs. This memo addresses each item in the order listed.

Updates to the AWQMP are subject to review by the Areawide Facility Planning Subcommittee, the MVRPC Technical Advisory Committee and the review and approval of the MVRPC Board of Directors.

Item 1: Non-point Source Programs chapter. As a part of the planned work under the MVRPC water quality planning assistance contract with Ohio EPA, MVRPC staff undertook a complete review of two chapters of the AWQMP addressing programs for storm water management and agricultural impacts. The existing text was last updated as a part of the 2011 complete update, and lacked reference to the current Ohio EPA Non-Point Source Management Plan, watershed planning approach, and currently available funding streams. The chapter consolidates information about past watershed planning efforts and adds in information about the current approach – Non-Point Source Implementation Strategies, also known as 9 Element Plans. The chapter updates Agricultural Census data and includes current funding streams, particularly H2Ohio.

Item 2: Wastewater Treatment Planning Chapter (Chapter 10). This chapter was reviewed and updated to incorporate changes resulting from amendments to the AWQMP since the 2011 update. Additional data regarding county sewer districts (ORC sections 6117 and 6119) was added to provide more detail about the legal structures and locations where sanitary sewers are provided across the region. An updated list of satellite agreements is also included. The chapter provides a more detailed description of the Permit-to-Install review process used by staff to determine if proposed projects are consistent with the AWQMP. In addition, a data analysis of treatment plant flow data was conducted and included by reference into this chapter as a tool for consideration of PTI and FPA boundary updates. The complete Flow Data Review

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Regional Planning Commission
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Dayton, Ohio 45402

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

is available for review and comment and is proposed to be incorporated into the AWQMP as new Appendix S.

Item 3: FPA Updates Requested by the City of Piqua. In march of 2023, the City of Piqua submitted a request to update the southern boundary of its FPA to include areas recently annexed to the City. This proposed change alters (reduces) the size of the Troy FPA, which is contiguous to the Piqua FPA, and includes more areas of Washington Township that were not annexed to the City.

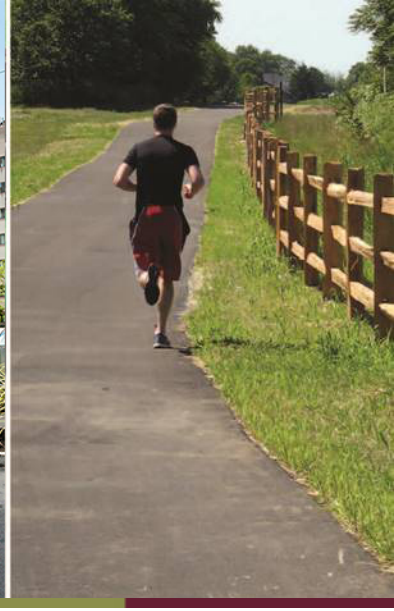
The recently annexed parcels have been zoned for heavy industrial land use. Piqua, in the FPA update submission shared information about the anticipated timing for development in this area (5 to 10 years) and a recent update to the city's EPA approved industrial Pre-Treatment Program. Piqua proposes to treat all expected flows at their current wastewater treatment facility (WWTF). The Piqua WWTF was upgraded to a design flow of 8.7 million gallons per day in 2018, and the city state it has sufficient available capacity to serve expected flows from the development in this area.

MVRPC staff has requested specific comment from the neighboring/affected jurisdictions of Washington Township, City of Troy, and Village of Covington regarding this proposed change. Other than letters of support, MVRPC staff has determined that the submission from Piqua requesting the updated FPA is complete. Piqua's submission and a map of the proposed FPA boundary are attached.

Item 4: minor FPA Boundary Adjustment for Tri-Cities/Fairborn. A single parcel located at 9500 Adams Road in Bath Township was included in the Tri-Cities FPA because at one time the parcel had annexed to the City of Huber Heights for the purposes of receiving drinking water. The property was never served by sanitary sewer. In subsequent years the parcel has detached from the city and returned to Bath Township. All parcels east and west of this private residence are currently included in the Fairborn FPA. MVRPC is not aware of any plans or need to serve these properties with sanitary sewer, but if the need were to arise, it would be logical for all homes to be within the same FPA. This minor boundary adjustment is proposed to correct for the change in status for the single Greene County parcel. A map of the proposed update is attached.

RECOMMENDATION

MVRPC staff recommends the amendment be approved as presented.

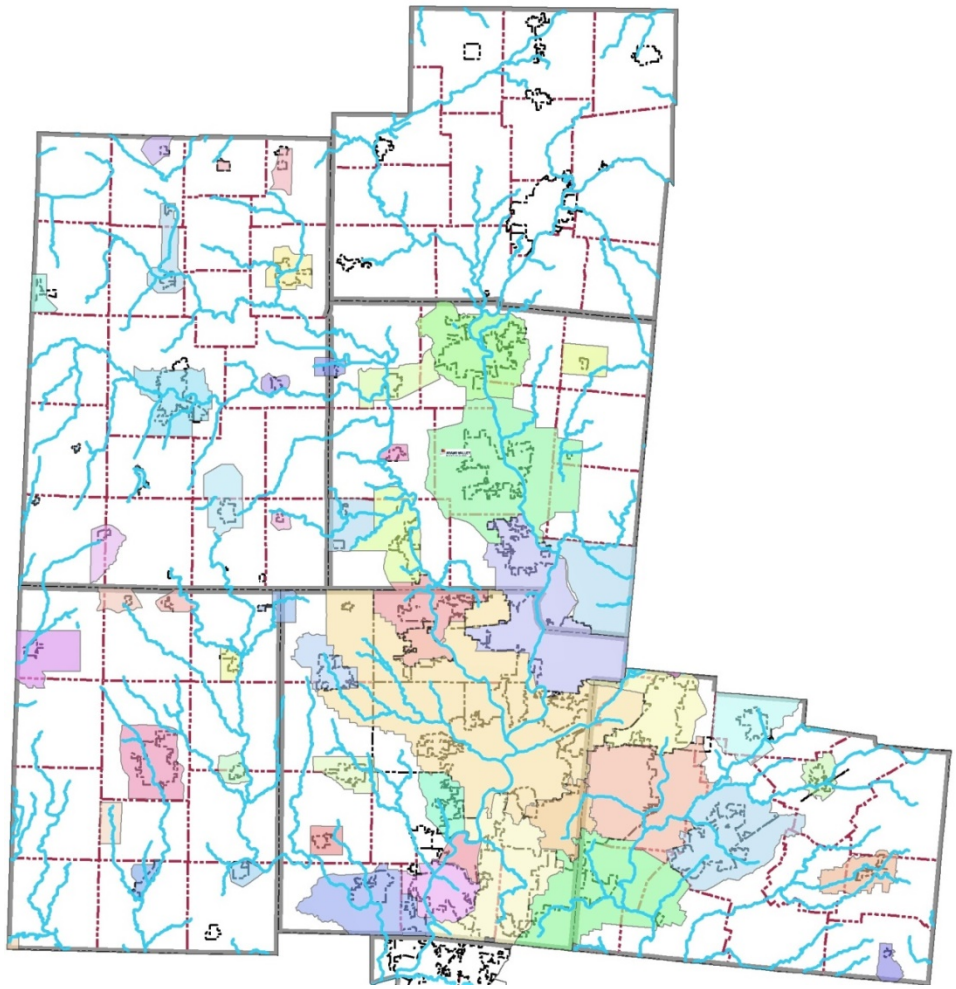


MIAMI VALLEY
Regional Planning Commission

2023 Water Quality Plan Amendments

Water Quality Planning at MVRPC

- Designation from the Governor
- Under contract with Ohio EPA
- Five original RPC counties
- AWQMP
  - Main planning topic: regional wastewater treatment planning
  - Other topics: storm water, HSTS, Ag.



Chapter Updates

Non-Point Sources Chapter

- Chapters 5 & 6 combined into a single chapter
  - Storm water
  - Agricultural impacts
- Aligns with state storm water program and NPS Management Plan

Non Point Source Chapters

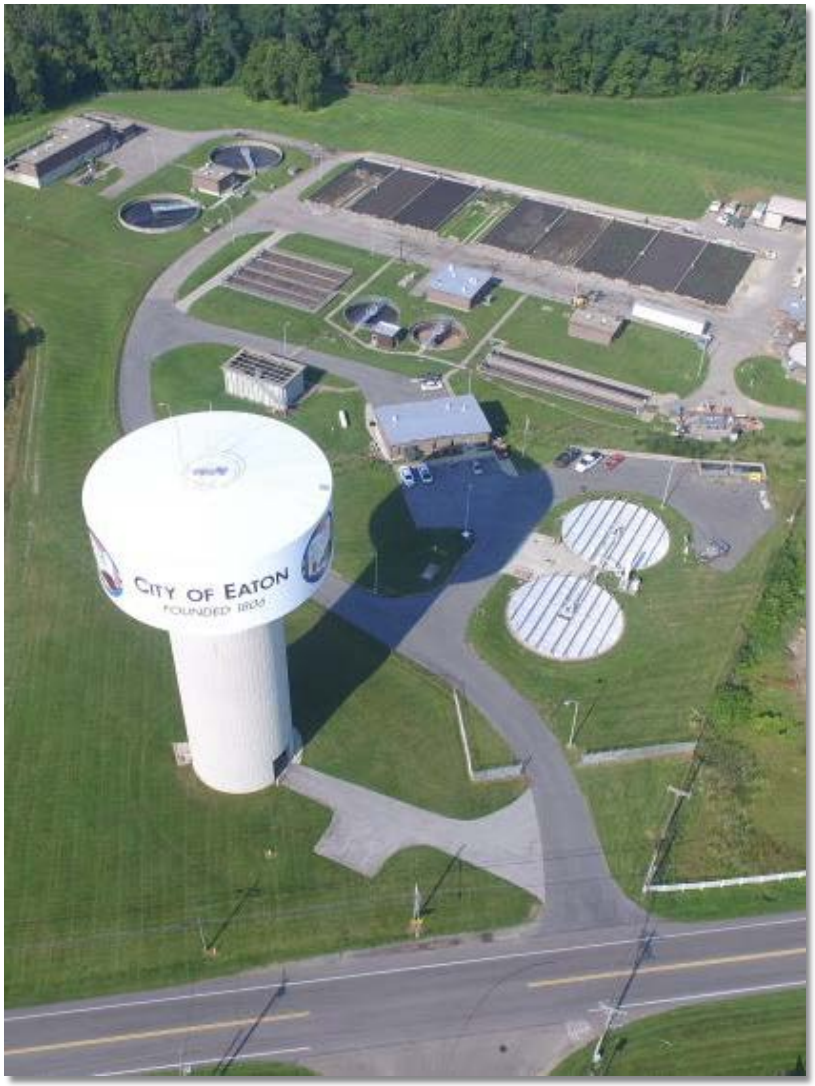
New content

- NPS-IS (“9-element”) plans

- Funding sources
  - Section 319
  - H2Ohio
  - Conservation easement incentives

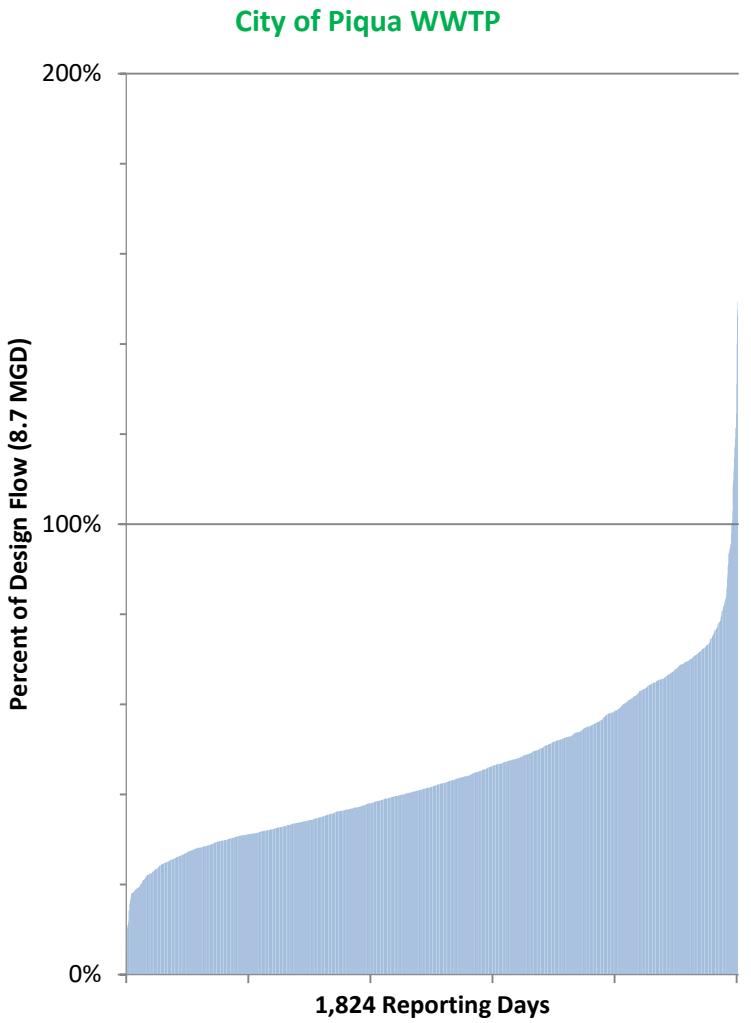
Wastewater Treatment Planning

- Review and update of Chapter 10
  - DMA-FPA matrix
  - Sewer districts
  - Satellite agreements
  - Consistency Review Process



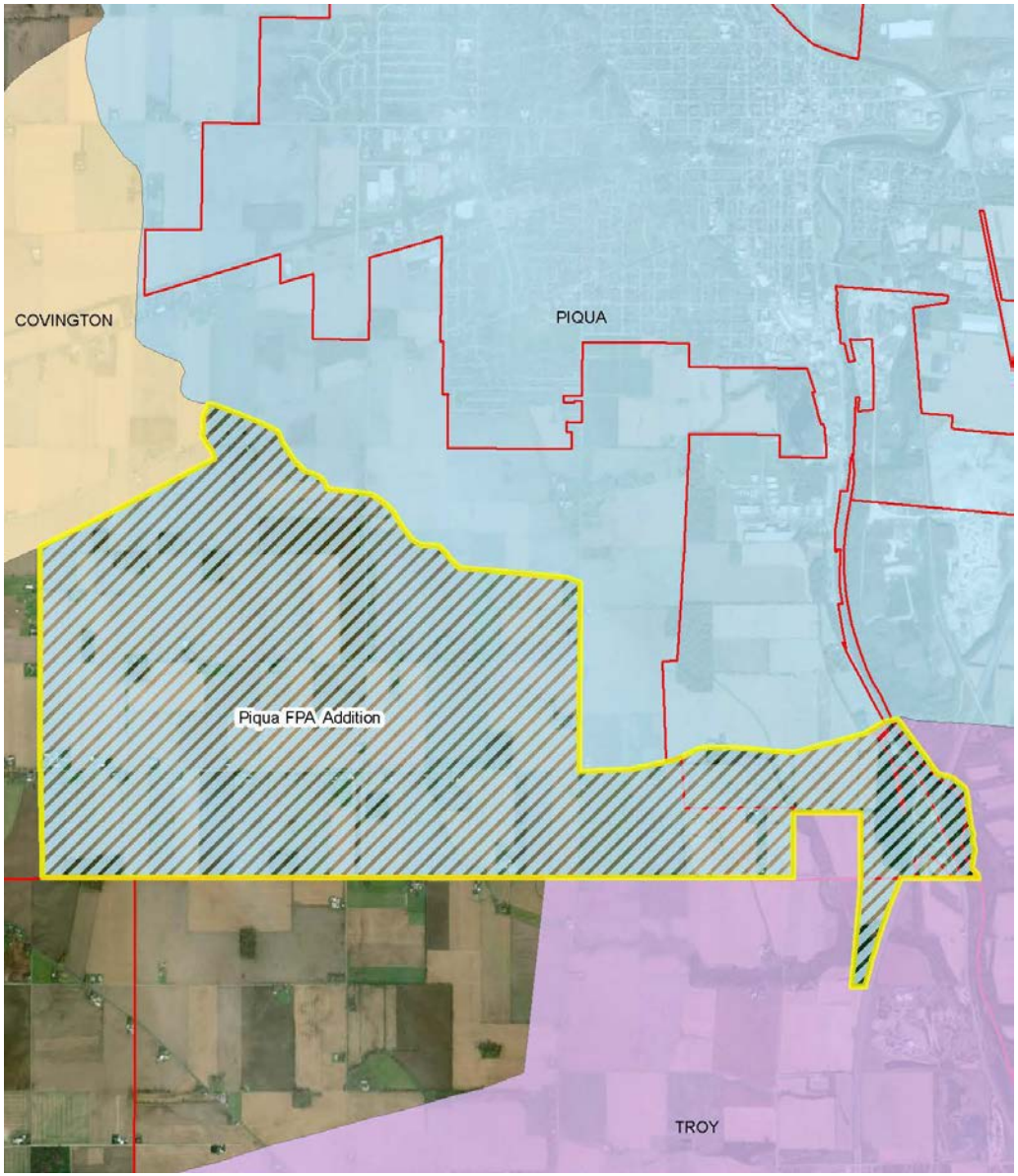
WWTF Flow Data Review

- Capacity utilization review for all facilities in the Region
- Uses for PTI reviews and FPA Updates
- Proposed as new Appendix S



FPA Updates

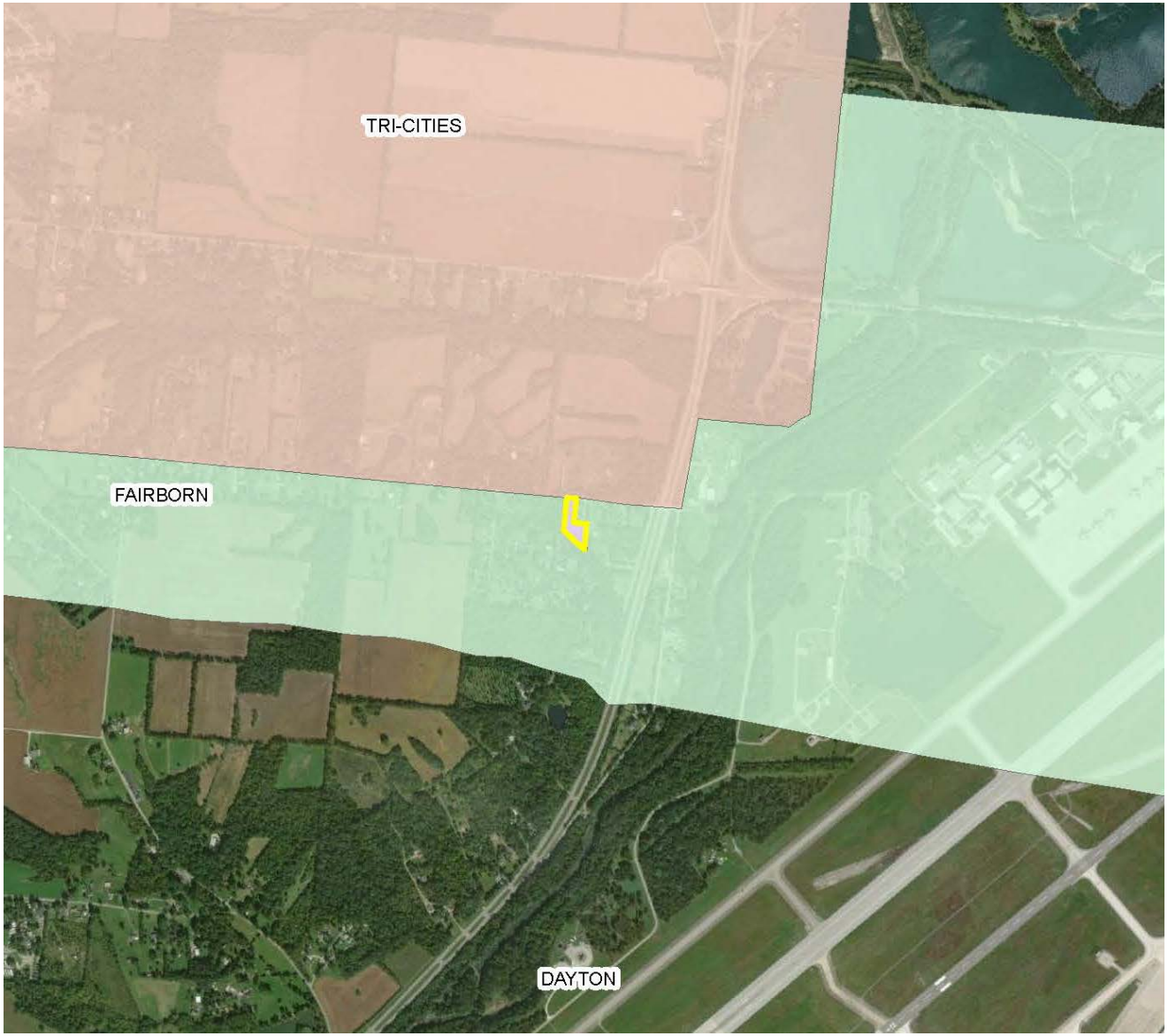
City of Piqua FPA Update Proposal



City of Piqua FPA Update Proposal

- Recent annexation of ~700 acres in proximity to Farrington Road.
  - Annexed parcels included some in Troy FPA
  - Zoned **Heavy Industrial**
  - Treatment through existing WWTF
  - Ohio EPA-approved industrial Pre-Treatment Program in place
  - Technical and physical capacity to manage flows and loadings expected from development
  - Development to take 5-10 years

Tri-Cities/Fairborn Boundary Update



Tri-Cities/Fairborn Boundary Update

- Single parcel on south side of Adams Rd.
  - At one time annexed to Huber Heights, has since detached and returned to Bath Township
  - No sanitary sewer service to residences east or west of this parcel
- Proposed to move this single parcel to Fairborn FPA (from Tri-Cities)

Public Comment Summary

Comment Period: March 28 – April 27

- Virtual Public Meeting – April 13, 2023

Comments & Questions

Matt Lindsay
Manager, Environmental Planning
mlindsay@mvrpc.org
937.531.6548

MIAMI VALLEY
Regional Planning Commission

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RESOLUTION AMENDING CHAPTERS OF THE AREAWIDE WATER QUALITY MANAGEMENT PLAN AND SELECT FPA BOUNDARIES

WHEREAS, the Miami Valley Regional Planning Commission is the Designated Planning Agency (DPA) for Water Quality Management Planning within the Miami Valley Region pursuant to Section 208 of the Federal Water Pollution Control Act Amendments of 1972 (P.L. 92-500) and 1977 (P.L. 95-217); and

WHEREAS, in fulfillment of its responsibilities as the DPA, MVRPC has prepared the 208 Areawide Water Quality Management Plan, and administers said Plan within its designated five-county water planning jurisdiction, including Greene, Montgomery, Miami, Preble, and Darke Counties, Ohio; and

WHEREAS, it is periodically necessary to amend said Plan to incorporate pertinent and appropriate modifications; and

WHEREAS, the following amendments, hereafter known as the 2023 AWQMP Amendment, have been proposed for the Areawide Water Quality Management Plan:

1. Updates to Chapters 5 and 6
2. Updates to Chapter 10
3. Minor FPA Boundary modification for the Tri-Cities and Fairborn FPAs

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts the above-referenced 2021 Amendment to the Areawide Water Quality Management Plan and recommends its certification by the State of Ohio.

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

_____
Brian O. Martin, AICP
Executive Director

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

_____
Date

Program Outreach and Partners

Presented by Laura Henry

Director of Marketing and Public Outreach

Programs Funded by CMAQ

The **Congestion Mitigation and Air Quality Improvement Program or CMAQ** supports two important goals of the U.S. Department of Transportation: improving air quality and relieving congestion.

As outlined in the guidelines, the goal of CMAQ-funded public education and outreach programs is to educate the public, community leaders, and potential project sponsors about trip planning and transportation mode choices, traffic congestion, and air quality.

As outlined in the MVRPC Long Range Transportation Plan in Chapter 7 – Alternate Modes and Development Choices, MVRPC's Rideshare Program and Air Quality Awareness Program are both programs to encourage actions to reduce traffic congestion and air pollution in the Region.

Rideshare Program

The **Rideshare Program** promotes shared sustainable commute options through the statewide platform, GohioCommute.com.

GohioCommute.com allows users to form a carpool, vanpool or bikepool, transit and bike routes using ride matching. It is FREE to anyone who lives, works or attends college in Montgomery, Greene, Miami, Preble, Darke and Clinton Counties.

In support of the Rideshare Program goals, MVRPC created **MiamiValleyRoads.org** to provide updates on major construction projects in Region that may impact commutes and encourage visitors to the site to find alternate routes or transportation options.

Drive Less Live More is a campaign to encourage the use of sustainable commute options for other trips like to the movies, concerts or lunch rather than driving alone.

A partner of

gohio commute | A Smarter Way

MiamiValleyRideshare.org
937.223.SAVE

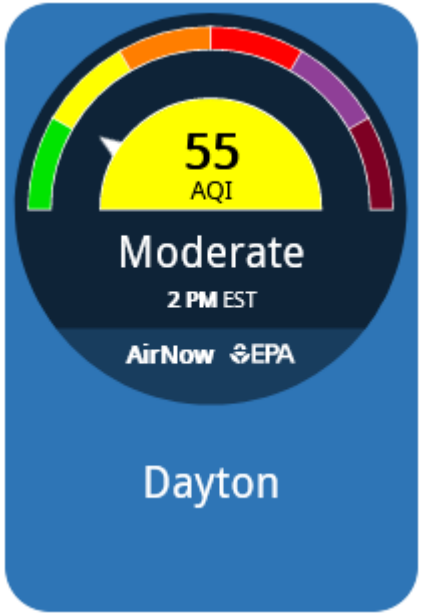
Air Quality Awareness Program

The **Air Quality Awareness Program** provides information about air quality in the Region and promotes actions to take to reduce air pollution.

When air quality is expected to be poor, MVRPC in conjunction with RAPCA (Regional Air Pollution Control Agency), activate air quality alerts to notify residents.

MiamiValleyAir.org | 937.223.6323

Air Quality
ALERT
miamivalleyair.org



RAPCA
Regional Air Pollution Control Agency

Program Outreach Partners

Radio
WHKO
WZLR
WHIO AM
WDHT
WROU
WGTZ
WCLI
WING AM
WMMX
WTUE
WCHD
WZDA
WBZI
WYSO
WTJN
WDAO

TV
WHIO-TV
WDTN
WBDT
WKEF
DKEF
Spectrum Cable
Spectrum News
Think TV

Digital
Facebook
Instagram
Spotify
YouTube
Audio Go Pandora
Hulu

Billboards
Key Ads
Lamar
Huntington
Outfront

Print
Dayton Daily News
Skywrighter
Dayton Weekly News
Dayton Magazine
Dayton Business Journal
La Mega Nota

Other
ViaMedia Marketing
National Cinema Media
Link Bike Share

Partner Support

Media partners know that the MVRPC Rideshare Program and Air Quality Awareness Program are community resources and support programs.

As a government agency, partners offer a variety of added value elements to help extend the reach of the budget.

Examples of added value offered:
Discounted rates called Net Rates – 15% reduction of rate.

Billboard companies each outline free locations or digital placements to increase visibility.

Radio and TV schedules include 1-to-1 or 1-to-2 match to each commercial bought with free commercials

Newspaper offers a locked quarter page rate

Media partners offer discounted streaming commercials or banner ad placements.

Examples

Alpha Media WDHT – Hot 102.9

162 commercials and 162 bonus $0 commercials M-F
3P-6P :30 second commercial
Rate:$74 Discounted Rate: $63.00
Discounted rate for streaming commercials

WTJN – Power 107.1 Troy Community Radio

35 commercials and 35 bonus commercials each week
News Sponsorship - Brought to you by MVRPC's Rideshare Program. Explore commute solutions in the Region with MiamiValleyRideshare.org or you can call 937.223.SAVE.
Facebook Post

Key-Ads Billboards

Bonus location on I-75 digital billboard
20% discount on billboard rates
Unlimited creative changes including quick change for Air Quality Alert activation

Future and Support

Future Outreach
The goal of our outreach effort is to leverage a mix of media outlets and partners to help us reach as many people with the program information and resources as possible.

We continue to diversify and test new options and techniques.

We are always open to suggestions for new media outlets and digital platforms.

Marketing Support
MVRPC staff are available to help discuss your marketing strategies, help connect you to vendors or other marketing questions.

MVRPC Program Support

As an MVRPC member and partner, we can offer you a variety of support through the Rideshare and Air Quality Awareness Programs.

Here are a few examples:

- Attend community events to promote ways to reduce air pollution through actions and sustainable commute options
- Contact Businesses to assist with commute options for staff
- Content for e-newsletters
- Promotional items to distribute
- Event partnerships
- Presentations to groups or staff

Anything else? Let's talk!

MIAMI VALLEY
Regional Planning Commission

MiamiValleyRideshare.org
MiamiValleyRoads.org
MiamiValleyAir.org

Laura Henry – Director of Marketing and Public Outreach
937.531.6542 | Lhenry@mvrpc.org

@MiamiValleyRPC

@mvrpc

TOOL K
MIAMI VALLEY STORY PROJECT
TOOL A
REGIONAL GEOGRAPHIC INFORMATION SYSTEM
TOOL J
NATURAL RESOURCES PRESERVATION AND ENHANCEMENT
TOOL B
ECONOMIC DEVELOPMENT DATABASE DATA SUPPORT
MIAMI VALLEY
Regional Planning Commission
TOOL I
SUSTAINABLE DEVELOPMENT AND REDEVELOPMENT
TOOL C
RETURN ON INVESTMENT / IMPACT ANALYSIS TOOL
GOING PLACES
IMPLEMENTATION TOOLS
PROGRESS UPDATES
TOOL H
REGIONAL COLLABORATION TRAINING PROGRAM
TOOL D
REGIONAL ASSETS AND ECONOMIC ANALYSES
TOOL G
LOCAL JURISDICTION COORDINATION ON SPECIFIC ISSUES
TOOL E
PROJECT FUNDING COMPETITIVENESS ANALYSIS
TOOL F
REGIONAL TRANSPORTATION AND DEVELOPMENT FORUM

TOOLS

ELEVEN IMPLEMENTATION TOOLS

PRIORITY #1

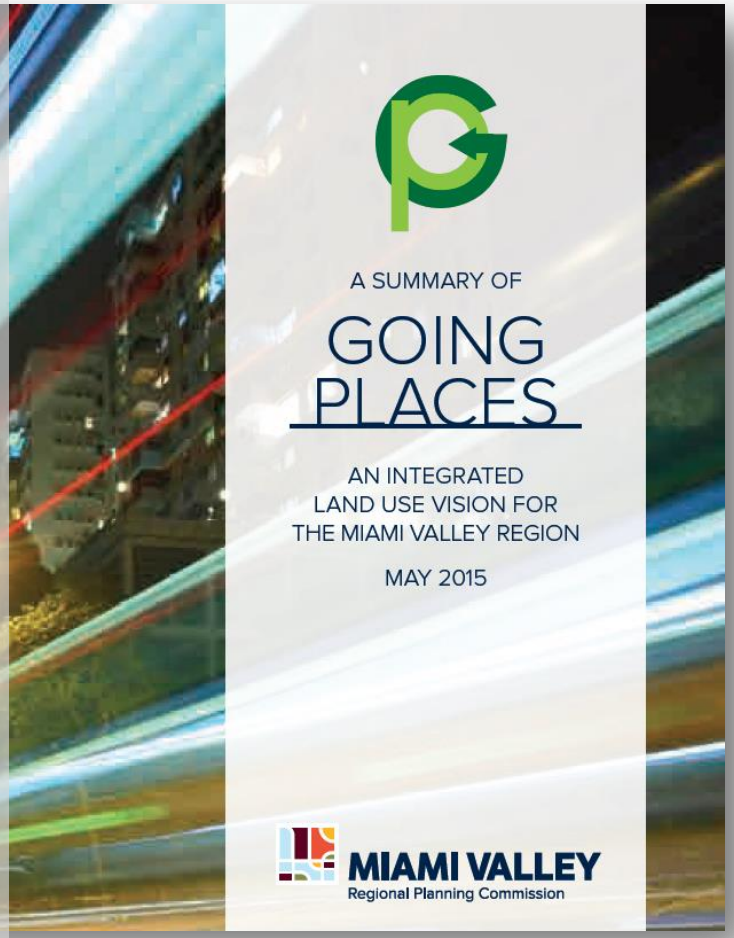
Better Information for Stronger Decision Making

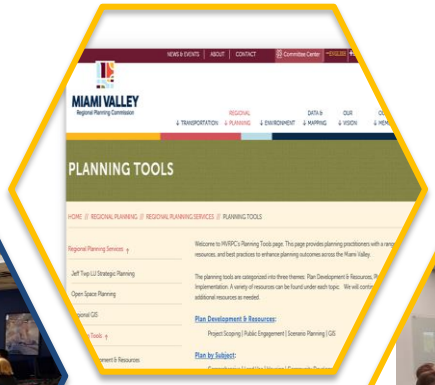
PRIORITY #2

Strengthen Regional Collaboration

PRIORITY #3

Build the Region's Capacity for Solution





Regional GIS

Local Planning Support

GOING PLACES TOOLS

Regional Data and Profiles

PLANNING TOOLS

Regional Planning Services ↑

- Jeff Twp LU Strategic Planning
- Open Space Planning
- Regional GIS
- Planning Tools ↑
  - Plan Development & Resources
  - Plan by Subject
  - Plan Implementation
- Equity Initiative
- Regional Profiles

Welcome to MVRPC's Planning Tools page. This page provides planning practitioners with a range of tools, resources, and best practices to enhance planning outcomes across the Miami Valley.

The planning tools are categorized into three themes: Plan Development & Resources, Plan by Subject, and Pl Implementation. A variety of resources can be found under each topic. We will continue to update this site w additional resources as needed.

Plan Development & Resources:

Project Scoping | Public Engagement | Scenario Planning | GIS

Plan by Subject:

Comprehensive | Land Use | Housing | Community Development | Site

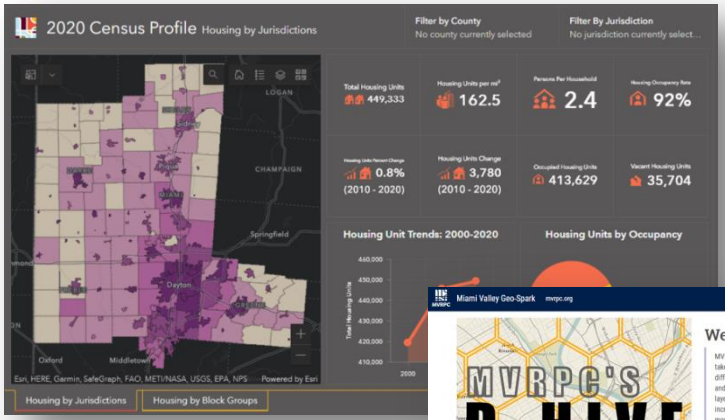
Plan Implementation:

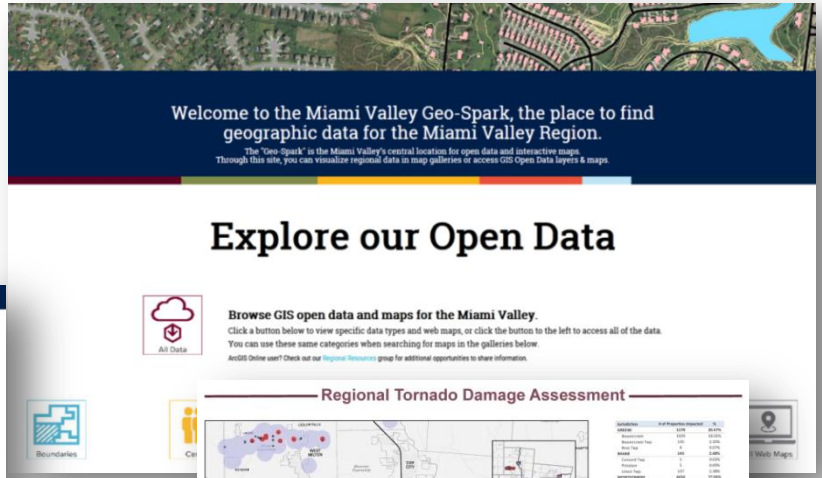
Zoning | Return on Investment

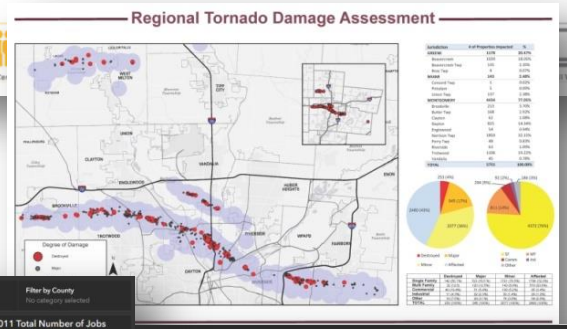
For additional information, please contact Martin Kim, Director of Community & Regional Planning at mkim@mvrpc.org.

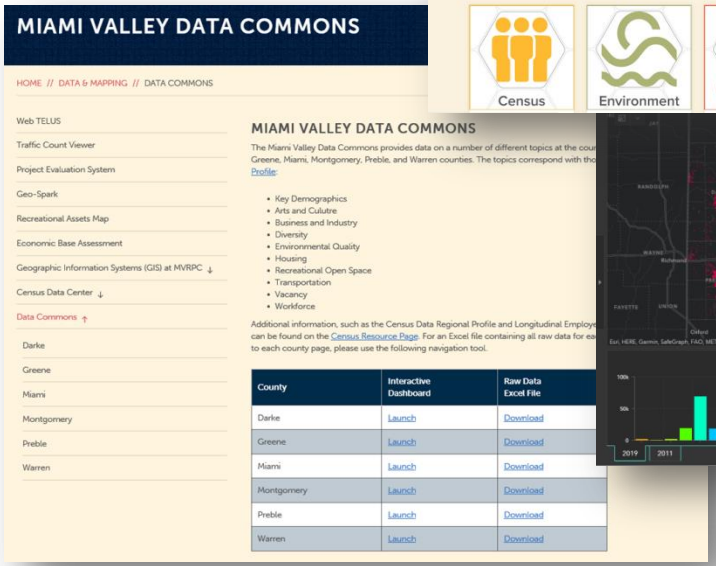
Note: This site contains links to external websites that are not provided or maintained by or affiliated with MVR

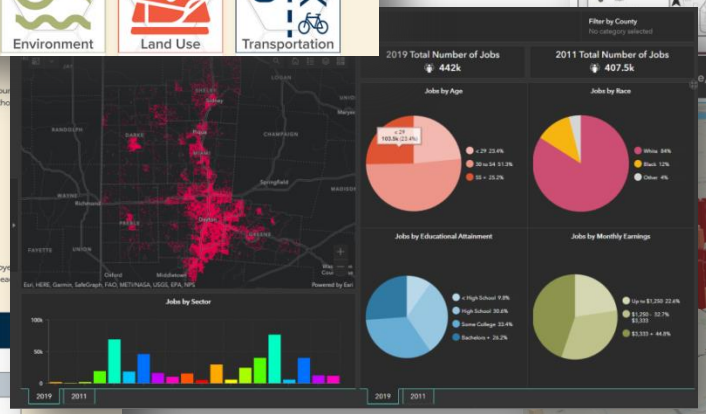
DATA AND MAPPING TOOL

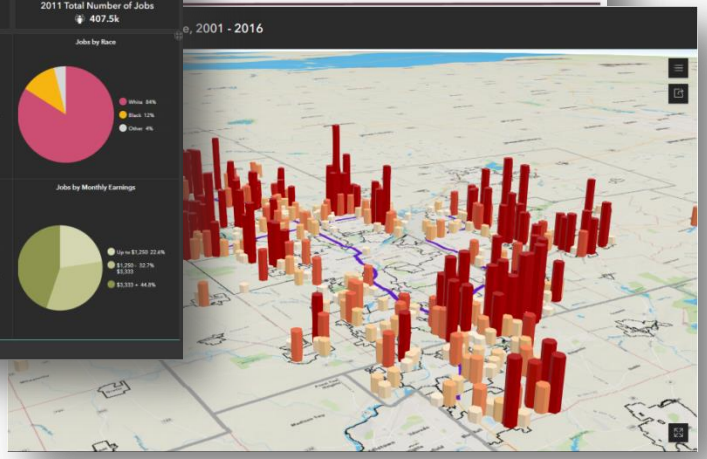












MVRPC STAFF TOOL

A multi-disciplinary team with expertise on:

- Transportation Planning
- Land Use Planning
- Environmental Planning
- Strategic Planning
- Geographic Information System (GIS) and other Planning Support System
- Data Analysis and Mapping
- Best Practices Research
- Group Facilitation
- Grant Funding Research

GEOGRAPHIC INFORMATION SYSTEM (GIS) SERVICES

MVRPC Online Public Engagement Toolkit Showcase

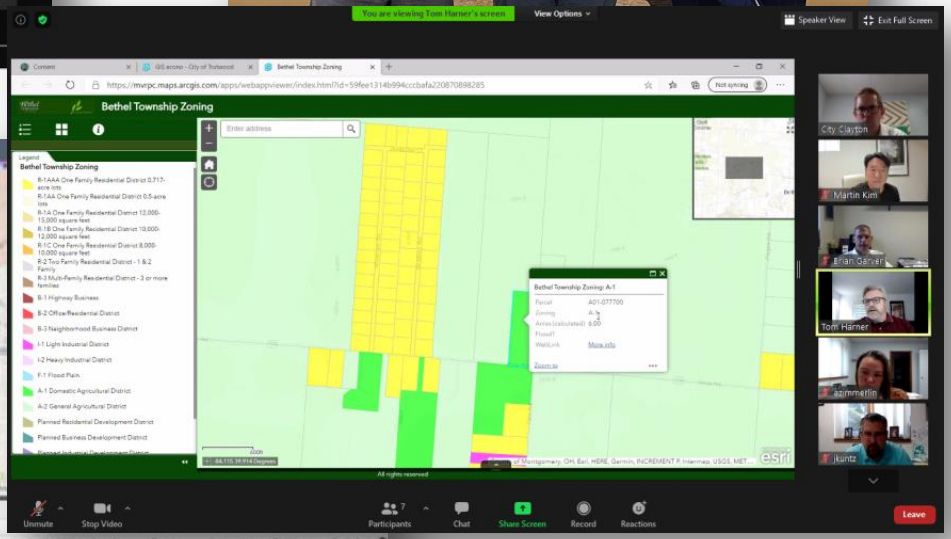
Surveying
• Survey 123 Application

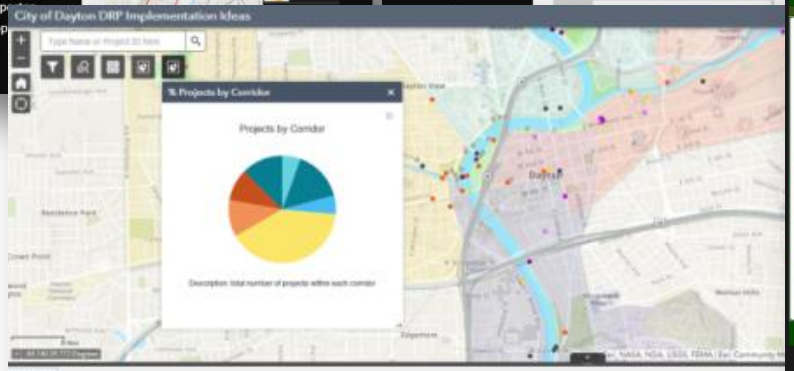
Where do you suggest as a future bike station location? Please click on the map below to place your location.*

Project Polling
• Crowdsource Polling Application

Locational Input Gathering
• Crowdsource

Engagement Portal
• Experience



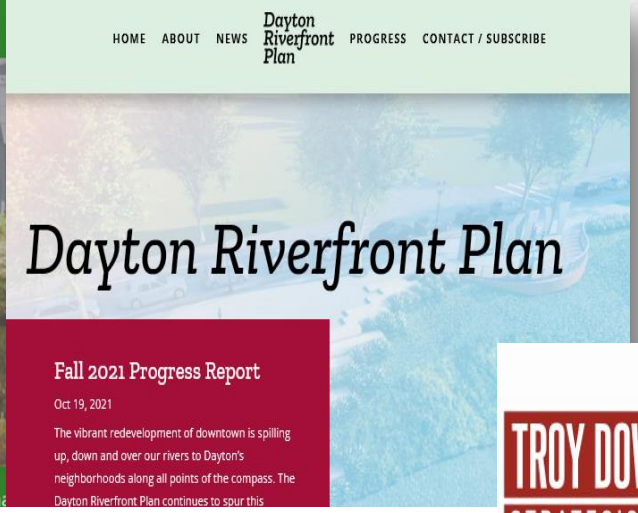


COMMUNITY PLANNING SERVICES

Pre-Project Planning

Project Activities

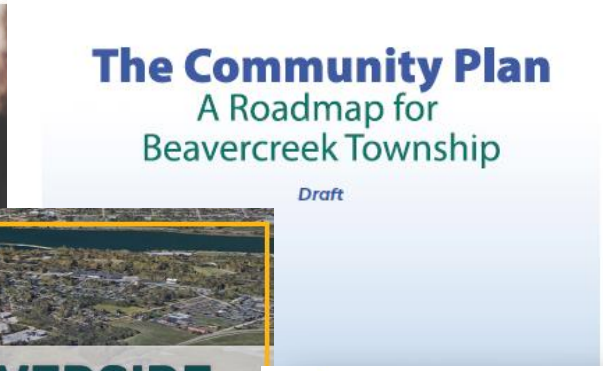
Perspectives 2040
Perspectives 2040
The Greene County Future Land Use Plan Update

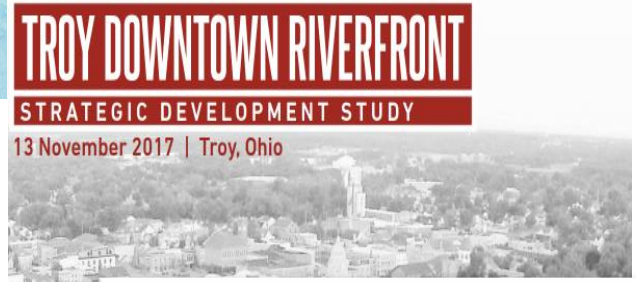

HOME
ABOUT
NEWS
Dayton Riverfront Plan
PROGRESS
CONTACT / SUBSCRIBE
Dayton Riverfront Plan
Fall 2021 Progress Report
Oct 19, 2021
The vibrant redevelopment of downtown is spilling up, down and over our rivers to Dayton's neighborhoods along all points of the compass. The Dayton Riverfront Plan continues to spur this

Jefferson Township
Future Land Use Strategic Plan
• Explore
• Decide
• Pledge

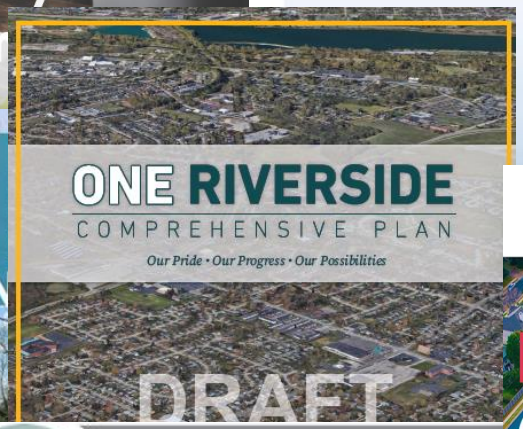
HOME
THE PLAN
MIAMI TOWNSHIP
PLAN CONTENT
PUBLIC PORTAL
LIBRARY
CONTACT US

A guide for future community


The Community Plan
A Roadmap for
Beavercreek Township
Draft


TROY DOWNTOWN RIVERFRONT
STRATEGIC DEVELOPMENT STUDY
13 November 2017 | Troy, Ohio

PLAN
CLAYTON
COMPREHENSIVE LAND USE PLAN
Ordinance No. O-04-18-08
Adopted by Council on May 3, 2018


ONE RIVERSIDE
COMPREHENSIVE PLAN
Our Pride • Our Progress • Our Possibilities
DRAFT

MIAMISBURG C.A.R.E.S.
(937) 847-6686
CONTACT
NEIGHBORHOODS
HOW IT WORKS
RESOURCES
INFORMATION
ABOUT
IT'S ALL ABOUT
COMM
UNITY
MAKE YOUR VOICE HEARD
CLICK HERE to take the Seibert–Riverview–Curtis online survey

X
PLAN
Adopted 6-13-2013

VISION
4
GOALS

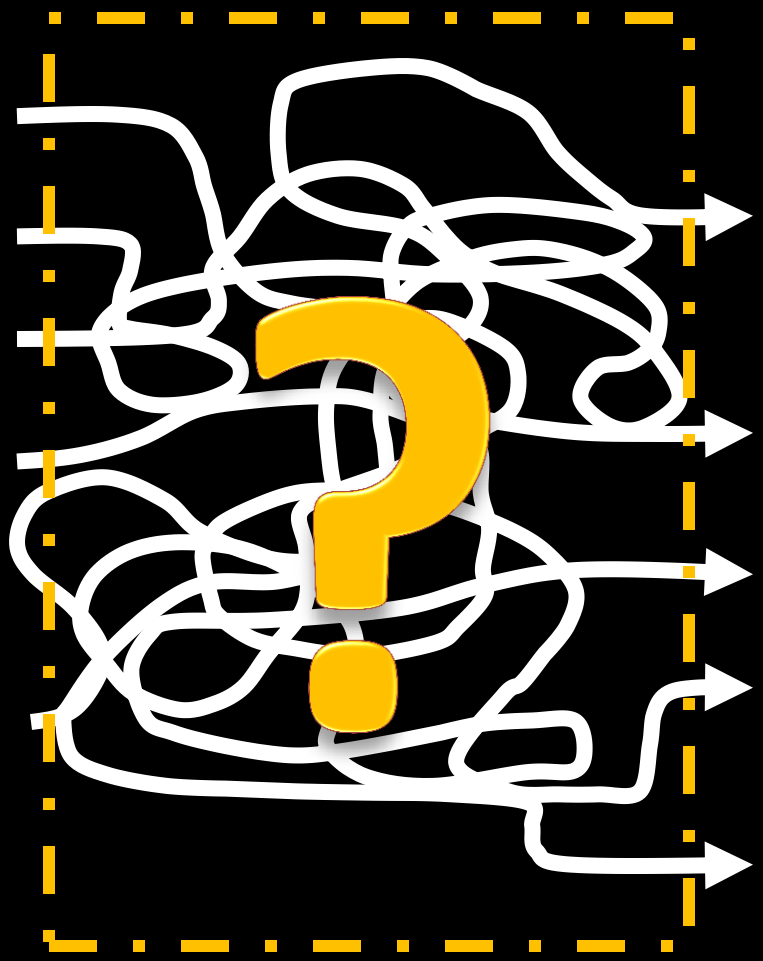
Fairborn
Comprehensive
Land Use Plan
Update 2016

Motivation

Issues

Needs

Challenges



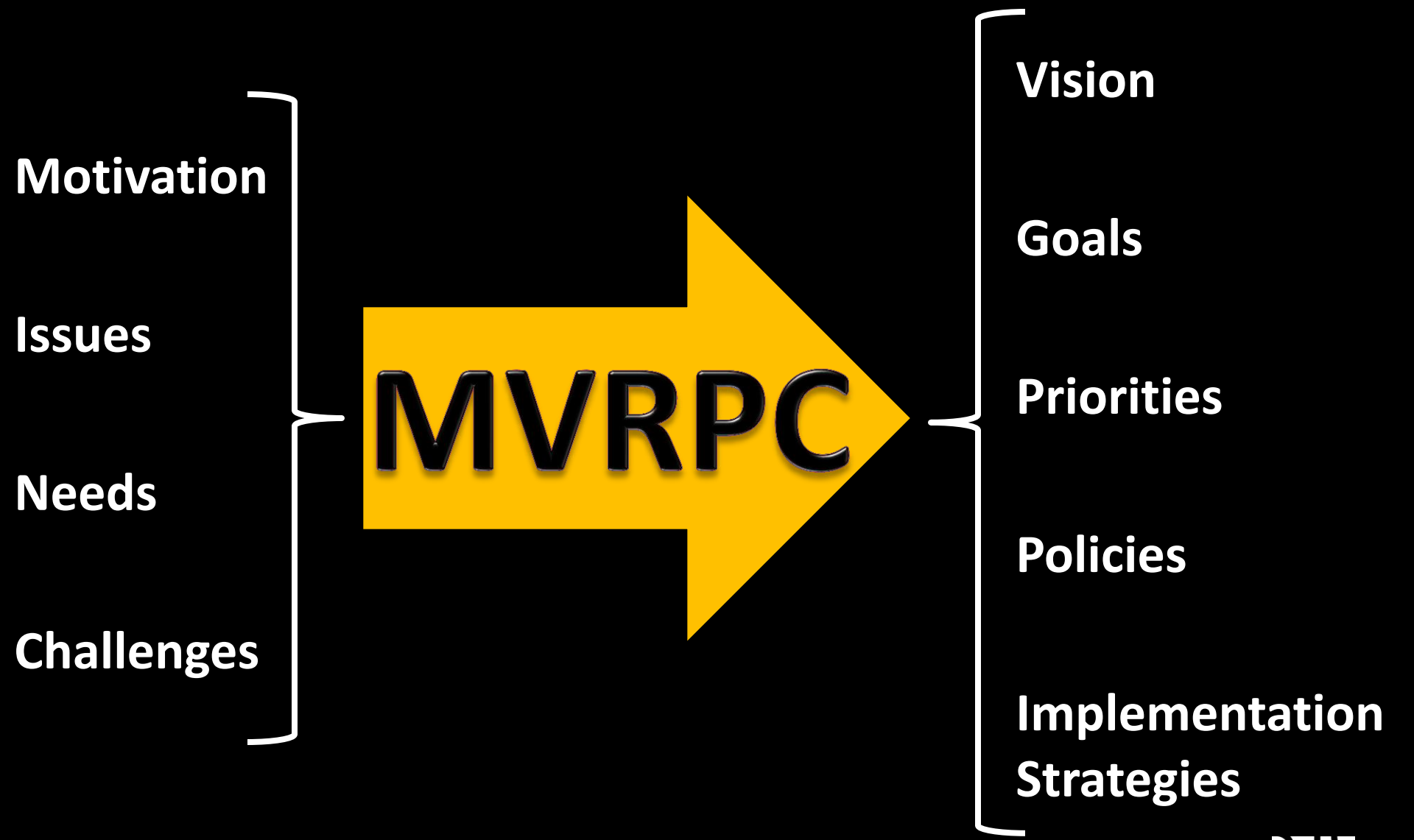
Vision

Goals

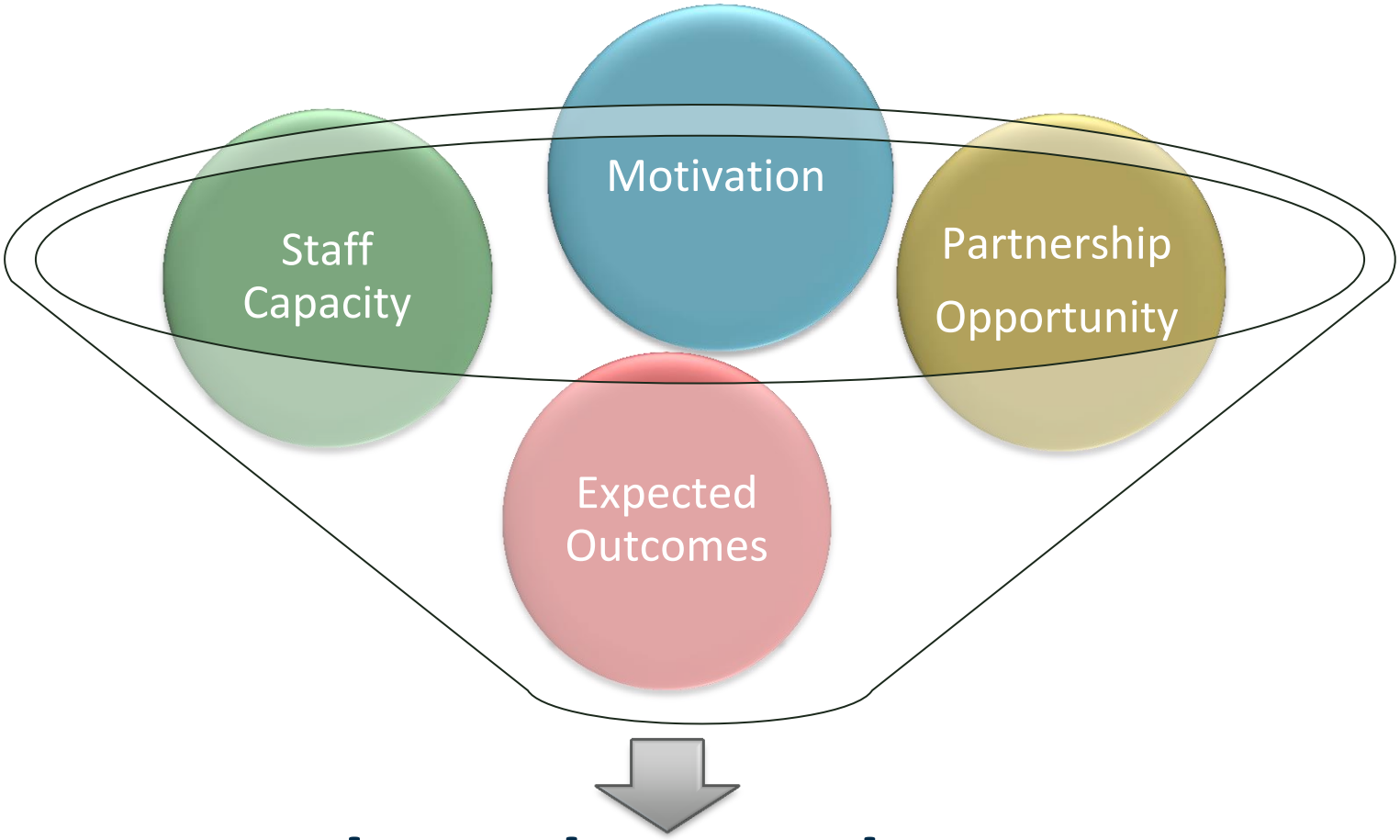
Priorities

Policies

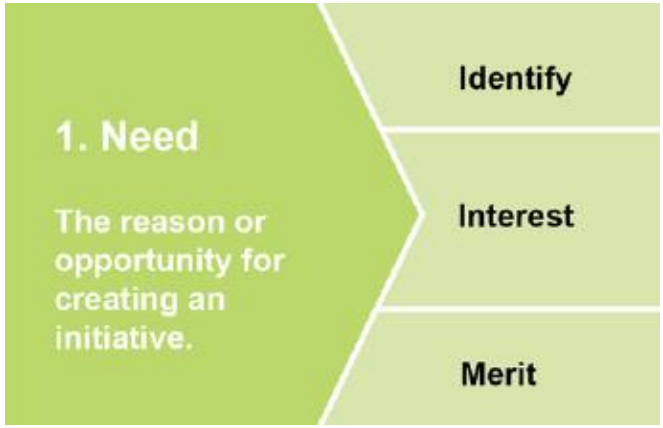
Implementation Strategies


Motivation
Issues
Needs
Challenges
MVRPC
Vision
Goals
Priorities
Policies
Implementation Strategies

PROJECT SCOPING

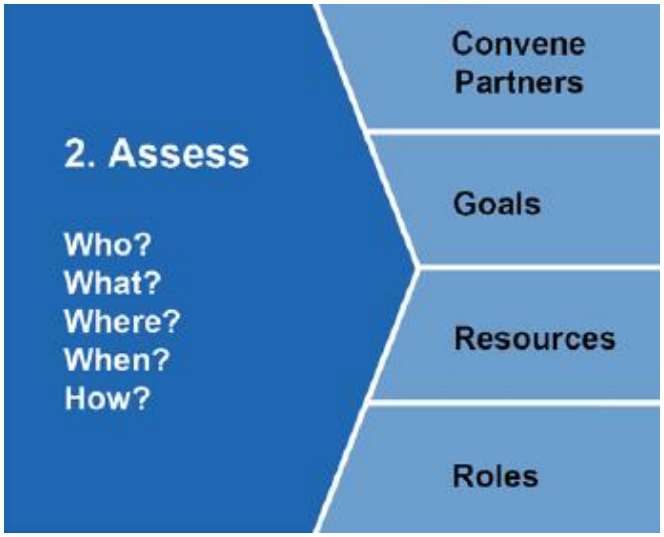


Who, When, and How



- Why are you doing this project?
- What are issues, challenges, and needs?

- What is the purpose of this project?
- What are the benefits of this project?



- Who are potential partners?

- What are priorities for this project?
- What would success look like?

- What capacity currently exists?
- What additional resources would be needed and where would they come from?

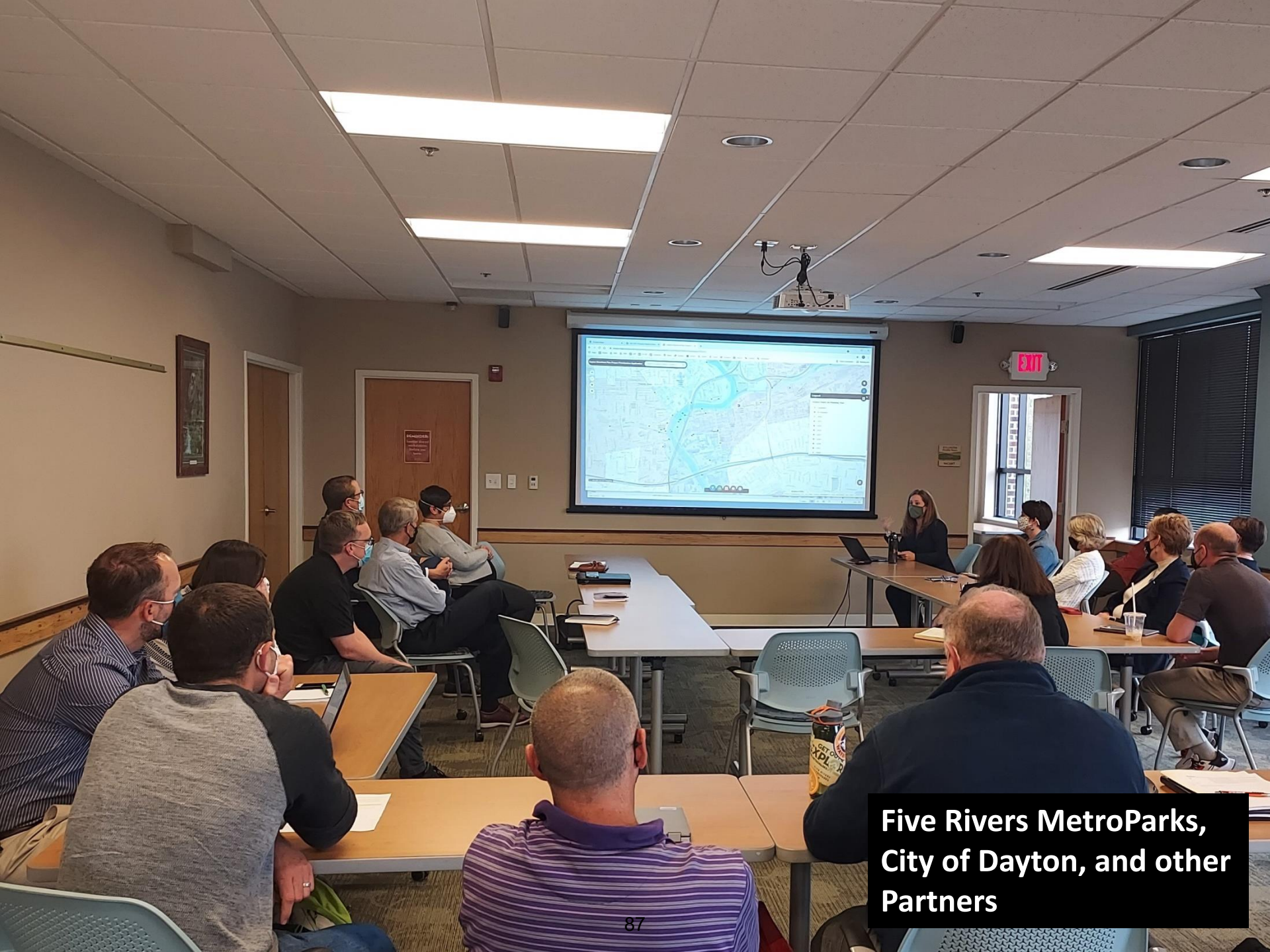
HUB Site
Open Data thru Open Data Group
MVRPC AGOL
MVRPC Server
Open Data Group
MVRPC AGOL
Open Data Group
MVRPC Server
MVRPC AGOL
Open Data Group
DATA
Functional Class
Transit
Bikeways
Web Maps
Trans Map
Transit Map
PROJECTS
Transportation Profile
Mapping App
Initiatives

Greene County

City of Miamisburg
Miamisburg

Beavercreek Township

Greene County



Five Rivers MetroParks, City of Dayton, and other Partners

Miami Township, Montgomery County

RIVERSIDE
What makes you optimistic?
What are your greatest concerns?

MIAMI COUNTY
DEPARTMENT OF DEVELOPMENT

Serving Darke, Mercer Shelby & Auglaize Counties

Richard Osgood
Director

COUNTY OVERVIEW

Miami County is located in west-central Ohio in the northern portion of the Miami Valley Region. Troy (the county seat) along with Piqua and Tipp City, compromise the county's three major urban areas. In addition, the county has twelve townships and nine villages. The population of the county was 108,774 in April of 2020 per the US Census Bureau.

The physical landscape of Miami County shares many similarities to West Central Ohio.

PREBLE COUNTY PARK DISTRICT

Request for Proposals & Qualifications
For
The Herbert & Patricia Wagers' Memorial Park (Devil's Backbone)
Master Plan (Draft)

EST FOR PROPOSALS & QUALIFICATIONS

City of Germantown
Plan Development Process

August 1, 2022

General Plan Development Process

The general planning process with work elements in bullet points for developing a Downto
Plan is described below. It is, however, important to note that the outlined process and ele
draft version and need to be carefully reviewed so that they are customized to fit the exact
City of Germantown.

Step 1: Review Existing Conditions: This existing condition assessment is proposed for the
community, not just for the downtown study area to provide information in the lar

- Identify and collect data on built and natural environments (property information,
infrastructures, downtown building conditions assessment, community assets, etc.
- Review existing plans and policy documents such as Comprehensive Plan, Zoning R
and other regulatory policy document and/or standards
- Review and compile socioeconomic and market trends assessment (population, en
and housing trends and projections, market reports)

Step 2: Develop Draft and Final Goals, Objectives, and Policies: This step involves engager
interested parties and stakeholders.

- Long-range general goals that cover function, physical structure, character, circula
public facilities, etc.
- Short-range specific objectives
- Policies or programs to be adopted and used to achieve the objectives

BEAVERCREEK TOWNSHIP

REQUEST FOR PROPOSALS

Comprehensive Land Use Plan

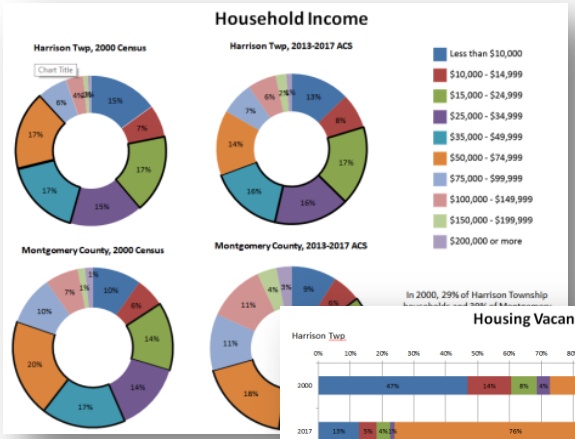
KEY DATES

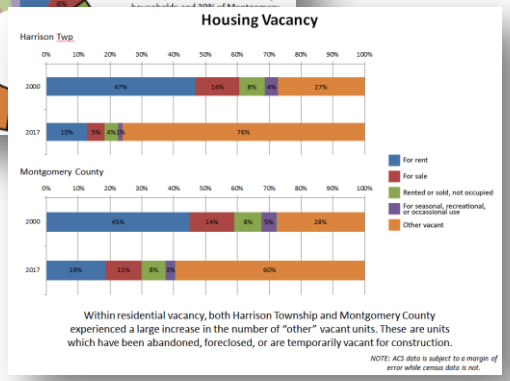
- RFP Release: January 24, 2022
- Questions on RFP Due: January 31, 2022
- Responses to Questions on RFP Due: February 4, 2022
- Submission Deadline: February 28, 2022
- Contract Awarded: April 5, 2022
- Project Kickoff: May 2022
- Project Completion: May 2023

ONE RIVERSIDE
COMPREHENSIVE PLAN
Think BIG Riverside!
JOIN THE MOST IMPORTANT CONVERSATION IN TOWN AND HELP SHAPE THE FUTURE OF OUR CITY
Tuesday, March 8, 2022
5:30 to 7:00 PM
Mad River Schools, Administrative Offices Gymnasium
801 Old Harshman Rd
LEARN MORE AND REGISTER AT

Join us us and share your feedback!
Learn more at:
TheCommunityPlan.org
The Community Plan
A Roadmap for Beavercreek Township
Tuesday
February 28
6-7:30 pm
Beavercreek Township
Community Room
Fire Station 61
2195 Dayton Xenia Road
(Lower West Entrance)
More opportunities throughout the month of March, or give input online!

WRIGHT-PATTERSON AFB
COMPATIBILITY USE PLAN
Please Join Us for the
Wright-Patterson AFB Compatibility Use Plan
Public Open House #1
Date: Wednesday, February 15, 2023
Time: 6:00 p.m. – 8:00 p.m.
Come at a time convenient for you!
Location: SPARK-FAIRBORN
305 W. Main Street
Fairborn, OH 45324
oogle Maps: https://goo.gl/maps/JPUMRKpe9ab2L56i7
Your Input is Essential!
Learn about the project and what Wright-Patterson AFB brings to the region
Discover more about the military activities that occur within or near your community
Share your thoughts relating to military activities at Wright-Patterson AFB
r more information, visit the project website:
://wright-pattcog.com/index.php/project-home

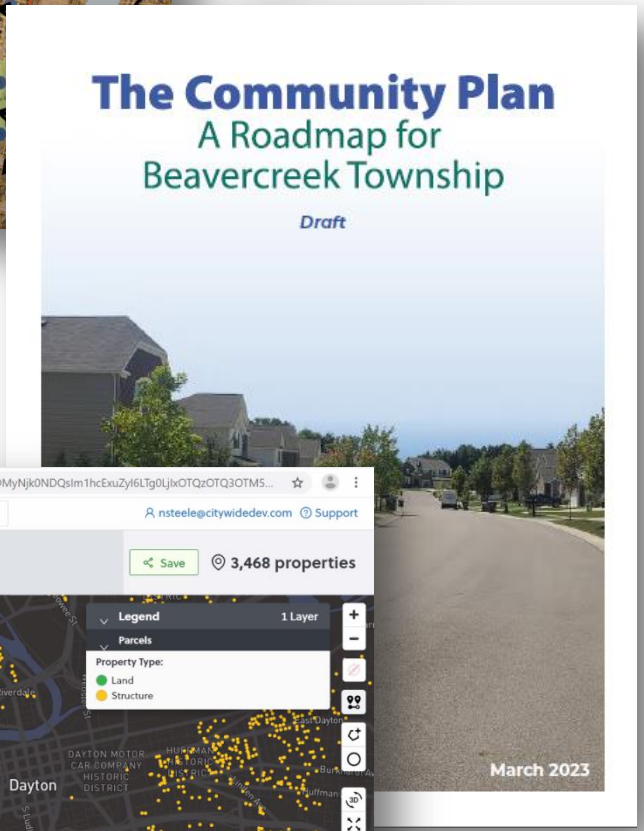


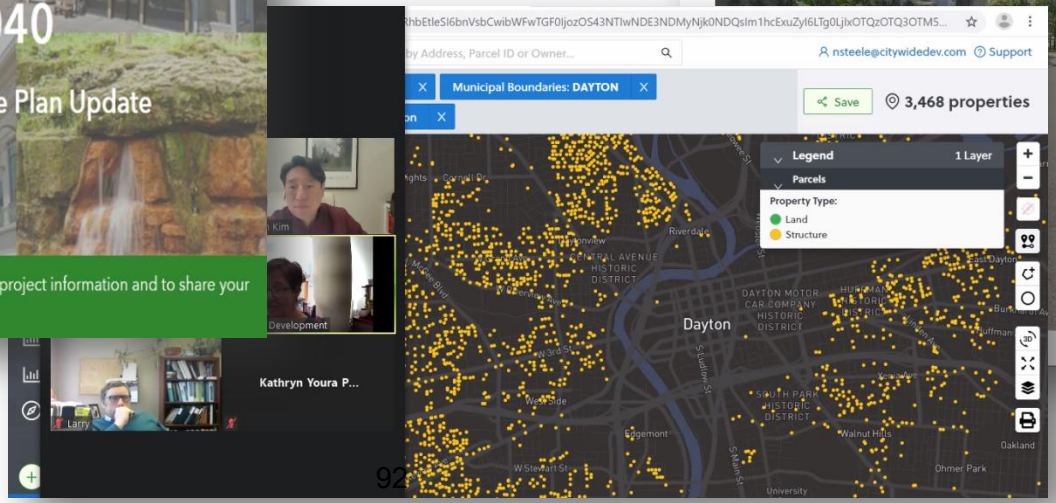


Areas of Opportunities and Ideas for Improvements

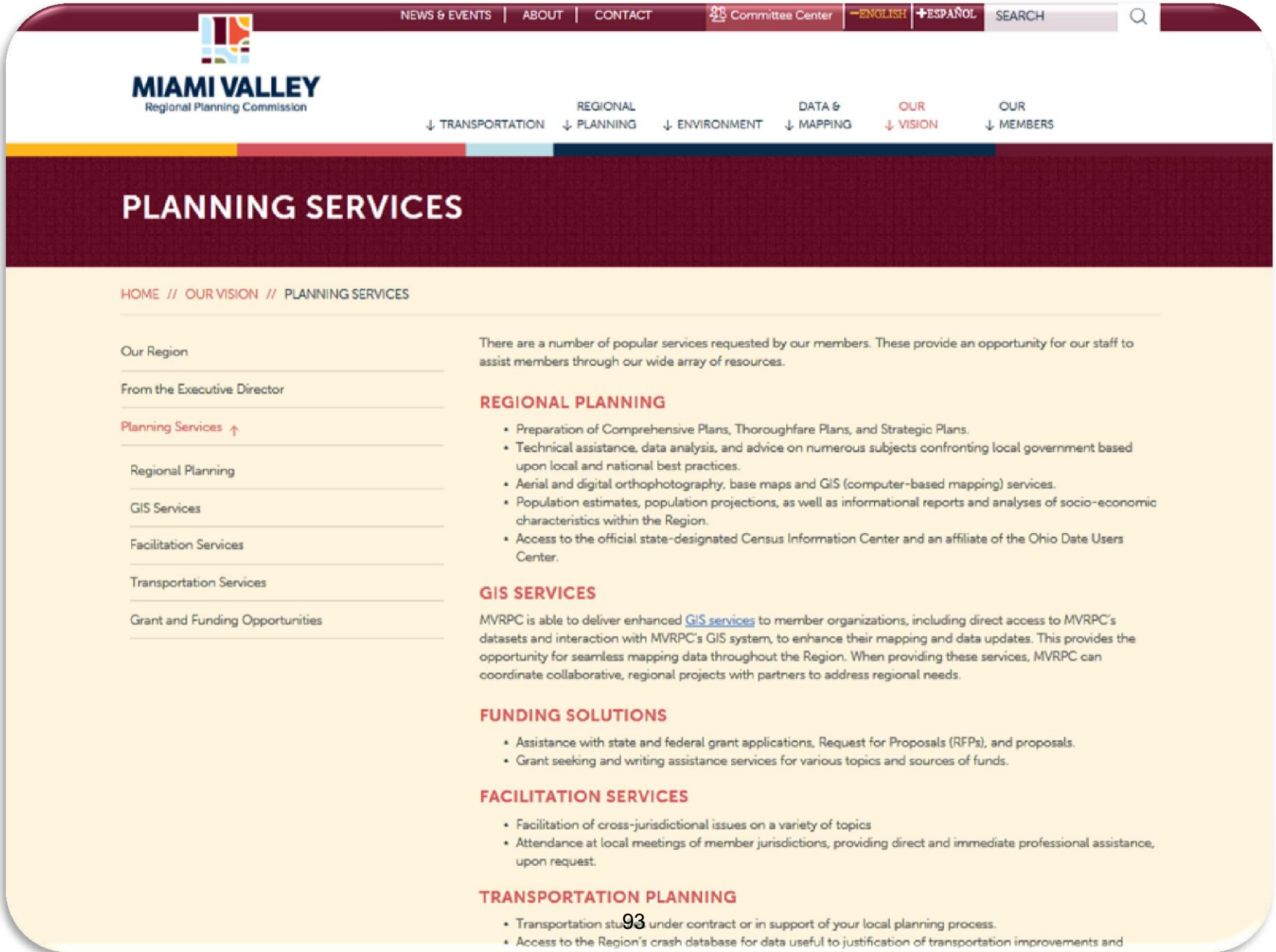
- Use school community to launch NW program already in existence, use older, established neighborhood connections to create NW program
- Opportunity for education on how PD works/investigates
- Due to landlord presence, help them to understand responsibilities/ rights

- Riverview Ave. improvement project, roads paving, culvert replacement
- Partnerships with organizations, banks, community for home repair, example: Paint program with Sherwin Williams





http://www.mvrpc.org/our-vision/planning-services



NEWS & EVENTS | ABOUT | CONTACT | Committee Center | -ENGLISH +ESPAÑOL | SEARCH

MIAMI VALLEY
Regional Planning Commission

TRANSPORTATION | REGIONAL PLANNING | ENVIRONMENT | DATA & MAPPING | OUR VISION | OUR MEMBERS

PLANNING SERVICES

HOME // OUR VISION // PLANNING SERVICES

- Our Region
- From the Executive Director
- Planning Services
  - Regional Planning
  - GIS Services
  - Facilitation Services
  - Transportation Services
  - Grant and Funding Opportunities

There are a number of popular services requested by our members. These provide an opportunity for our staff to assist members through our wide array of resources.

REGIONAL PLANNING

- Preparation of Comprehensive Plans, Thoroughfare Plans, and Strategic Plans.
- Technical assistance, data analysis, and advice on numerous subjects confronting local government based upon local and national best practices.
- Aerial and digital orthophotography, base maps and GIS (computer-based mapping) services.
- Population estimates, population projections, as well as informational reports and analyses of socio-economic characteristics within the Region.
- Access to the official state-designated Census Information Center and an affiliate of the Ohio Date Users Center.

GIS SERVICES

MVRPC is able to deliver enhanced GIS services to member organizations, including direct access to MVRPC's datasets and interaction with MVRPC's GIS system, to enhance their mapping and data updates. This provides the opportunity for seamless mapping data throughout the Region. When providing these services, MVRPC can coordinate collaborative, regional projects with partners to address regional needs.

FUNDING SOLUTIONS

- Assistance with state and federal grant applications, Request for Proposals (RFPs), and proposals.
- Grant seeking and writing assistance services for various topics and sources of funds.

FACILITATION SERVICES

- Facilitation of cross-jurisdictional issues on a variety of topics
- Attendance at local meetings of member jurisdictions, providing direct and immediate professional assistance, upon request.

TRANSPORTATION PLANNING

- Transportation stu under contract or in support of your local planning process.
- Access to the Region's crash database for data useful to justification of transportation improvements and

TOOL K
MIAMI VALLEY STORY PROJECT
TOOL A
REGIONAL GEOGRAPHIC INFORMATION SYSTEM
TOOL J
NATURAL RESOURCES PRESERVATION AND ENHANCEMENT
TOOL B
ECONOMIC DEVELOPMENT DATABASE DATA SUPPORT
MIAMI VALLEY
Regional Planning Commission
TOOL I
SUSTAINABLE DEVELOPMENT AND REDEVELOPMENT
TOOL C
RETURN ON INVESTMENT / IMPACT ANALYSIS TOOL
GOING PLACES
IMPLEMENTATION TOOLS
PROGRESS UPDATES
TOOL H
REGIONAL COLLABORATION TRAINING PROGRAM
TOOL D
REGIONAL ASSETS AND ECONOMIC ANALYSES
TOOL G
LOCAL JURISDICTION COORDINATION ON SPECIFIC ISSUES
TOOL E
PROJECT FUNDING COMPETITIVENESS ANALYSIS
TOOL F
REGIONAL TRANSPORTATION AND DEVELOPMENT FORUM

EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP
mvrpc.org

MIAMI VALLEY
Regional Planning Commission
Shaping Our Region's Future Together

May 2023

Miami Valley Age-Friendly Cohort Progresses and Ramps up for Another Round of Grants

May 2023 marks a year since the official launch of the Miami Valley Age-Friendly Cohort as a component of the Institute for Livable and Equitable Communities at MVRPC. Our first Cohort of communities continues to work on age-friendly plans and policies that will help their communities to be more responsive, livable, and equitable for all residents. The Cohort entails nearly a dozen communities who made a commitment to implement age-friendly strategies.

Funding through The Dayton Foundation Del Mar Healthcare Fund will continue to support community survey and focus group sessions to help the Cohort assess the needs of older adults through the 8 Domains of Livability Framework. The framework, shown in the graphic, encourages peer-to-peer collaboration with community leaders and representatives to share experiences, ideas and resources with one another.

In the coming months, we anticipate a new round of grants available to expand and support the crucial work being advanced by the Miami Valley Age-Friendly Cohort. Would you like to learn more? Contact Donna Kastner dkastner@mvrpc.org or Serena Anderson sanderson@mvrpc.org or by telephone at 937.223.6323 to schedule a call to discuss if this program is a fit for your community.

Regional Equity Initiative Participates in Community Panel

IDEAS & VOICES »
OUR PROMISE TO YOU
■ To provide an open forum of community voices.
■ To present balanced views.
■ To seek solutions to important regional problems.

'WE OWE IT TO OUR COMMUNITY MEMBERS'

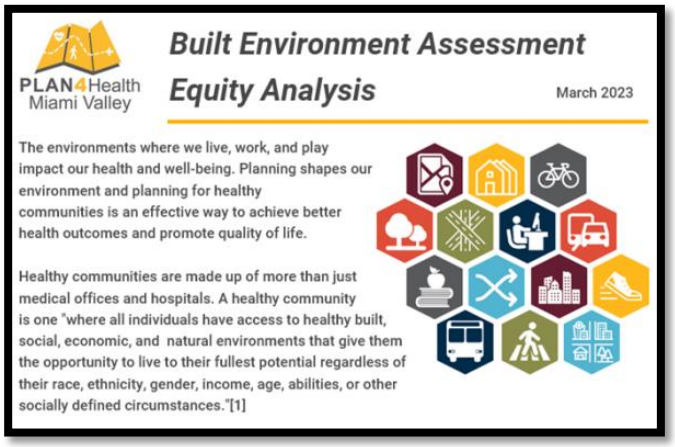
The Regional Equity Initiative (REI), a subset of the Institute for Livable & Equitable Communities, appeared in the Dayton Daily News' Sunday April 23, 2023 Community Conversation to discuss the importance of our regional communities ensuring access to residents for high-speed broadband. The discussion featured panelists from around our region answering questions about digital literacy, digital equity, and more. Fabrice Juin, REI program manager, represented the REI Subcommittee, ISC and MVRPC. Mr. Juin leveraged the opportunity to express that "we owe it to our community members" to advance affordable access to broadband in the Miami Valley. Congratulations to the panelists, moderator and Dayton Daily News for continuing to cover topics that are important to our most vulnerable residents. Please contact Fabrice Juin at fjuin@mvrpc.org or 937.223.6323 for

more information. Link to article: We Owe it to our community members

Additional PLAN4Health Miami Valley Built Environment Assessment Reports Now Available

MVRPC is pleased to share the publication of two supplemental reports summarizing additional analysis conducted on the Built Environment Assessment (BEA).

The first report, the Built Environment Assessment Equity Analysis, expands on the concept of Active Living and provides insight on the built environment from an equity lens. You may view this work by visiting the following link https://infogram.com/bea-equity-analysis-1h0r6rpdwm8vw2e?live.



The second report, the Housing Mobility & Accessibility Assessment, provides an in-depth review of household income and housing costs and their relationship in the region using interactive maps. Intended to provide additional context to the Built Environment Assessment Equity Analysis, this assessment illustrates how high housing cost and low household incomes limit the choices families can make when deciding where to live. The report is available at:

https://storymaps.arcgis.com/stories/86dab764e9aa410d9476f9c6596d104f.

MVRPC's PLAN4Health – Miami Valley Initiative was launched spring 2021 to explore how planning can impact health outcomes. The PLAN4Health - Miami Valley Initiative is a multi-year effort with a focus on projects and programs intended to:

- Promote and advocate for Health in All Plans and Policies
- Convene and engage partners to improve conditions that are known to be key determinants of health
- Advance planning efforts aimed at creating conditions for healthy people and communities

For questions or to learn more about the PLAN4Health – Miami Valley Initiative, contact Martin Kim, MVRPC's Director of Community and Regional Planning, at mkim@mvrpc.org or 937.223.6323.

Planning for Transitional and Long-Term Housing After a Major Disaster

MVRPC and Montgomery County Emergency Management Agency are sponsoring a training opportunity on the importance of pre-planning for housing to accelerate recovery after a disaster occurs. **This session is free to attend** and will be held in-person at the Montgomery County Emergency Management Agency training facility. Registration is required (link below). Please share this opportunity with anyone you fee may benefit.

For questions, please contact Elizabeth Baxter at ebaxter@mvrpc.org or 937.223.6323.
Registration and details: https://ncdptraining.org/MGT-472-OH-23

Grants & Funding Resources

On a monthly basis MVRPC highlights several funding opportunities on www.mvrpc.org that could benefit your community or organization. We include a description, contact information and program links. We have also listed

other valuable resources for funding opportunities for our regional jurisdictions and organizations. See more at: mvrpc.org/grant-and-funding-opportunities.

This month we are featuring information on:

- Ohio Water Development Authority Research and Development Grant Program– June 2, 2023
- FY23 Choice Neighborhoods Planning Grants NOFO– Deadline: June 6, 2023

If you have any questions, please contact Kathryn Youra Polk at kyourapolk@mvrpc.org or 937.223.6323.

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

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

View the Grant Programs Calendar here: Key Notices of Funding Opportunity | US Department of Transportation. Please contact Savannah Diamond, MVRPC's Assistant to the Executive Director at sdiamond@mvrpc.org or 937.223.6323 with your comments or questions about local and regional grant pursuits.

MiamiValleyGovJobs.org

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

Upcoming MVRPC Meetings in May 2023

Please check the agency calendar on www.mvrpc.org or contact Savannah Diamond at sdiamond@mvrpc.org or 937.223.6323 for the status of your meeting.

Date	Time	Meeting	Location	Staff
5/4	8:30 a.m.	**Executive Committee**	*Temporary Location* Dayton Metro Library 215 E. Third Street, Dayton, OH	S. Diamond
5/4	9:00 a.m.	**Board of Directors**	*Temporary Location* Dayton Metro Library 215 E. Third Street, Dayton, OH	S. Diamond
5/11	5:00 p.m.	**Virtual Public Meeting to Review Strategy for Hebble Creek-Mad River Watershed**	Virtual Meeting https://www.mvrpc.org/events/virtual-public-meeting-review-proposed-non-point-source-implementation-strategy-hebble-creek-mad	M. Lindsay
5/12	9:00 a.m.	**Disaster Recovery Leadership Board**	University of Dayton Fitz Center 1401 S. Main Street	E. Baxter
5/17	2:00 p.m.	**Regional Transportation Planning Organization (RTPO)**	Preble County Fairgrounds 722 South Franklin Street, Eaton, OH 45320	S. Diamond
5/18	9:30 a.m.	**Technical Advisory Committee**	*Temporary Location* University of Dayton Fitz Center 1401 S. Main Street	S. Diamond

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

MIAMI VALLEY
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
www.mvrpc.org

SAFE STREETS FOR ALL GRANT APPLICATION TIMELINE 2023

Total Duration: 11 Weeks

Planning and Preparation		
April 26th	Attend the grant application webinar	BOM
Develop Action Plan		
April 26-May 15	1. *Applicants must submit their application via Valid Eval https://usg.valideval.com/teams/usdot_ss4a_2023_planning_demo/signup for Planning and Demonstration Grants under the Notice of Funding Opportunity Number cited herein* 2. Obtain and complete the following Standard Forms: • Key Information Questions; • Project Narrative and • Summary Budget Narrative. • Application for Federal Assistance (SF-424) • Budget Information for Non-Construction Programs (SF-424A), • Assurances for Non-Construction Programs (SF-424B), and • Disclosure of Lobbying Activities (SF-LLL). The necessary file formats for each application component will be displayed on the Valid Eval intake site. 3. *Obtain Unique Entity Identifier (UEI) from SAM.gov*	SD ML
Gather Feedback		
May 18	Present information during TAC meeting Send out Letter of Support template	BOM SD
Prepare Application		
May 18 – July 1st	Collect Letters of Support Prepare the application: Prepare the application by following the instructions provided in the NOFO and ensuring that all required documents are included.	SD BOM & SD
Submit Application		
July 10	Submit the application: Submit the application before the deadline of 5:00 p.m. (EDT) on Monday, July 10, 2023.	BOM & SD

Safe Streets and Roads for All
Planning and Demonstration Checklist

Developing, Completing, or Enhancing an Action Plan:

☒ Sign up for an account using the Valid Eval Planning and Demonstration Grant Application

☒ Gather key application data, including:

- Total applicant jurisdiction population
- Total applicant jurisdiction census tract(s)
- Total count of motor vehicle-involved roadway fatalities 2016-2020 or 2017-2021
- Total average annual fatality rate (per 100,000 population)
- Total percent of population in Underserved Communities Census Tract(s)

☐ Complete the following Standard Forms:

- SF-424: Application for Federal Assistance
- SF-424A: Budget Information for Non-Construction Programs
- SF-424B: Assurances for Non-Construction Programs
- SF-LLL: Disclosure of Lobbying Activities

☒ Write a narrative no longer than 2 pages

☒ Create map that shows the location of the jurisdiction and highlights the roadway network

☒ Take a screenshot of Percent Population in Underserved Communities (from the ETCE or CEJST tool)

☐ If applicable, list the demonstration or supplemental planning activities

☐ If applicable, gather information on joint applicants

☐ If appliable, gather information on alternative fatality data

Supplemental Planning and/or Demonstration Activities

☐ Complete all of the information outlined for "Developing, Completing, or Enhancing an Action Plan"

☐ Complete a budget narrative

☐ Complete Self-Certification Eligibility Worksheet and provide Action Plan (only required if applicant is not in the process of completing a comprehensive safety action plan)

Please refer to the NOFO for more information on eligible activities and projects.
Subscribe to email updates to be notified when additional information is available.

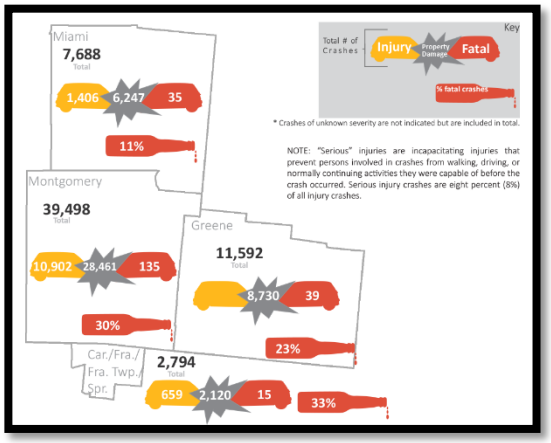
Developing a Miami Valley Toward Zero Action Plan

As MPO, MVRPC analyzes crash data that are available through the Ohio Department of Public Safety. In order to reduce crashes, we then go the next step by educating motorists by using marketing techniques on safe driving to remind them of basic safe driving behaviors to put into practice. The action plan development process will help us to include greater community outreach and input into making investment decisions for stronger and persistent messaging and safety projects across the region.

Safety Impact: 383 Fatalities and 9.13 Fatalities per 100,000 Persons (FARS 2017 - 2021)

The Miami Valley Regional Planning Commission (MVRPC) analyzes crash data from the Ohio Department of Transportation and the Ohio Department of Public Safety every three years. Our latest report examines the trends found in the crash data from the years 2017 through 2019 for the Miami Valley Region (Montgomery, Miami, and Greene Counties, plus four jurisdictions in northern Warren County).

A total of 61,572 reported crashes occurred from 2017 to 2019. These crashes include only those costing $1,000 or greater in property damage, injury-causing, or fatal. Of that total, 224



crashes were fatal, and 15,790 crashes led to injuries where 1,134 of injury crashes led to serious injuries. Alcohol was reported to be involved in 26% of all fatal crashes. On average, a crash occurred in the Region every 26 minutes.

The total crash rate in the Miami Valley has been above the National rate but below Ohio's rate which is also higher than the national average. From 2015 to 2019, the average crash rate was 2.1 per million vehicle miles traveled (MVMT) nationally, 2.4 per MVMT in the Miami Valley, and 2.6 per MVMT statewide.

Regional Road Network Crashes: To further analyze regional road safety, focus was placed on the regional road network, primarily the Region's collectors, arterials, and freeways from 2017 to 2019. Only crashes that occurred on those roads were selected and examined so

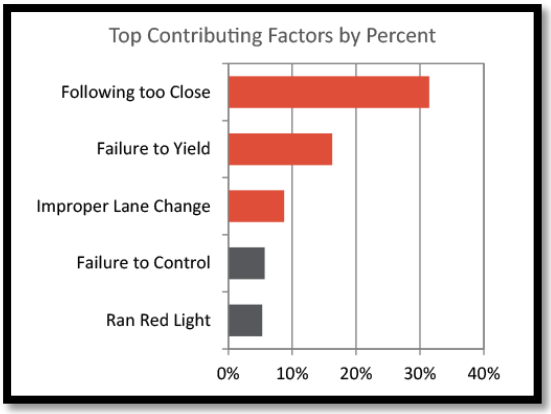
Road Network Crashes by County		2017				2018				2019				County Total
		Fatal	Injury	PDO	Total	Fatal	Injury	PDO	Total	Fatal	Injury	PDO	Total	
County	Greene	12	831	2,053	2,896	3	809	2,110	2,922	17	822	2,114	2,953	8,771
	Miami	11	386	1,220	1,617	10	359	1,298	1,667	9	396	1,365	1,770	5,054
	Montgomery	40	3,365	7,626	11,031	43	3,052	7,310	10,405	37	3,123	7,136	10,296	31,732
	Warren (MPO Area)	5	200	580	785	3	160	446	609	4	182	516	702	2,096
Region Total		68	4,782	11,479	16,329	59	4,380	11,164	15,603	67	4,523	11,131	15,721	47,653

PDO - Property Damage Only crashes

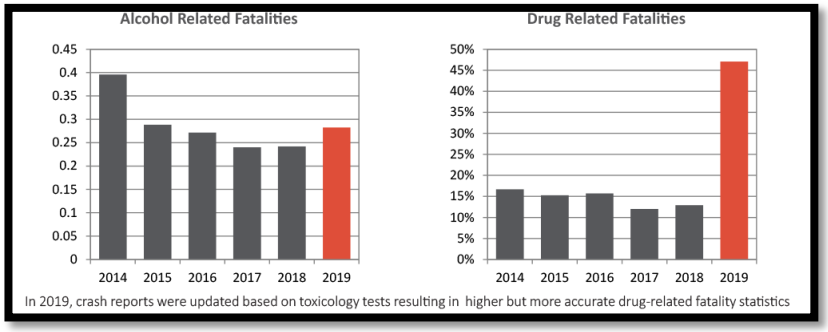
crashes on local roads were omitted. Road construction or animal crashes were also omitted. From 2017 to 2019, a total of 47,653 crashes were reported on the regional road network. Serious crashes led to an incapacitating injury or loss of life. Although, serious crashes represented a small percent of total crashes (3%), a total of 1,134 serious injury crashes and

194 fatal crashes occurred. Twenty-eight percent (28%) of serious crashes were fixed object crashes, and 18% were angle crashes. These crashes varied by age group of drivers involved. Twenty-six percent (26%) of fixed-object crashes involved youth, ages 16 to 25. Similarly, 24% of angle crashes involved seniors, ages 66 and above.

Contributing Factors: Contributing factors are the driver or non-motorist's actions that may have contributed to the crash, as reported by the law enforcement officer. The most common contributing factors were following too close (31% of all crashes), failure to yield (16%), and improper lane change (9%). The factors that had the highest severity were running stop light/sign and veering left of center. Fifty eight percent (58%) of crashes caused by running a stop sign or red light led to injuries or fatalities.



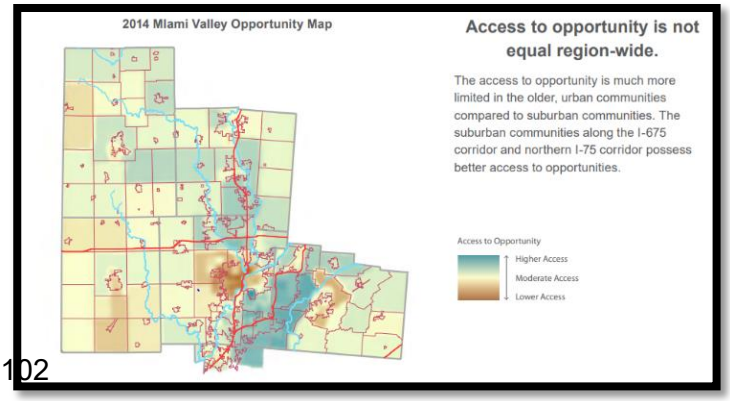
Alcohol and Drug Related Fatalities: The crash data indicates the dangerous implications of driving while under the influence of alcohol or drugs. A total of 87 fatalities involved alcohol and/or drug related fatal crashes. Compared to the previously analyzed period, alcohol use decreased from 31 to 26 percent while drug use increased from 15 to 24 percent in fatal crashes.



Safety Campaigns: MVRPC continues to promote safety messages across the Region. The campaign's messages are in response to a statewide increase in injuries or deaths related to the reduced use of seat belt and increase of distracted driving and pedestrians and cyclists should wear brightly-colored or reflective clothing to increase visibility to motorists. The safety campaigns have expanded to target distracted driving messages to young drivers (16-21) delivered on digital platforms like Pandora, YouTube, Spotify, Facebook and Instagram to the specific age group. These advertisements have been placed on newspaper, billboards, and bus ads as reminders for all.

Equity – 40% of Population Reside in Disadvantaged Census Tracts

The equity analysis tool results look very similar to our equity profile results that identified parts of the region by their access to opportunity. Both results indicate that disadvantaged



populations are a very large minority and are located all across our Miami Valley Region but especially where there has been a lack of investment in infrastructure, employment centers, housing, healthcare, and retail.

Miami Valley Action Plan Approach

The SS4A Miami Valley will prioritize safety projects in our underserved neighborhoods that have high likelihood for crashes.

Leadership Commitment and Goal Setting: The MVRPC Board of Directors will provide public commitment.

Planning Structure: A regional safety steering committee will be assembled starting with MVRPC delegates from the Board of Directors and Technical Advisory Committee. Representation from community and partner organization will be included with the elected and appointed government officials.

Safety Analysis: A robust safety analysis will be undertaken with consulting services to supplement existing MVRPC planning capacity.

Engagement and Collaboration: A public relations team will be assembled to develop a process for community outreach that engages all residents especially the disadvantaged.

Equity Considerations: MVRPC houses the Institute for Livable and Equitable Communities. The Regional Equity Initiative Subcommittee will be engaged to ensure that all communities are heard and represented. The Institute also held an Environmental Justice Academy with EPA Region 5. The academy graduates will also be utilized in this process.

Policy and Process Changes: Current policies will be assessed and changes made to achieve goals and strategies.

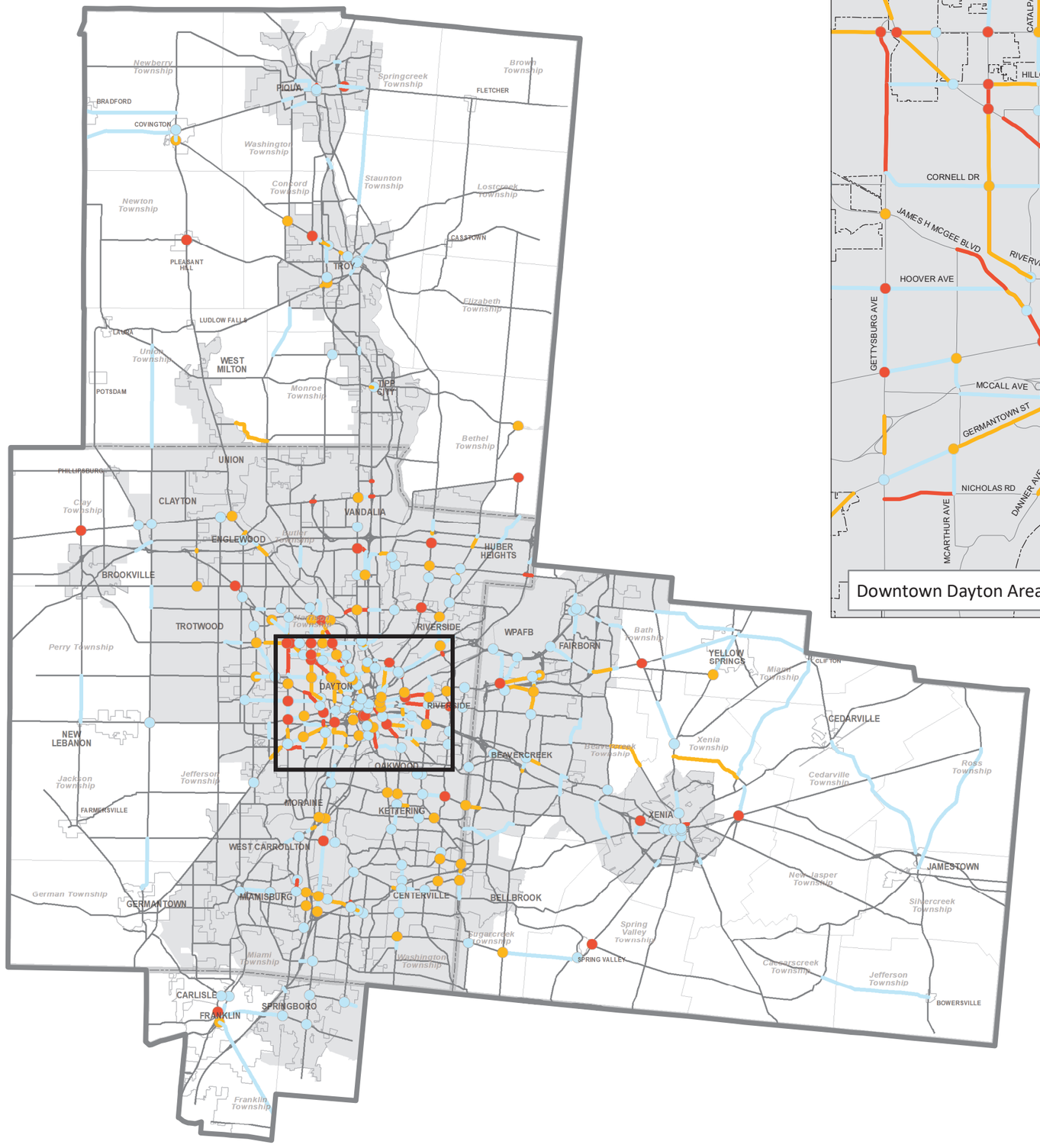
Strategic and Project Selections: Projects and strategies shaped by data and community input will be prepared.

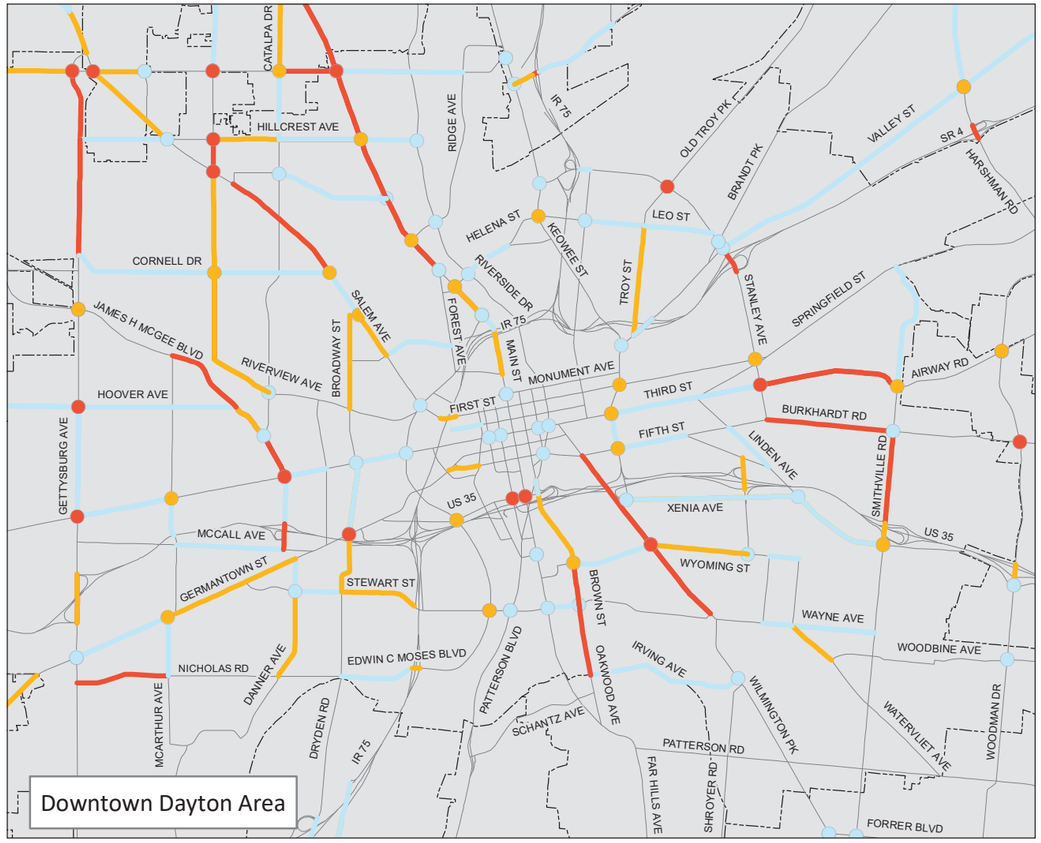
Progress and Transparency: At a minimum, progress will be measured and communicated with stakeholders each year using metrics identified as a part of the action plan development process.

MVRPC

Priority High-Crash Locations

SFY21 Crash Analysis (2017 to 2019 Crash Data)





Priority Rank

Intersections	Segments
High	High
Medium	Medium
Low	Low

Roads

Urbanized Areas

N

0 2.5 5 10 15 Miles

March 2021

Sources: ODOT, ODPS, MVRPC

Match and Cost Share Examples

The Safe Streets and Roads for All (SS4A) grant program requires 20% of the total project funding to come from non-Federal sources. There is no award selection consideration for applications that provide more than the required 20% share. Match, also known as cost-sharing, is the portion of the total project that is not paid for with Federal funds. There are no waivers or exemptions for the match requirements.

General parameters regarding match and cost share as they relate to the SS4A program:

- Applicants should first determine whether the expense (including intended local cost share or match) is eligible under the grant. An "**eligible expense**" is a non-Federal expenditure that directly facilitates the execution of a grant agreement and its activities and must be "reasonable," "necessary," and "allocable" (2 CFR Part 200.403[a], 404, and 405). Eligible expenses comprise the total project cost for the grant. SS4A will provide grant funds up to 80% of the total project cost.
- Individual eligible expenses incurred by the recipient may either be reimbursed with Federal SS4A grant funding at 80% (meaning 20% of the cost will count toward local match), or alternatively, not reimbursed and may count 100% toward local match, so long as the total overall grant agreement has at least 20% local match or cost share.
    - Matching funds may be spread out during the period of performance so long as at the completion of the grant award, the 20% match requirement is met.
- Local match and cost share may include both **cash** (e.g., non-Federal funds from the applicant or other non-Federal entity) or **in-kind** match from other non-Federal sources. Either source of funds should be utilized to complete activities outlined in the grant application.
- The value of **personnel, goods, services, space, and utilities** provided by the grant recipient that directly facilitates the grant may count toward local match and may be billed as direct or indirect costs (2 CFR Part 200.412, 413, and 415).
- **In-kind contributions** are typically in the form of the value of personnel, goods, services, space, and utilities contributed by a non-Federal third party, such as a private business or nonprofit, specifically for the program. Routine operations and attendance at events are not eligible expenses and therefore do not count as in-kind match.
- A match that is an eligible expense for SS4A grants may not be eligible in all instances across all Federal grant programs.
- An eligible expense to be counted toward local match must be documented appropriately in order to be considered.
- **Local match** may be used only once and may not be used as match for multiple Federal awards. The following sources of funding or match **cannot** be used in an SS4A application to meet the local match requirement:

- Federal aid funds to States and Tribal governments, including Tribal Transportation Program funds;
- Federal Metropolitan Planning Funds to Metropolitan Planning Organizations (MPOs), and Tribal Transportation Program funds;
- Other Federal funds such as from the American Relief Plan;
- Toll credits; and
- Staff time derived from staff whose salaries and expenses are paid for by Federal funding sources.

Table A below provides illustrative match and cost share examples for Action Plan Grants, and Table B provides examples for Implementation Grants. The last section of this document provides examples that are typically not eligible for match or cost share.

Table A: SS4A Planning and Demonstration Grant Eligible Expense Match and Cost Share Illustrative Examples

Category	Eligible Match and Cost Share Examples for SS4A Action Plan Grants
Cash	• Cash provided by the local entity (e.g., City, County, Tribe, MPO) that received or is a partner to the recipient of the award. • Cash provided by a State organization, as long as the original source was not Federal funding. • Cash from private sector, non-profit, or other partner organizations.
Personnel	• Staff member hired to execute the grant full-time. • Staff hours spent in the direct execution of the grant agreement, including completing the required Action Plan components such as performing safety analysis; facilitating engagement and collaboration; addressing equity considerations; and assessing policy and process changes. • Staff time managing contractors and partners who are developing the Action Plan and directly working on one or more of the required Action Plan components. • Staff hours associated with the financial and administrative management of the grant that are not being directly billed to the grant but are supporting the project with portions of their time and not included as part of an indirect rate. • The total staff and volunteer time spent as part of the committee or task force that is directly engaged in the oversight of the Action Plan development, implementation, and monitoring. The rate billed as match for volunteer time may be associated with those volunteers' typical hourly wage or a local approved volunteer rate.

Goods	• Purchased or donated goods such as office supplies, IT equipment, flyers, and banners (if office supplies and IT equipment are not included in the indirect cost calculations). Examples:
	  ○ Materials for engagement activities with relevant stakeholders; and
	  ○ Goods used as part of outreach efforts for underserved communities.

Category	Eligible Match and Cost Share Examples for SS4A Action Plan Grants

Services	• Purchased or donated services of third-party organizations (if donated, valued at the employee's regular rate of pay and may include fringe and indirect costs), such as:
	  ○ Preparing graphics, formatting, and printing for Action Plans;
	  ○ Performing safety analysis;
	  ○ Conducting equity analysis, focused on equity impact assessments of proposed projects and strategies; and
	  ○ Developing and coding of a website to post the Action Plan online.

Space	• Costs of space, such as office rental (charged relative to the scale of the award). For example, if the Action Plan grant award amounts to 5% of an organization's budget for the year, then 5% of space costs may be counted toward local match if they are not part of an indirect rate. • Fair market cost of space that is specifically associated with developing the Action Plan, but is not charged to the grant, such as the cost to rent a meeting room to meet with stakeholders.
Utilities	• Costs of utilities, such as phone and internet service (charged relative to the scale of the award). ○ For example, if the Action Plan grant award amounts to 5% of an organization's budget for the year, then 5% of utility costs may be used as match.

Table B: SS4A Implementation Grant Eligible Expense Match and Cost Share Illustrative Examples

Category	Eligible Match and Cost Share Examples for SS4A Implementation Grants
Cash	• Cash provided by the local entity (e.g., City, County, Tribe, MPO) that received the award. • Cash provided by a State organization, as long as the original source was not Federal funding. • Cash from private-sector, non-profit, or other partner organizations.

Personnel	• Staff member hired to execute the grant full-time.
	• Staff hours spent in the direct execution of the grant agreement, including:
	  ○ Implementing the projects and strategies;
	  ○ Managing of the project and strategy implementation;
	  ○ Conducting any project or strategy level planning, design, and development required to execute the grant agreement; and
	  ○ Performing work associated with the supplemental Action Plan activities identified in one or more of the projects and strategies.
	• Staff time managing and overseeing contractors and partners who are implementing one or more of the projects and strategies.
	• Staff hours associated with the financial and administrative management of the grant that are not being directly billed to the grant but are supporting the project with parts of their time and are not part of an indirect rate.

Goods	• Purchased or donated goods such as office supplies, IT equipment, flyers, and banners that support the implementation of the projects and strategies.
	• Purchase of materials to execute the projects and strategies, such as:
	  ○ Infrastructure safety and roadway devices like speed feedback signs, rapid-flashing beacons, audible pedestrian signals, etc.
	  ○ Safety vests and clipboards for community members to participate in activities to gather community feedback

Category	Eligible Match and Cost Share Examples for SS4A Implementation Grants

Services	• Purchased or donated services of third-party organizations for the implementation of the projects and strategies. Examples of services may include:
	  ○ Contracts for services that directly support the implementation of the projects and strategies.
	  ○ Costs associated with establishing an education and outreach campaign.

Space	• Costs of space, such as office and facility rental and equipment storage, may be used if it is charged relative to the scale of the award. For example, if the Implementation Grant amounts to 15% of an organization's budget for the year, then 15% of space costs may be used as match if it is not already included in the indirect rate. • Fair market costs of space that is specifically for carrying out an Implementation Grant, but is not charged to the grant, may count toward local match, such as the cost to rent a meeting room to meet with stakeholders.
Utilities	• Costs of utilities, such as phone and internet service, if it is charged relative to the scale of the award. For example, if the Implementation Grant award amounts to 15% of an organization's budget for the year, then 15% of utility costs may be used as match.

Examples of Costs Likely to be Ineligible Expenses for SS4A

The following are examples of costs that are typically **not eligible** for match or cost share:

- The time that members of the public spend to learn more about activities associated with the execution of the grant.
- The time that members of the public spend participating in any engagement or collaboration activity such as a public meeting.
- Expenses not directly necessary for the facilitation of the grant agreement, including providing food, beverages, and childcare services.
- Promotional materials (e.g., t-shirts, mugs, hats) to give out at public outreach events or to staff and/or volunteers working on the grant.
- Lobbying, including costs to influence on policy decisions or elections. (See 2 CFR 200.450 for further information on lobbying.)
- General costs of government outside the scope of implementing the grant (e.g., salaries and expenses for City Council, Mayor, Tribal executive). (See 2 CFR 200.444 for further information on general costs of government.)
- Entertainment (e.g., band, DJ, performers) to entice participation in events.
- Time and costs associated with developing grant application and other pre-award costs (any costs incurred prior to a signed grant agreement are not eligible costs and cannot be used toward local match).
- Fundraising costs (e.g., financial campaigns, endowment drives, solicitation of gifts) associated with grant recipient or partnership organizations to raise capital or obtain contributions.

- Fines, penalties, and fees resulting from violations or failure to comply with Federal, State, or local laws and regulations.

Guide to Calculating Match:

- In order to calculate match, you need to first determine the total project cost. Below are some items to consider when determining the total project cost at the local level.
    - Whether the work will be conducted by in-house staff or outside organization, such as contractors or partner organizations. If an outside organization, consider associated costs and the value of any in-kind services they provide.
    - Building in a contingency factor in case costs go up between application and award.
- Once the total project cost is determined, multiply that number by 80%. For example:
    - Total project cost: $200,000
    - $200,000 x .80 = $160,000 (Federal Share)
    - $200,000 - $160,000 = $40,000 (Local Share/Match)
- **Applicants must calculate the entire cost of the project, not just the amount needed from outside sources to complete it, to determine the necessary local match amount. Adding 20% to the Federal share will not result in the necessary match. As outlined in the example above, match is based off the total project cost, not the Federal share.**