Technical Advisory Committee (TAC) Meeting
Thursday, August 21, 2014
9:30 AM

AGENDA

	Item	Topic	Page	Est. Time	Presenter
	I.	Introductions		9:30	R. Geyer
*	II.	Approval of July 24, 2014 Meeting Minutes	1	9:33	R. Geyer
	III.	Public Comments on Action Items			
	IV.	**MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS**			
*		A. Recommended adoption of Amendment to MVRPC's SFY2014-2017 Transportation Improvement Program (TIP).	3	9:35	P. Arnold
*		B. Recommended Approval of MAP-21 Funds Availability Report and Project Solicitation Request	10	9:40	P. Arnold
*		C. Recommended approval of updates to STP-CMAQ-TA Policies and Procedures.	12	9:45	P. Arnold
*		D. Recommended approval of FY2014 Work Program Completion Report.	34	9:50	B. Daniel
*		E. Recommended approval of FY2014 TRAC Projects	52	9:55	B. Daniel
	V.	**INFORMATION ITEMS**			
*		A. MVRPC GIS Resources	55	10:00	T. Harner
	VI.	**EXECUTIVE DIRECTOR'S REPORT**	56	10:15	B. Martin
	VII.	**ADJOURNMENT**		10:20	R. Geyer

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

THE NEXT TAC MEETING IS THURSDAY, SEPTEMBER 18, 2014

ONE REGION... ONE VISION... ONE FUTURE

MIAMI VALLEY REGIONAL PLANNING COMMISSON
TECHNICAL ADVISORY COMMITTEE
JULY 24, 2014
<u>**MINUTES**</u>

Ed Amrhein, Beavercreek Township
Paul Arnold, MVRPC
Pete Bales, City of Fairborn
Emily Christian, City of Riverside
Barry Conway, City of Franklin
Joseph Cottrill, CDS Associates, Inc.
Bradley Daniel, MVRPC
John Davies, Washington Township
Chad Dixon, City of Springboro
Frank Ecklar, Greater Dayton RTA
Andrew Fluegemann, ODOT District 8
Robert Galvin, City of Vandalia
Robert Geyer, Greene County Engineer
Billy Grill, TEC Engineering

Amy Havenar, City of Piqua
Paul Huelskamp, Miami County Engineer
Martin Kim, MVRPC
Matthew Lindsay, MVRPC
Brian Martin, MVRPC
Daniel Mayberry, Miami Township
Theresa McGeady, MCD
Jeff Moorman, City of Beavercreek
Don O'Connor, City of Fairborn
Gerald Peters, Perry Township
John Sliemers, City of Centerville
Kathy Streng, DLZ Ohio
Larry Weissman, Montgomery County
John Wright, City of Brookville

I.   INTRODUCTION

Chair Geyer called the meeting to order. Self-introductions were made.

II.   APPROVAL OF APRIL 17, 2014 MEETING MINUTES

Mr. Ecklar made a motion to approve minutes. Mr. Conway seconded. The motion passed unanimously.

III.   Public Comment Period on Action Items

None

IV.   MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

A.   Recommended Adoption of Amendment to MVRPC's SFY2014-2017 Transportation Improvement Program (TIP).

Mr. Arnold referred to a memo on page 4 of the mailout explaining that numerous modifications to the programming documents for various projects has resulted in the need for a TIP amendment.   He referred to the project tables for each county as well as the areawide projects. Mr. Arnold stated that staff does recommend adoption of this TIP amendment, and referred to a resolution on page 14 of the mailout. Mr. Huelskamp made a motion to recommend adoption. Mr. Ecklar seconded the motion. The motion passed unanimously.

V.   INFORMATION ITEMS

A.   Update on CY2014 TRAC Applications.

Mr. Daniel referred to a memo on page 15 which provided a list and summery of the 3 TRAC applications received.
- Greene US35 Project
- I-70/I-75 Airport Logistics Access project
- Montgomery US35 Improvements

He reported that staff will be holding a Project sponsor meeting on July 22nd at 10:00 a.m. at MVRPC's main office. Following this meeting and the ranking of the projects, staff and the project sponsors will prepare for the TRAC Public Hearing on September 25th.   Mr. Daniel explained that the final project scores and rankings will be presented for adoption to the Board of Directors at their September 4th meeting.

B.   Groundwater Guardian Green Site Program

Mr. Lindsay introduced Theresa McGeady from the Miami Conservancy District and reminded the committee that the Sustainability Roundtable will be held after the September TAC meeting. TAC members should receive an invitation from DRG3 soon.

Ms. McGeady reviewed the importance of the buried valley aquifer to our region; it supplies drinking water to more than 95% of residents of the Miami Valley. The hydrogeology of the region results in highly productive wells, both private and public, and there is a great deal of interaction between surface water and ground water. In 1997 the Miami Conservancy District established the Aquifer Protection Subdistrict (APS) to coordinate regional efforts to protect this valuable resource. She explained that the APS conducts on-going monitoring and research on groundwater and performs education and outreach about groundwater protection. Ms. McGeady explained how The Groundwater Guardian Green Site (GGGS) program is one such effort to protect the aquifer. The GGGS program recognizes land management practices for green spaces that are protective of groundwater. Parks, golf courses, university campuses, and nature preserves are all examples of eligible green spaces. She stated that practices related to fertilizer and pesticide use, chemical storage, and storm water runoff management are emphasized as methods of preventing harmful pollutants from reaching groundwater resources. Applying for GGGS recognition is a simple application process that reviews operational procedures for the site. Receiving GGGS recognition provides positive public relations. Ms. McGeady reported that there are currently 20 GGGS locations in our region. MCD would like to assist additional sites in the Miami Valley to achieve GGGS recognition. MCD provides assistance with the application process, and has mini-grants to implement groundwater protection projects for the property. She noted that further information on the GGGS program and MCD assistance can be had by contacting Theresa McGeady at the Miami Conservancy District. Mr. Ecklar asked if there are currently any joint efforts with Dayton Regional Green (DRG).   Ms. McGeady explained that she has had conversations with them, and they have been working together on some issues.

VI.   EXECUTIVE DIRECTOR'S REPORT

Mr. Martin referred to page 16 which provided the Executive Director's report from the June Board meeting. The report included an update on the status of Federal transportation funding as well as a report on recent meetings and visits to area communities.   He also provided an update on recent activities involved with the upcoming move of MVRPC offices. The report also included a list of upcoming MVRPC Meetings.

VII.   ADJOURN

Mr. Ecklar made a motion to adjourn. Mr. Moorman seconded. The motion passed unanimously.

One Dayton Centre
One South Main Street
Suite 260
Dayton, OH 45402
Tel: (937)223-6323
Fax: (937)223-9750
TTY/TDD 800-759-0750
www.mvrpc.org

MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: August 12, 2014

Subject: SFY2014-SFY2017 Transportation Improvement Program (TIP) Amendment #13

Over the last few months MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for an SFY2014-SFY2017 TIP amendment. The attached TIP Tables 4.1, 4.2, 4.3 and 5.4 reflect the updated information for each specific project. A TIP terminology explanation chart of key abbreviations used in the highway/bikeway tables proceeds Table 4.1. A resolution adopting the proposed TIP amendment is attached for your review and consideration.

These TIP amendments will not affect the regional air quality emission analysis.

The MVRPC staff recommends your approval.

Attachments:

   (1) TIP Abbreviation Table
   (2) Amended MVRPC TIP tables: 4.1, 4.2, 4.3 and 5.4
   (3) Resolution Adopting Amendments to the SFY2014-2017 TIP

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EXPLANATION OF ABBREVIATIONS USED IN TABLES 4.1 – 4.7

Project I.D.

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

PID

ODOT "Project Identification Number"

Air Quality Status

Identifies projects which were included
in the LRTP air quality conformity analysis
  Upper Row = Project is Exempt or was Analyzed
  Lower Row = Build Year Scenario (2015, 2020 or 2030)

Phase of Work

PE	-Environmental and Contract Plan Preparation
R	-Right-of-Way Acquisition
C	-Construction
SPR	-Federal State Planning and Research
OP	-Operating
OTH	-Other

FUND CODES, DESCRIPTION AND TYPICAL FUNDING SPLIT

Federal Allocation of ODOT or County Engineer Association Controlled Funds		Typical Fed./Local Share
BR	-Bridge Replacement and Rehabilitation	80/20
CPG	-Consolidated Planning Grant	80/20
CST	-Surface Transportation Program (County Engineer's Association Allocation)	80/20
EAR	-Federal Earmark, Specific Source Undetermined at this Time	Varies
FDCB	-Federal Discretionary for Covered Bridges	80/20
HPPP	-MAP-21 High Priority Projects	80/20
HSIP	-Highway Safety Improvement Program	90/10
IM	-Federal-Aid Interstate Maintenance (Resurfacing, Restoring, Rehabilitation)	90/10
NCBP	-National Corridors and Borders Program	80/20
NH	-National Highway System	80/20
NHPP	-National Highway Performance Program	80/20
SPR	-Federal State Planning and Research	80/20
SRTS	-Safe Routes to School	100
STA	-Surface Transportation Program (Transportation Alternatives Set-aside)	80/20
STD	-Surface Transportation Program (Discretionary)	80/20
STE	-Surface Transportation Program (Transportation Enhancement Set-aside)	80/20
TCSP	-Transportation and Community and System Preservation Program	80/20

Federal Allocation of MVRPC Funds		Fed./Local Share
CMAQ	-Congestion Mitigation and Air Quality	Varies
STP	-Surface Transportation Program	Varies
TA	-Surface Transportation Program (Transportation Alternatives Set-aside)	Varies
TE	-Surface Transportation Program (Transportation Enhancement Set-aside)	Varies

Other Funding Sources		Other/Local Share
CDBG	-Community Development Block Grant	Varies
LOCAL	-Local Funds	0/100
ODOD	-Ohio Department of Development	Varies
OPWC	-Issue 2/LTIP	80/20
STATE	-ODOT State Funds	0/100

Table 4.1   RECOMMENDED SFY2014-SFY2017 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Greene County Projects

	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	TOTAL COST (000)	PROJECT SPONSOR	COMMENTS					
MVRPC # 1665.7 ODOT PID # 98576 Let Type: Traditional A.Q. STATUS Exempt	GRE - Sugarcreek SRTS 14 Feedwire Feedwire Road from Adam's Place to Eden Meadows Way-Construct a shared use pat along the south side of the road. This section of path will also include the installation of a crosswalk at Adam's Place and on Feedwire Road at the Roger Scott/Eden Meadows Way intersection.	$192	ODOT District-8	New project, not in current TIP.					
	PHASE	FUND	PRIOR	SFY2014	SFY2015	SFY2016	SFY2017	Future	
	ENG	LOCAL			$1				
	ENG	STA			$10				
	ROW	STA				$60			
	CON	STA						$119	
	CON	STATE						$2	

	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	TOTAL COST (000)	PROJECT SPONSOR	COMMENTS					
MVRPC # 432.8 ODOT PID # 80468 Let Type: Traditional A.Q. STATUS Analyzed 2020 Build	GRE035-04.26/06.20 US35-Shakertown Rd. to Valley/Trebein Rds.-Eliminate at-grade intersections with full movement interchanges at Factory and Valley/Trebein Rds.	$113,229	ODOT District-8	Delayed Federal NH PE funds from SFY2014 to SFY2015 to reflect changes in Ellis.					
	PHASE	FUND	PRIOR	SFY2014	SFY2015	SFY2016	SFY2017	Future	
	ENG	EAR	$2,734						
	ENG	STP	$1,000						
	ENG	NHPP	$630	$505					
	ENG	NH			$2,340				
	ROW	TRAC				$5,300			
	ENG	TRAC				$2,295			
	CON	TRAC					$98,425		

Table 4.2 RECOMMENDED SFY2014-SFY2017 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Miami County Projects

COUNTY, ROUTE, SECTION, LOCATION AND TERMINI		TOTAL COST (000)	PROJECT SPONSOR	COMMENTS				
MVRPC # 311.5 ODOT PID # 84154 Let Type: Traditional A.Q. STATUS Exempt	MIA033-03.09 The CSX railroad bridge over Eldean Road-Lower the road profile, install a new elevated railroad structure. Also, widen Eldean Road from two to three lanes from CR 25A west approximately 0.33 miles and upgrade traffic signal at the Eldean Rd./CR 25A intersection.	$3,602	Miami County	Decreased Federal and Local construction funds to reflect changes in Ellis.				
	PHASE	FUND	PRIOR	SFY2014	SFY2015	SFY2016	SFY2017	Future
	ENG	LOCAL	$200					
	ENG	STATE	$1					
	ROW	LOCAL	$100					
	CON	LOCAL			$660			
	CON	STP			$2,641			

Table 4.3   RECOMMENDED SFY2014-SFY2017 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Montgomery County Projects

COUNTY, ROUTE, SECTION, LOCATION AND TERMINI		TOTAL COST (000)	PROJECT SPONSOR	COMMENTS			
MVRPC # 1449.5 ODOT PID # 95117 Let Type: Traditional A.Q. STATUS Exempt	MOT070-17.83 I-70 over Bridgewater Road-Replace bridge deck, convert the abutments to semi-integral, and paint the structural steel.	$1,919	ODOT District-7	PE delayed from SFY2015 to SFY2016 to reflect changes in Ellis.			

PHASE	FUND	PRIOR	SFY2014	SFY2015	SFY2016	SFY2017	Future	
ENG	BR				$180			
ENG	STATE				$21			
CON	BR					$1,546		
CON	STATE					$172		

COUNTY, ROUTE, SECTION, LOCATION AND TERMINI		TOTAL COST (000)	PROJECT SPONSOR	COMMENTS			
MVRPC # 1183.3 ODOT PID # 88534 Let Type: Traditional A.Q. STATUS Exempt	MOT725-12.80 SR 725 from east of Heincke Road to Alexandersville Road-Milling of existing roadway and resurfacing with asphalt concrete.	$728	ODOT District-7	Increased Federal and Local construction funds to reflect changes in Ellis.			

PHASE	FUND	PRIOR	SFY2014	SFY2015	SFY2016	SFY2017	Future	
ENG	STATE	$1						
CON	LOCAL			$145				
CON	STD			$582				

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TABLE 5.4 MVRPC - ANTICIPATED CAPITAL IMPROVEMENTS SFY2014-2017

PID	MPO	Sponsoring Agency	ALI / Quantity	Project Description	Air Quality	Type	Fund Type	Fund	SAC	Work Category	Fund Description	SFY	Amount
98754	MVRPC	MVRPC	11.80.00 Federal	MVRPC Project Administration	CO Air Quality Exempt	Planning	Federal	5310	FTAD	Transit	Urban Formula Program	2016	$73,118
Total---->													$73,118

RESOLUTION AMENDING THE
SFY2014-SFY2017 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Miami Valley Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami and Montgomery Counties including the jurisdictions of Carlisle, Franklin 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, all Federally funded transit and highway improvements within Greene, Miami and Montgomery County must be included in the region's Transportation Improvement Program (TIP) prior to the expenditure of Federal funds; and

WHEREAS, the SFY2014-SFY2017 Transportation Improvement Program was adopted on May 2, 2013; and

WHEREAS, MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for a SFY2014-SFY2017 TIP amendment; and

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

WHEREAS, this TIP amendment will not affect the regional air quality emission analysis of the SFY2014-SFY2017 TIP; and

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

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

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts **Amendment #13** to the SFY2014-SFY2017 Transportation Improvement Program as shown on the attached TIP Tables.

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

_____
Brian O. Martin, AICP
Executive Director

_____
Janis L. Vargo, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

_____
Date

One Dayton Centre
One South Main Street
Suite 260
Dayton, OH 45402
Tel: (937)223-6323
Fax: (937)223-9750
TTY/TDD 800-759-0750
www.mvrpc.org

MEMORANDUM

To: MVRPC Technical Advisory Committee and Board of Directors

From: MVRPC Staff

Date: August 11, 2014

Subject: MAP-21 Funds Availability Report and Project Solicitation Request

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

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

The attached table entitled "Status of MVRPC's Regional Federal Funding – SFY2015-SFY2020" shows the status of regionally controlled federal transportation funds over the next six-year period. The report shows that staff anticipates a short-range fund balance of $14.6 million ($13.3 M STP and $1.3 M of TA funds) which is slightly more than a full years allocation for the region. Based upon the attached financial report, staff formally requests MVRPC Board authorization to solicit member jurisdictions for new projects.

Ohio's large MPOs no longer have direct control over CMAQ funds. A statewide policy is in place and solicitation for projects in our region seeking Statewide CMAQ funding is coordinated by MVRPC as part of the normal annual solicitation cycle.

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

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STATUS OF MVRPC'S REGIONAL (LOCALLY ALLOCATED) FEDERAL FUNDING SFY2015-SFY2020 Estimate				
SFY2015-SFY2020 Estimate	**Funding Categories**			
	STP	**CMAQ**	**TA**	**Total**
Budget Estimates (Available For Allocation)	$80,498,618		$6,546,639	$120,664,955
Previously Committed	$67,184,521	$22,547,049 *	$5,286,184	$104,928,185
Currently Available For Allocation	$13,314,097		$1,260,455	$14,574,552

* Additional $9,910,431 in CMAQ funding pending approval from Statewide CMAQ committee in November.

Prepared by Miami Valley Regional Planning Commission: August 8, 2013

One Dayton Centre
One South Main Street
Suite 260
Dayton, OH 45402
Tel: (937)223-6323
Fax: (937)223-9750
TTY/TDD 800-759-0750
www.mvrpc.org

MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: August 12, 2014

Subject: Updated Policies and Procedures for the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TA) funds.

In 2012, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU) was replaced by the transportation bill called Moving Ahead For Progress in the 21st Century (MAP-21). Prior to SAFETEA-LU, funding for the STP, CMAQ and TA programs was provided by the Transportation Equity Act for the 21st Century (TEA-21), and prior to that by the Intermodal Surface Transportation Efficiency Act (ISTEA).

In 1992, MVRPC's Transportation Committee adopted the policies and procedures for the STP and CMAQ funding categories under ISTEA. The STP, CMAQ and TA policies and procedures were last updated in 2013 to streamline the policy and combine all three sources of funding (STP, CMAQ and TA) under one policy and project evaluation system. MVRPC staff has since determined that minor updates are necessary. The updates are shown in red text in the policy document.

In order to prevent jeopardizing the regionally controlled Federal funds, a provision was added to the policy stating that if an MVRPC funded project is subsequently awarded additional sources of Federal or State funds, the MVRPC funds must be encumbered first (100% up to the project cap) prior to utilization of the additional funding sources (pg. 3).

Additionally, similar to last year, it has been determined that due to lack of available funding available in earlier fiscal years, the STP Resurfacing Program set aside will be suspended for the current solicitation round. These projects remain eligible under the standard STP project application process.

The final updates to the policy are the addition of the MVRPC State Infrastructure Bank (SIB) Loan Repayment Policy as Appendix E and a list of commonly used acronyms as Appendix F.

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

The updated Policies and Procedures for the STP, CMAQ and TA Program and a copy of the resolution accepting the updated policies are attached for your consideration.

2014

APPLICATIONS DUE
OCTOBER 9, 2014

MIAMI VALLEY REGIONAL PLANNING COMMISSION

MAP-21

*Moving Ahead For Progress
in the 21st Century*

PROGRAM POLICIES AND PROCEDURES

Surface Transportation Program

Congestion Mitigation/Air Quality

Transportation Alternatives

September 2014

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MIAMI VALLEY
REGIONAL PLANNING COMMISSION

Contents

INTRODUCTION

Background - Requirements for project selection and priority.

1. *Metropolitan Planning Organizations* (MPO) *are* responsible for developing a Long Range Transportation Plan (LRTP) and a Transportation Improvement Program (TIP). The TIP must be consistent with the LRTP and must include all projects in the metropolitan area that are proposed for federal funding. States are required to develop a State Transportation Improvement Plan (STIP) which is consistent with MPO TIPs.

2. MPOs with populations over 200,000 like MVRPC are considered Transportation Management Areas (TMA) which are responsible for project selection of all highway and transit projects in consultation with the state. The exceptions are selected by the state in cooperation with the MPOs.

3. TIPs must be prioritized and include a financial plan demonstrating how projects are to be funded. The TIP must demonstrate that full funding can be reasonably anticipated in the time period contemplated for completion of the project.

4. LRTPs and TIPs must conform with Air Quality State Implementation Plans.

5. TMAs that are classified as nonattainment for ozone should not include significant capacity improvements unless the project is included in a Congestion Management Process (CMP) (CMP provides for effective management of new and existing transportation facilities through the use of travel demand reduction and/or operational management strategies).

6. MPOs are required to provide a reasonable opportunity for public comment on the LRTP and TIP. ***Appendix A - TIP Development Process provides a graphic overview of the TIP development process including a public comment period.***

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

1. MVRPC will use the *Program Policies and Procedures* to evaluate, rank, select and program suballocated Surface Transportation Program (STP) funds, Congestion Mitigation and Air Quality (CMAQ) improvement program funds and Transportation Alternatives (TA) funds.

2. MVRPC will also use the *Program Policies and Procedures* to evaluate, rank, select and program all other federal highway funds.

Funds Availability and Project Approval Process

Upon Board determination of funds availability, staff will update policies, procedures, and criteria, provide a seminar for jurisdictions, and solicit qualified member government entities for new STP, CMAQ and TA projects. The solicitation cycle will start on September *9*, with applications being due on October *9* at MVRPC. A seminar for project applicants is conducted during the solicitation timeframe to provide potential applicants with information to assist them with completing the forms. After all applications are

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received, staff will prepare a profile summarizing all applications that will be made available for public comments. Staff will then present the list to the Technical Advisory Committee(TAC) and Board of Directors as an information report. Staff will then review all project applications based upon the selection criteria outlined herein, and consistency with the Regional Complete Streets Policy. Staff will create a draft ranking of the projects and hold project sponsor meetings, where a final consensus will be reached. Finally, staff will develop a draft list of preferred projects and financial plan that will be forwarded to the TAC and Board for final approval. Ultimately, the Board will make a final project adoption at or before their March meeting subsequently directing staff to notify all project sponsors of the result. Upon funding approval, project sponsors are required to attend biannual project review meetings as setup by MVRPC staff. ***Appendix B – MVRPC Project Funding Prioritization Decision Making Process provides a graphic overview of MVRPC's project funding prioritization decision making process.***

Eligible Applicants and Projects

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

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

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

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

All projects must be consistent with one or more of the 8 factors listed below as required by the Federal legislation.

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

Projects must be consistent with one of the emphasis areas on comprehensive approaches to solving transportation problems, which include maintenance and improved efficiency, congestion reduction, coordination of transportation and land use

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planning, implementation of federal transportation control measures, and low cost operation or economically efficient improvements.

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

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

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

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

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

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STP-CMAQ Funding Provisions

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

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

For STP and CMAQ projects, MVRPC will provide up to 80% (federal) of the cost for individual phases of a project. The maximum amount of STP funds available per project is $3,000,000. The applicant is required to provide a minimum of 20% (non-federal) of the cost for individual phases of the project. Projects such as signal interconnections and the Rideshare program are eligible for up to 100% funding.

> *Please note that Ohio's large MPOs no longer have direct control over CMAQ funds. A statewide policy is in place and solicitation for projects in our region seeking Statewide CMAQ funding is coordinated by MVRPC as part of the normal annual solicitation cycle. Applicants interested in CMAQ funding should use the standard MVRPC CMAQ application and PES forms in order to apply for funding. These applications will then be forwarded to the Statewide CMAQ Committee for consideration.*

STP Resurfacing Program Funding Provisions

From time to time, a certain amount of STP funds may be set aside on an annual basis to fund Federally eligible simple resurfacing projects. The amount of set aside for these resurfacing projects will be determined on an annual basis. This year, it has been determined that due to lack of available funding available in earlier fiscal years, the STP Resurfacing Program set aside will be suspended for the current solicitation round. This type of project remains eligible under the standard STP project application process.

The intent of dedicating a specific set-aside for resurfacing projects is that these are the types of projects that, while eligible for STP funds, typically don't score well using the standard Project Evaluation System. These are also the types of projects that can be developed and awarded much more quickly than standard reconstruction projects.

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

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TA Funding Provisions

The TA program will provide up to 80% (federal) of the construction or implementation cost of a project. The maximum amount of TA funds available per project is $350,000. The applicant is required to provide a minimum of 20% (non-federal) of the construction or implementation cost. The applicant is required to finance architectural/engineering plans, environmental assessment studies, right-of-way plans, right-of-way purchase and environmental remediation, if necessary. These costs cannot be credited toward the applicant's cost of the construction or implementation costs. Applicants providing greater than 20% local match for the construction/implementation phase will score bonus points in the overall ranking and scoring process.

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

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

NOTE: **All projects approved for funding must be programmed with ODOT within three months of the project approval date to <u>avoid retraction of funds</u>. It is the responsibility of the project sponsor to program their project with ODOT, MVRPC will assist in this process if requested.**

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

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project has been awarded. Similarly, if a sponsor withdraws a funded project, a penalty of -5 points per project withdrawn may be assessed to every application submitted to the next application cycle.

PROJECT EVALUATION AND RANKING PROCESS

All proposed projects are reviewed using a two step project evaluation and ranking process. The first step is an initial screening which includes items discussed previously under the project eligibility and funding provision sections. If the proposed project meets all of the pre-screening criteria, it will be assigned to either the STP, CMAQ or TA funding category. After funding categories have been determined for each project they will be advanced to the second step, ranking, using the criteria attached to the project application. The evaluation system is broken down into three categories of projects: roadway, transit and bikeway/pedestrian. The scoring system was devised to equitably rank all three types of projects regardless of project type.
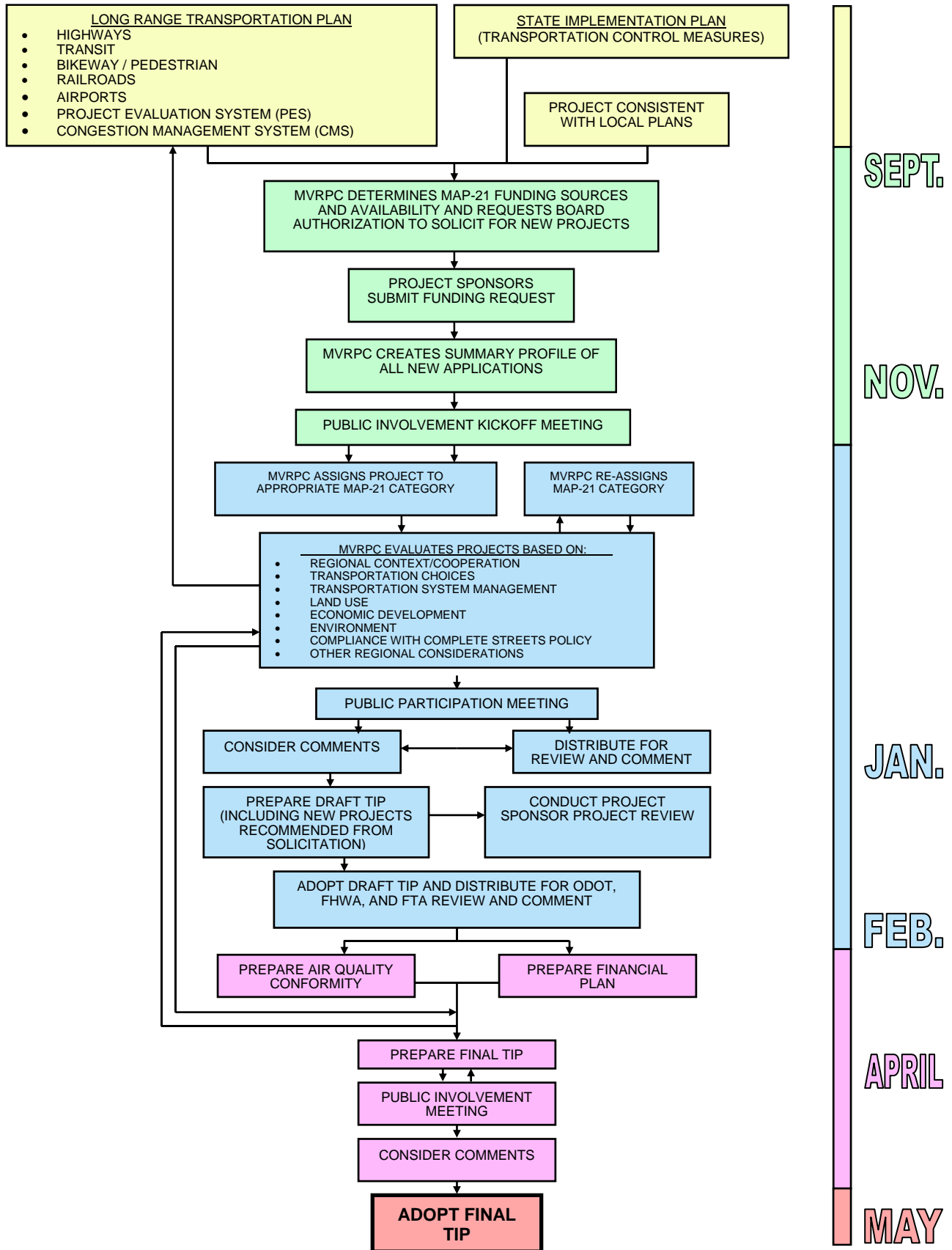
Once the draft scores from the project evaluation system are compiled, some projects may be reassigned to a different funding category. A final analysis would then be completed based upon the above criteria. In order to assure timely obligation of funds, annual TIP programming priority will be determined based upon funding rank, anticipated date of expenditure and funds availability.
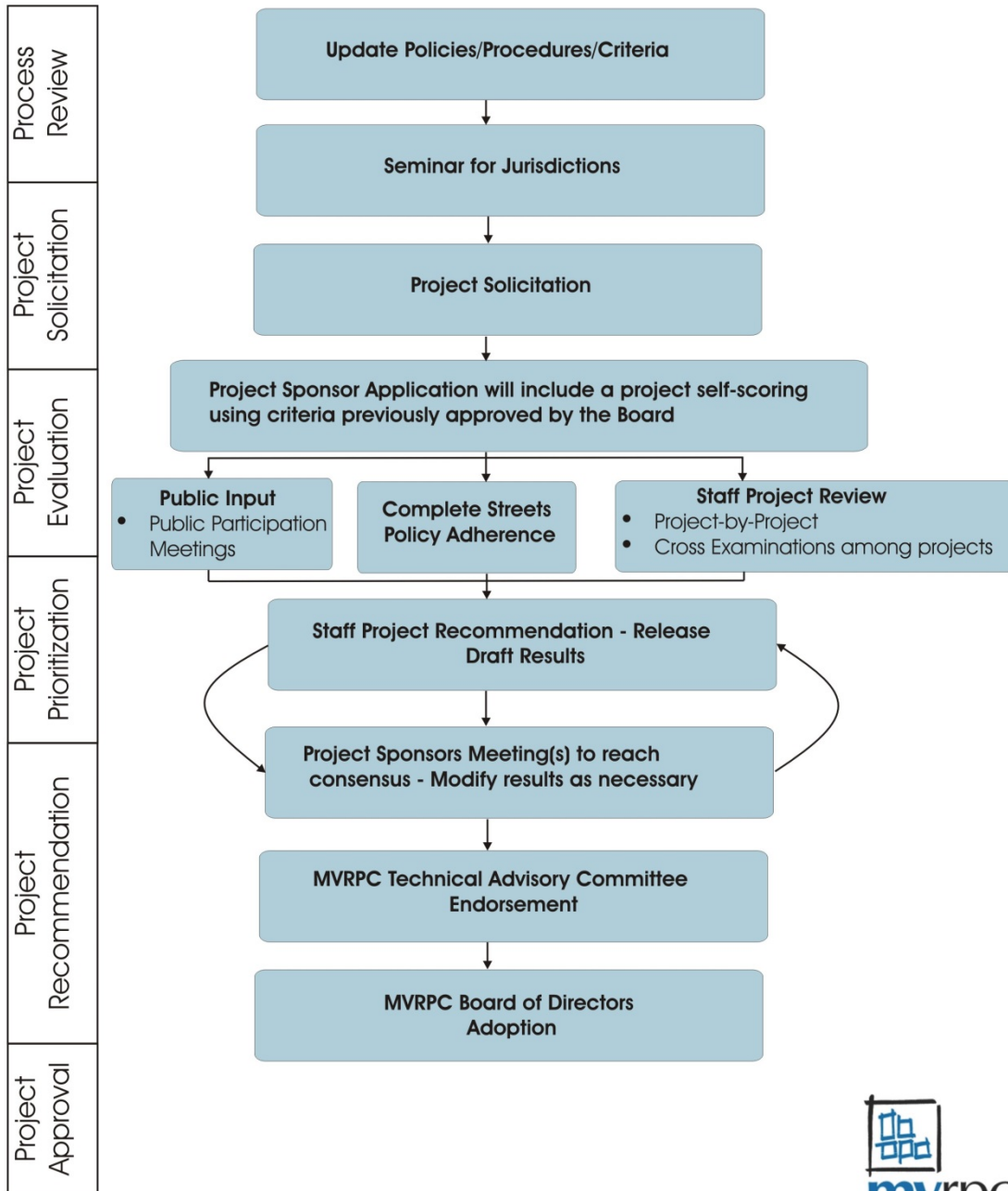
SUMMARY

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

Paul Arnold
Manager, Short Range Programs
Miami Valley Regional Planning Commission
One South Main Street, Suite 260
Dayton, OH 45402
Ph: (937) 223-6323
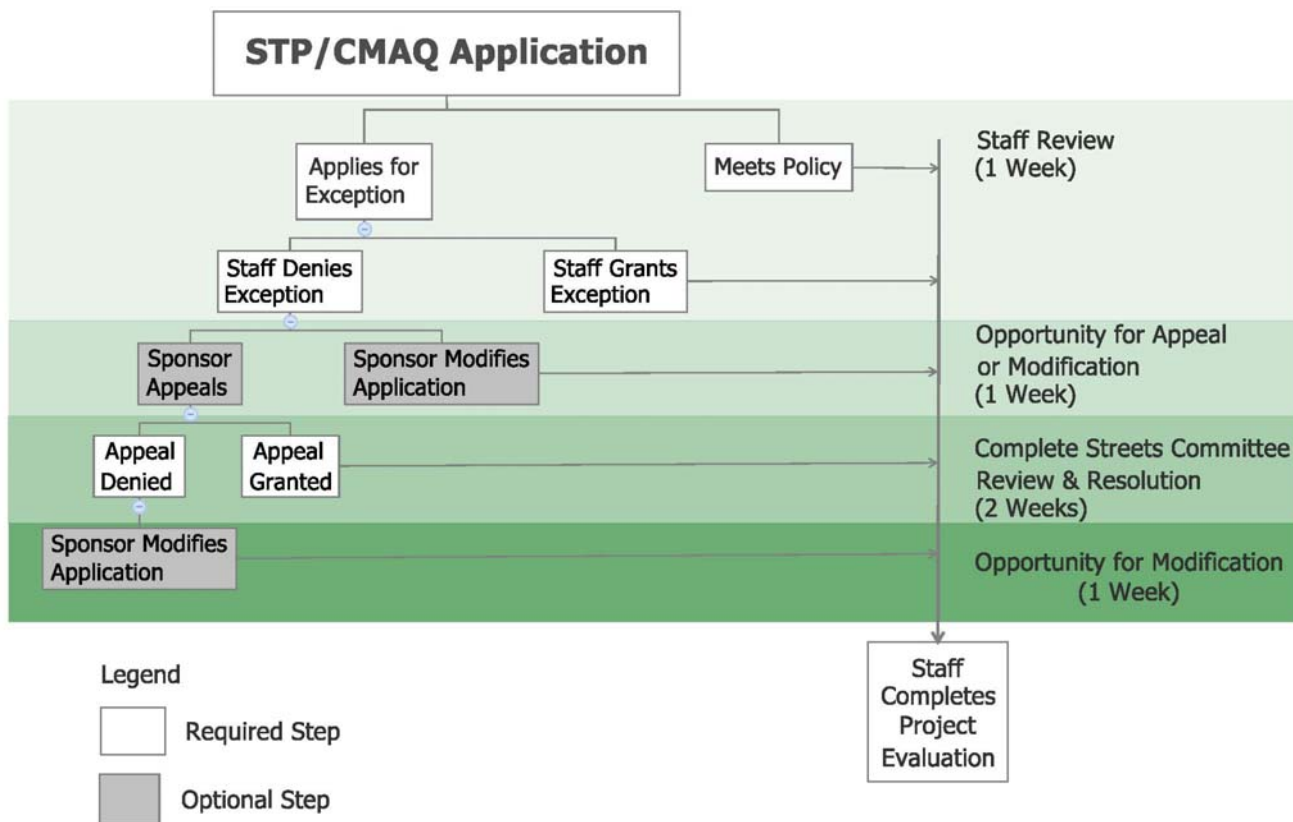Fax: (937) 223-9750
Email: parnold@mvrpc.org

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Appendix A — MVRPC's TIP DEVELOPMENT PROCESS

LONG RANGE TRANSPORTATION PLAN
- HIGHWAYS
- TRANSIT
- BIKEWAY / PEDESTRIAN
- RAILROADS
- AIRPORTS
- PROJECT EVALUATION SYSTEM (PES)
- CONGESTION MANAGEMENT SYSTEM (CMS)

STATE IMPLEMENTATION PLAN
(TRANSPORTATION CONTROL MEASURES)

PROJECT CONSISTENT WITH LOCAL PLANS

MVRPC DETERMINES MAP-21 FUNDING SOURCES AND AVAILABILITY AND REQUESTS BOARD AUTHORIZATION TO SOLICIT FOR NEW PROJECTS

PROJECT SPONSORS SUBMIT FUNDING REQUEST

MVRPC CREATES SUMMARY PROFILE OF ALL NEW APPLICATIONS

PUBLIC INVOLVEMENT KICKOFF MEETING

MVRPC ASSIGNS PROJECT TO APPROPRIATE MAP-21 CATEGORY

MVRPC RE-ASSIGNS MAP-21 CATEGORY

MVRPC EVALUATES PROJECTS BASED ON:
- REGIONAL CONTEXT/COOPERATION
- TRANSPORTATION CHOICES
- TRANSPORTATION SYSTEM MANAGEMENT
- LAND USE
- ECONOMIC DEVELOPMENT
- ENVIRONMENT
- COMPLIANCE WITH COMPLETE STREETS POLICY
- OTHER REGIONAL CONSIDERATIONS

PUBLIC PARTICIPATION MEETING

CONSIDER COMMENTS

DISTRIBUTE FOR REVIEW AND COMMENT

PREPARE DRAFT TIP (INCLUDING NEW PROJECTS RECOMMENDED FROM SOLICITATION)

CONDUCT PROJECT SPONSOR PROJECT REVIEW

ADOPT DRAFT TIP AND DISTRIBUTE FOR ODOT, FHWA, AND FTA REVIEW AND COMMENT

PREPARE AIR QUALITY CONFORMITY

PREPARE FINANCIAL PLAN

PREPARE FINAL TIP

PUBLIC INVOLVEMENT MEETING

CONSIDER COMMENTS

ADOPT FINAL TIP

SEPT.

NOV.

JAN.

FEB.

APRIL

MAY

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MVRPC PROJECT FUNDING PRIORITIZATION DECISION MAKING PROCESS
(Fairness, Transparency, and Equity)

Stage	Process
Process Review	Update Policies/Procedures/Criteria
	Seminar for Jurisdictions
Project Solicitation	Project Solicitation
Project Evaluation	Project Sponsor Application will include a project self-scoring using criteria previously approved by the Board
	Public Input • Public Participation Meetings / **Complete Streets Policy Adherence** / **Staff Project Review** • Project-by-Project • Cross Examinations among projects
Project Prioritization	Staff Project Recommendation - Release Draft Results
	Project Sponsors Meeting(s) to reach consensus - Modify results as necessary
Project Recommendation	MVRPC Technical Advisory Committee Endorsement
	MVRPC Board of Directors Adoption
Project Approval	

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Appendix C - STP AND CMAQ COMPLETE STREETS ADHERENCE PROCESS

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Appendix D - ELIGIBLE STP, CMAQ and TA FUNDING ACTIVITIES

Eligible STP activities

- Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways including Interstate highways and bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate, sodium acetate formate, or other environmentally acceptable, or minimally corrosive anti-icing and de-icing compositions on bridges and approaches thereto and other elevated structures, mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under Title 23, United States Code.
- Capital costs for transit projects eligible for assistance under chapter 53 of Title 49, Unites States Code, including vehicles and facilities, whether publicly or privately owned that are used to provide intercity passenger service by bus,
- Carpool projects, fringe and corridor parking facilities and programs, bicycle and pedestrian facilities (off-road or on-road, including modification of walkways) on any public roads in accordance with 23 U.S.C 217 and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.),
- Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.
- Highway and transit research and development and technology transfer programs,
- Capital and operating costs for traffic monitoring, management, and control facilities and programs,
- Surface transportation planning programs,
- Transportation enhancement activities
- Transportation control measures listed in Section 108(f)(1)(AQ) (other than clause xvi) of the Clean Air Act (42 U.S.C. 7407(d),
- Development and establishment of management system under 23 U.S.C. 303,
- Habitat and wetlands mitigation efforts related to Title 23 projects,
- Infrastructure based intelligent transportation systems capital improvements,
- Environmental restoration and pollution abatement projects to address water pollution or environmental degradations caused or contributed to by transportation facilities, which projects shall be carried out when the transportation facilities are undergoing reconstruction, rehabilitation, resurfacing, or restoration; except that the such environmental restoration or pollution abatement shall not exceed 20 percent of the cost of the 4R project.

Eligible CMAQ activities

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

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

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

For a complete listing of eligible projects, please visit the following link to review FHWA's Final CMAQ Program Guidance:
http://www.fhwa.dot.gov/environment/cmaqpgs/cmaq08gd.pdf.

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

Eligible TA activities

TA projects are not required to be located along Federal-aid highways. Activities eligible under TA are eligible for STP funds (23 U.S.C. 133(b)(11)).

Under 23 U.S.C. 133(c)(2), TA-eligible projects funded with STP funds are exempt from the location restriction in 23 U.S.C. 133(c).

For SRTS noninfrastructure projects, traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (grades K - 8). Other eligible noninfrastructure activities do not have a location restriction. SRTS infrastructure projects are eligible for TA funds regardless of their ability to serve school populations, and SRTS infrastructure projects are broadly eligible under other TA eligibilities, which do not have any location restrictions.

Under 23 U.S.C. 213(b), eligible activities under the TA program consist of:

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 §1103):
    A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).
    B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
    C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
    D. Construction of turnouts, overlooks, and viewing areas.
    E. Community improvement activities, which include but are not limited to:
        i. inventory, control, or removal of outdoor advertising;
        ii. historic preservation and rehabilitation of historic transportation facilities;
        iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
        iv. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
    F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
        i. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
        ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
2. The recreational trails program under section 206 of title 23.
3. The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:

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      A. Infrastructure-related projects.
      B. Noninfrastructure-related activities.
      C. Safe Routes to School coordinator.
4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

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

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

For a complete listing of eligible projects, please visit the following link to review FHWA's Final TA Program Guidance: http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm

Appendix E - MVRPC STATE INFRASTRUCTURE BANK (SIB)

LOAN REPAYMENT POLICY

April 2014

Background

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

Financial Resources

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

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

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

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

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

Eligible Projects

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

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

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

Loan Request Process

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

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

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

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

Project Examples on Applying the MVRPC SIB Loan Repayment Policy

Example 1 – MOT-35 – PID 89130 – Yes

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

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

Example 2 – GRE-35 – PID 80468 – No

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

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

Example 3 – No

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

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

Example 4 – No

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

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

Appendix F – MVRPC's LIST OF ACRONYMS

4R	New Construction/Reconstruction
ADA	Americans with Disabilities Act 1990
CAAA	Clean Air Act Amendments 1990
CMAQ	Congestion Mitigation and Air Quality – MVRPC's allocation of this Federal funding source is approximately $ 5.9 million each year
CMP	Congestion Management Process
ELLIS	A web-based application designed to be a "major management system linking ODOT's new approaches to project delivery, planning, system forecasting and financial management.
FHWA	Federal Highway Administration, a department of the U.S. Department of Transportation
FTA	Federal Transit Administration
HOV	High Occupancy Vehicle
I/M	Interstate Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act – Former Transportation Bill
ITS	Intelligent Transportation System
LRTP	MVRPC Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century – Current Transportation Bill
MPO	Metropolitan Planning Organization
MVRPC	Miami Valley Regional Planning Commission
ODOT	Ohio Department of Transportation
PES	Project Evaluation System – Project scoring system for MVRPC projects
SAFETEA-LU	The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users – Former Transportation Bill
SFY	State Fiscal Year - July 1st – June 30th
SIB Loan	State Infrastructure Bank Loan
STIP	State Transportation Improvement Program

STP   Surface Transportation Program – MVRPC's allocation of this Federal funding source is approximately $ 10.8 million each year

SRTS   Safe Routes to School

TA   Transportation Alternatives - MVRPC's allocation of this Federal funding source is approximately $ 1.1 million each year

TAC   Technical Advisory Committee

TAP   Transportation Alternatives Program

TEA-21   Transportation Equity Act for the 21st Century – Former Transportation Bill

TIP   Transportation Improvement Program

TMA   Transportation Management Areas

TRAC   Transportation Review Advisory Council

One Dayton Centre
One South Main Street
Suite 260
Dayton, OH 45402
Tel: (937)223-6323
Fax: (937)223-9750
TTY/TDD 800-759-0750
www.mvrpc.org

**RESOLUTION UPDATING THE
MVRPC POLICIES AND PROCEDURES FOR THE SURFACE TRANSPORTATION
PROGRAM, CONGESTION MITIGATION AND AIR QUALITY AND TRANSPORTATION
ALTERNATIVES (STP-CMAQ-TA) 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 and Springboro in Warren County; and

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

WHEREAS, the funding for the Surface Transportation Program, Congestion Mitigation and Air Quality and Transportation Alternatives (STP-CMAQ-TA) program are provided through Moving Ahead For Progress in the 21st Century (MAP-21); and

WHEREAS, the MVRPC staff revised the policies and procedures to clarify that when an MVRPC funded project is subsequently awarded additional sources of Federal or State funding, the MVRPC funds must be encumbered first up to the project cap; and

WHEREAS, the updated **Policies and Procedures for the Surface Transportation Program, Congestion Mitigation and Air Quality and Transportation Alternatives (STP-CMAQ-TA) Program** is consistent with the current policies and procedures.

NOW, THEREFORE, BE IT RESOLVED, that the MVRPC's Board of Directors hereby accepts the updated **Policies and Procedures for the Surface Transportation Program, Congestion Mitigation and Air Quality Program and Transportation Alternatives Program** as described in the attached policy.

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

Brian O. Martin, AICP	**Janis L. Vargo, Chairperson**
Executive Director	Board of Directors of the
	Miami Valley Regional Planning Commission

_____
Date

ONE REGION... ONE VISION... ONE FUTURE

One Dayton Centre
One South Main Street
Suite 260
Dayton, OH 45402
Tel: (937)223-6323
Fax: (937)223-9750
TTY/TDD 800-759-0750
www.mvrpc.org

MEMORANDUM

TO: Technical Advisory Committee, Board of Directors

FROM: MVRPC Staff

DATE: August 14, 2014

SUBJECT: Adoption of SFY2014 Transportation Work Program Completion Report

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

Recommendation

Staff recommends that the Board adopt the attached resolution and SFY2014 Transportation Work Program Completion Report.

Attachments

ONE REGION... ONE VISION... ONE FUTURE

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE BUDGET UTILIZED (tentative)	PERCENT 	PERCENT Done	REMARKS
601	*Short Range Planning*		FTA/ FHWA/ ODOT/ MVRPC	67%	100%	
601.1		Monitor and coordinate air quality compliance				Coordinated with RAPCA on continuing monitoring of ozone and PM2.5 in the Miami Valley. Assisted RAPCA on search for new site for the Dayton PM monitor array. Monitored developments in updated standards for ozone from US EPA. Coordinated with RAPCA on the Ozone Advance program and formation of the 'Air Team" under the Dayton Regional Green initiative.
		TIP and LRTP conformity analysis (amendments or new mobile budgets)				Reviewed newly funded projects for consistency with the LRTP Conformity Determination. Participated on statewide interagency consultation meeting sponsored by FHWA. Coordinated signature of the Transportation Conformity SIP MOUs for MVRPC.
	Air Quality, Management Systems and Access Control/Corridor Plans	Coordinate development of the State Implementation Plans (SIPs) by providing mobile source inventories				Provided Ohio EPA and LADCO with 2018 and 2028 VMT summaries for MVRPC area for use in the development of the Ohio ozone SIPs. MVRPC staff reviewed and commented on the proposed Redesignation of the Dayton-Springfield Area to Attainment of the 1997 Annual Standard for Fine Particulate Matter to ensure that the final rule included the mobile vehicle emissions budgets for use by the transportation conformity process.
		Continue use of latest model in-house				Conducted additional 2028 run for the Ohio Ozone SIP.
		Prepare summary of TSM activities in Region				Staff collected information and updated internal databases to reflect CY2013 TSM activities within the region.
		Assistance to jurisdictions related to implementation of Regional Complete Streets Policy and staff Regional Bikeways Committee.				Regional Bikeways Committee met twice to review and update the 2014 Edition of the Miami Valley Bikeways Guide and Map.
601.2		Continue monitoring of regional freight movements and update databases as appropriate				Staff reviewed Statewide Freight Study and participated in Montgomery's County Logistics and Distribution study. MVRPC reviewed and submitted comments on the proposed primary freight network designations.
	Urban Freight, and Rail Passenger	Coordinate on rail freight/passenger Issues				No activity this period.
601.3		Coordinate transit planning among the modes/agencies				Staff convened regional Coordination Council on a quarterly basis to encourage coordination between modes. Met multiple times with GDRTA and Greene County Mobility Manager on a variety of coordination issues. Attended RTA's Consumer Advisory Group meetings.
		Continue work on updated 5307 Formula Allocation				Staff applied the agreed upon formula to the 5307 allocation released by FTA to create a draft allocation for the Region. Shared allocation results with the transit agencies so that they could apply to FTA for their respective shares.
		Continue the Annual Inspection of Section 5310 assets if requested by ODOT				No requests from ODOT for inspections during this time period.
		Assist smaller human service and volunteer-based providers to build capacity in order to lower the total cost of providing specialized transportation.				Staff met with various agencies to discuss challenges and brainstorm possible solutions. Staff continued to administer local financial assistance for training and screening new volunteer drivers as requested by human services agencies.
	Transit and Human Service Transportation	Develop and implement a process for distributing 5310 formula funding under MAP 21				Staff continued development of the new 5310 program. Visited participating 5310 agencies, received FTA approval of the 5310 Project Management Plan in February of 2014. Met multiple times with local partner GDRTA to develop processes for implementation. Surveyed all participating 5310 agencies regarding projected vehicle needs over the next 5 years.
		Provide technical assistance to human services agencies				Staff provided technical assistance as requested. Worked with various human services agencies on funding concerns, forwarded information on grant opportunities.
		Assist in developing a regional mobility management perspective				Staff leveraged ww.miamivalleyridefinder.org and the new regionally-controlled 5310 funds, to advance the discussion of "Miami Valley Rides" as a regional entity to improve mobility and access for transportation disadvantage individuals. Have reached an informal agreement with most providers to "co-brand" vehicles with a Miami Valley Rides logo.
		Continue coordination with GDRTA, Greene CATS, Miami County Transit, ODOT, private transportation providers and human services transportation				Ongoing. Continued discussions with all entities to enhance transportation services for target populations. Attended multiple meetings concerning the expansion of GDRTA routes to the Fairfield Commons Mall area of Beavercreek.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
		Continue exploring public/private partnerships to finance new services and expand transportation-related financial planning			Participated in discussions that led to a new transportation initiative for individuals with mental health disabilities. These discussions led to pilot funding for the project, which uses a private sector provider to transport clients to therapy and other appointments.
		Work with additional jurisdictions or organizations to expand supplemental transportation for seniors in Greene, Miami and Montgomery Counties			No expansion of services for seniors occurred during this time period. Demand for rides from seniors has actually decreased according to existing providers.
		Integrate findings and recommendations for HSTCP study with long range senior transportation plans.			Visited senior transportation providers and continued to discuss trends in senior transportation. Help support efforts to support safe driving for seniors. Participated in senior health fair and other events.
		Take citizen calls regarding individual senior transportation needs and refer callers to appropriate resources. Help callers brainstorm other options if no existing transportation program is appropriate.			Staff took calls as needed from citizens. Number of calls decreased over previous years to one or two per quarter. Possible explanation for the decrease includes the existence and use of Miami Valley Ride Finder and the increase in Medicaid-funded transportation.
	Transit and Human Service Transportation	Continue work to centralize and standardize a volunteer driver recruiting, screening, training and placement function for Montgomery County. Expand those efforts to include interested agencies in Greene, Miami and northern Warren counties.			Staff helped to publicize the availability of driver training through GDRTA. One social service agency utilized GDRTA's driver training in FY 2014. Continued to administer local funding for screening and training of volunteer drivers.
		Continue staffing the Senior Transportation Coordinator function to provide assistance and support to Montgomery County senior transportation agencies.			Staff continued coordination of Senior Transportation Expansion Program, including preparing invoices, recordkeeping and all required reporting. See 665.
		Make presentations to service clubs university classes and other organizations on the topic of senior mobility.			Presentation on senior mobility and community design was made to Miami University Middletown.
		Seek additional partner organizations to provide community-based transportation for seniors			No additional partners were identified during this time period. No requests from unserved areas were reported.
601.4		Assist ODOT District 7 and 8 and local jurisdictions with funding requests and applications			Staff coordinated with ODOT District 7 Safety Review Team in identifying jurisdictions to request safety funding for high-ranking crash locations and participated on several meeting with local jurisdictions. Staff reviewed and commented on the new ODOT safety program scoring criteria.
	Safety Planning and Engineering Studies	Use the latest available crash data to support transportation programs. Safety data will be provided to local jurisdictions upon request.			Staff began preparations for SFY2015 Safety Analysis by updating safety road network and crash data layers. Requests for safety data from jurisdictions and partner agencies such as GDRTA were fulfilled.
		Prepare a comprehensive list of resources and programs available to advance safety priorities in the region.			Staff researched and completed Safety Resources Guide document. Presentations were made to November 2013 TAC, and December 2013 Board, with information on candidate locations for several roadway safety funding programs. Resource Guide was published online. Staff participated in Safe Communities Coalitions in Montgomery and Greene Counties.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE	PERCENT BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
601.5	**Federal and State Legislation, regulations & funding**	Monitor transportation and air quality related legislation, regulations and funding				Staff reviewed the Federal Register on a regular basis and disseminated information to other appropriate staff members. Staff reviewed MAP 21 legislation and assessed the impacts of various programs to MVRPC. Staff attended several informational MAP-21 webinars and participated in the performance measure discussion NPRM discussions. Staff monitored federal register for status of PM 2.5 SIP and Ozone budget revisions. Staff monitored state bi-annual transportation budget. Monitored progress in updates to NAAQS for ozone from US EPA.
602	*Transportation Improvement Program (TIP) and Project Monitoring and Assistance*		*FTA/ FHWA/ ODOT/ MVRPC*	*78%*	*100%*	
602.1	**Amendments to the SFY2014-2017 TIP**	Amendments				Numerous highway and transit SFY2014-2017 TIP amendments were prepared and processed through the TAC and approved by the Board during the year. All transmittals for the subject amendments were transmitted to ODOT for STIP amendment on a quarterly basis. All proposed and approved TIP amendments were posted on MVRPC's web site and are also available for viewing through the MVRPC Web-Telus TIP system.
602.2	**Regional Transportation Planning Program and Project Development and Planning Assistance - Supplemental Funding for TIP Management**	Update STP/CMAQ and TA Policies				Staff continued to implement and monitor ODOT's Carryover Reduction Policy. Staff updated the MVRPC STP/CMAQ/TA Policy to create one comprehensive policy and procedure document for all three funding sources. The new policy and procedure document is now reflective of Transportation Alternatives (TA) and all references to Transportation Enhancements (TE) have been removed. Finally, the policy and procedure document has been updated to reflect the CMAQ Program being transformed into a statewide application process.
		Update Major New Program Policies				Staff updated the schedule listed in the Major New Program Policies and posted it on the MVRPC website.
		MAP-21 funding availability memo				A MAP-21 funding availability report was prepared and presented to the Board on September 5, 2013. Staff formally requested Board authorization to solicit member jurisdictions for new STP,CMAQ and TA projects, which was subsequently authorized.
		Stimulus Project funding				No activity this year.
		Prepare and publish annual listing of obligated projects				Staff prepared a listing of projects that were obligated in SFY2013 and published the list on the MVRPC website.
		Implement MAP-21 application process for STP/CMAQ and TA Programs				Staff solicited for STP/CMAQ/TA projects in September-October. Staff compiled the listing of the new received projects for the public involvement meeting in November and made it available for public comment and review as part of the 30 day comment period. Staff entered received projects into the MVRPC's database. The projects were ranked and 11 STP projects and 10 TA projects were approved at the March 6, 2014 Board meeting. The Board also forwarded 9 CMAQ applications to the Statewide CMAQ committee for their consideration. Approval/disapproval letters were prepared and sent to all of the project applicants. MVRPC staff worked with numerous jurisdictions regarding potential projects during our solicitation for STP/CMAQ/TA projects.
		Assist jurisdictions and coordinate the implementation of the Regional Complete Streets policy				Staff reviewed applications for STP/CMAQ funds to ensure compliance with the MVRPC Complete Streets policies. Discussed specific projects with sponsors as necessary. Forwarded various resources to member jurisdictions re: accommodating pedestrians, people with disabilities and cyclists.
		Annual project sponsor survey				Staff completed the CY2013 Local Project Survey and updated databases as appropriate. Staff distributed the CY2014 Local Project Survey and entered the results into the Local Project Database.
		General assistance to ODOT and project sponsors assistance				Staff provided assistance to numerous jurisdictions and ODOT on projects being programmed into Ellis.
		Schedule adherence for regionally significant projects				Assistance to jurisdictions in maintaining project commitment dates continued during the year. The status of all federally funded projects that were ready for bid letting was closely monitored. Bid letting information for all projects in our planning area was obtained for each letting date during the year. All ODOT Construction Updates and News Releases, newspaper articles and any information pertaining to lane closures and detours were reviewed and any pertinent information was updated in the appropriate database.
		Assist member jurisdictions in implementing the ODOT Local Public Agency (LPA) non-traditional project development process				Staff assisted several jurisdictions in implementing projects through the non-traditional process.
		Assist in preparing appropriate programming information and related project development requirements				Staff reviewed project information in ELLIS and coordinated with the TELUS database. Staff attended numerous project field reviews throughout the year.
		TELUS Updates and Coordinate with ELLIS				Staff continued to coordinate the TELUS and Ellis databases including updates to projects for both Darke and Preble Counties.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
		Develop SFY2015 Lock-down project listing			Staff prepared a SFY2015/SFY2016 lock-down project list and worked with jurisdictions that had projects scheduled in SFY2015 and SFY2016 to ensure the schedules were correct and achievable.
		Staff assistance to ODOT STIP Subcommittee			Staff coordinated with ODOT Central and District Offices in regards to the STIP Amendment process and development of upcoming SFY2016-2019 TIP development schedule.
		Project status reviews			Staff prepared and coordinated a Bi-annual TIP project review for District 7 projects on November 14, 2013 and April 24, 2014 and for District 8 projects on November 20, 2013 and April 29, 2014.
		Assistance to jurisdictions on project funding application processes			Staff assisted various jurisdictions on STP/CMAQ/TA applications and continued to provide general assistance to project sponsors.
		Assistance with ODOT's TRAC Major New/Railroad Grade Separation applications, project ranking and providing input to TRAC			Staff coordinated a round of TRAC project solicitation in April-May, 2014. Final scoring, ranking and submittal to ODOT TRAC will take place early next State Fiscal Year.
		Participate in the Ohio MPO Statewide Discretionary CMAQ Program			Staff continued to participate in the Ohio Statewide CMAQ committee by participating in numerous meetings and conference calls and by finalizing a policy and creating a statewide CMAQ project application. Staff continued to work on developing emission estimation methodology. Staff monitored CMAQ projects for accuracy in order to ascertain available future capacity at the state level. Staff began completing the statewide applications for the regional MVRPC CMAQ priorities.
	Regional Transportation Planning Program and Project Development and Planning Assistance - Supplemental Funding for TIP Management	Correlation of TIP with 2040 LRP and SIP			Staff continued to ensure the correlation between TIP and LRTP projects, as well as the inclusion of significant projects in the regional emissions analysis.
		Provide assistance to jurisdictions to implement and expedite LRTP projects			A seminar for jurisdictions was held on October 17, 2013 in order to clarify the FY2015 PDAC application process. Staff worked extensively with various jurisdictions to complete FY2015 PDAC applications. Following staff scoring of the FY2015 PDAC applications, an PDAC Project Sponsor's Meeting was held on December 3rd in order to reach consensus on the individual project rankings. Staff organized a review panel to review and recommend priorities for proposed regional FY2015 PDAC Transportation and Government Services Applications. The staff recommendations were presented to the Transportation and Government Services Review Panel on 12/10/13. The TAC approved the list of FY2015 PDAC requests in December 2013 and the list was subsequently approved by the MVRPC Board on January 9, 2014 and forwarded to the Dayton Region Priority Development and Advocacy Committee.
		Assistance with data, consultant selection, project development and miscellaneous review functions			Staff attended meetings and reviewed data for the GRE-35 Improvement project, Dayton Bike Share, Wilmington Pike, Austin Boulevard IMS, and Wolf Creek Bikeway.
		Generate traffic assignment information to aid in the development of "Design Year" traffic projections or other detailed project analysis			Staff provided growth rates and development information for various projects under development around the region. Staff coordinated land use changes for the Austin Boulevard IMS project (PID 92035) and SR 73/SR 741 (PID 95318) certified traffic requests.
		Coordination and Review of Environmental Documents			Staff reviewed NEPA documentation for consistency with the LRTP and TIP as needed.
		Conduct CMAQ project eligibility determinations			Staff prepared and submitted 24 CMAQ project eligibility determinations during the year.
		Assist and Coordinate Implementation of the Dayton-Springfield Area Freeway Management System and Regional ITS Architecture initiatives			MVRPC provided a list of projects potentially with ITS elements to ODOT Districts 7 & 8.
		Maintenance of Miami Valley Regional ITS Architecture			MVRPC performed an administrative update to the ITS regional Architecture to incorporate process streamlining reforms developed by ODOT. The SERF (Systems Engineering Review Form) and selected additional market packages were incorporated into the architecture to allow for easier processing and approval of selected "off-the-shelf" technologies that do not require a separate engineering analysis.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE BUDGET UTILIZED (tentative)	PERCENT 	PERCENT Done	REMARKS
605	*Monitoring and Surveillance*		FTA/ FHWA/ ODOT/ MVRPC	*79%*	*100%*	
605.1	Planning Databases	Continue updating transportation databases				Staff continued to track and update travel time reliability databases. Staff updated transportation database with 2013 traffic count data gathered from MVRPC count studies, and received from requested jurisdictions and ODOT. Staff performed in-house count studies to capture classified period counts along screenline. Counting devices were troubleshoot, and counting materials and hardware were purchased.
		Continue updating land-use and socio-economic databases				Staff continued to track development within the Miami Valley Region, specifically new residential, commercial, and industrial developments; employment increases/ decreases; and zoning changes. All data was updated in both Microsoft Access and ArcGIS.
		Collect special generator data in conjunction with SFY 2013 model update.				Staff updated University of Dayton and Wright State University Zones of Influence and provided employee/student information for UD, Sinclair and, WPAFB. Staff compiled 2010 employee earnings and summarized selected 2000 socio-economic data at the 2010 TAZ level.
		Continue updating environmental databases				No activity this period.
		Recommended functional classification modifications in conjunction with the 2010 Census urbanized area changes				Staff coordinated with jurisdictions and ODOT to make modifications to regional roadway functional classification system. May 2014 MVRPC Board approved classification updates, and recommended modifications were sent to ODOT/FHWA.
	Planning Databases	Summarize and analyze planning databases to support on-going planning efforts				Staff summarized and analyzed travel time reliability data from several different sources for comparison purposes. These sources included ODOT data, FHWA's HERE data and INRIX data. Staff completed travel time reliability analysis and mapping for calendar year 2013 using INRIX data. Staff completed a child-care facilities accessibility analysis for GDRTA using 2014 fixed routes.
		Assistance with Census 2010 Data Releases				Staff provided 2010 transportation related data as requested and continued to monitor the annual population estimates program.
		Update environmental justice target populations				Staff updated the socio-demographic data from 2000 to 2010 for Environmental Justice populations. The analysis included transferring and aggregating Census SF1 Block data for Minority, Hispanic, and Elderly variables, and ACS 2008-2012 data for Persons in Poverty, Zero-car Households, and Disabled populations, to 2010 TAZ geography. The summary included updated definitions of the populations and identified new target population thresholds to identify areas of high concentration. The environmental justice population's data update will be used to complete the community impact analysis for the 2016 Long Range Plan Update
605.2	Regional Planning/GIS Support	Provide general support and maintenance to transportation planning databases				Staff provided general support on various transportation planning related databases, including maintaining and updating core in-house datasets. Staff updated new centerlines, Miami County buildings, and jurisdiction boundaries. Staff compiled new comprehensive, zoning, and open space GIS Data.
		Provide an agency-wide GIS assistance such as troubleshooting, database management, spatial data analysis, and map generation				Staff provided technical assistance and training resource information to other staff members, including assistance on how to merge local bikeway datasets, mapping assistance for the Safe Route to Play event, and data assistance for the 2014 recreational trails map. Staff provided base mapping assistance to the Middle Great Miami River Watershed Planning project and population projection technical assistance for the AWQMP update. Staff provided assistance to the RTPO program.
		Improve MVRPC's GIS web portal and various Internet Mapping Service applications				Staff launched MVRPC Map Gallery v3 to include transportation and environmental themes, updated OPSS to include 2010 Census boundaries, transportation urbanized area, and NWI, and updated GIS webpages. Staff completed ArcGIS Online Organizational Account evaluation and launched ArcGIS Online Front Page. Staff hosted 2013 GIS Day Open House (11/20/13) and participated in SWOGIS GIS Doctor's Event (12/13/13) to showcase web mapping technology. Staff completed 5-year Regional GIS Business Plan and began exploring ArcGIS Online Story Telling template.. Staff began the update process to launch Map gallery v4 to include boundary datasets and mapping applications for each themes included in the ArcGIS online regional resource group.
		Conduct regional planning related activities and provide technical assistance for various internal planning studies/activities				Staff completed ACS/MS SQL data repository system for ACS 2007-2011 dataset and conducted training session for staff. Staff compiled new 2008-2012 ACS data and LEHD data for Census profile updates. Staff conducted best practices research activities related to regional land use policy, local comprehensive plans, MPO regional plans, and State of Region projects. Staff reviewed the GrantFinder and explored 2014 Brownfield Areawide planning grant.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
	Regional Planning/GIS Support	Assist local jurisdictions in their planning related activities			Staff provided various assistance to local jurisdictions and other organizations such as data and mapping assistance to Jefferson Township, Beavercreek Township Area Master Plan project, Greater Dayton Partners for the Environment Land Team, South Montgomery County Build-Out analysis, local comprehensive plan inventory for the Army Corp of Engineers Great Miami River Master Plan project, and MCO Future Quality of Life Dashboard. Staff provided input on Brown Township zoning issues, UD class wetland project, Ohio housing finance agency Neighborhood Initiative Program, Trotwood Comprehensive Plan project, MCD on the Greater Miami River corridor asset mapping project, Montgomery County Land Bank Community-Wide Data Sharing project, Greater Ohio MPO Sustainable Growth Research Study, and action items identified in the City of Xenia Comprehensive Plan.
		Attend conferences, seminars, and workshops			Staff completed Media Trainings (7/12/13 and 8/28/13). Staff attended and gave presentations at the MVOPC Planning and Zoning Workshop (12/6/13). Staff attended various conferences/events including Ohio GIS Conference (9/11/13 – 9/13/13), APA Ohio Conference (9/25/13 – 9/27/13), Vacant Properties Conference (10/22/13 – 10/23/13), River Summit (3/14/14), Think Regional Summit (4/10/14), UpDayton Pints and Perspectives (2/17/14, 3/5/14, and 3/19/14), Annual Summit (4/11/14), and Action Plan Launch meeting (5/6/14), and I70/75 Economic Development Summit (5/15/14). Staff attended various meetings include MVOPC meetings, SWOGIS Steering Committee meetings, and TAC and Board meetings.
		Coordinate Resource Center functions			Staff reviewed the Federal Register and the U.S. Congress Daily Digest and forwarded pertinent information to appropriate staff members. Staff ordered new books, updated resource center catalog, and put new materials in the library. Staff renewed agency subscriptions. Staff compiled Local Land Use Policies.
		Coordinate with Ohio Department of Development and US Census Bureau to provide program assistance			Staff responded to Census data requests. Staff attended 2014 State Data Center/Census information center annual training virtual conference (3/2/14). Staff began developing additional regional profile information packet using 2008-2012 ACS dataset and LEHD dataset.
610	*Continuing Planning - Review and Appraisal*		*FTA/ FHWA/ ODOT/ MVRPC*	*77%* *85%*	
610.1	Long-Range Transportation Planning	Prepare 2040 LRTP amendments, including map generation and public meeting preparation			No activity this period.
		Travel demand model			Staff coordinated with ODOT, other MPOs, and consultants on the travel demand model progress update through participation in bi-weekly conference calls, reviewing documentation, and continuing to provide and summarize data requested by the consultant team. Staff reviewed and corrected household interview data related to university and school activities.
		Develop a yearly transportation network: 2013 highway and transit network			Staff compiled data for completed TIP and local roadway construction projects as well as updated fixed transit routes for the SFY2013 network update. Staff updated CY2014 GDRTA transit routes and stops and added stop and parking attributes to the highway network nodes.
		Update travel time reliability analysis with SFY2013 data.			Staff updated travel time reliability analysis with FY2013 ODOT data. Staff also completed maps showing average speeds on the regional roadway network using 2013 INRIX data for inclusion in the FY2015 CMP Report.
		Continue staff training by attending seminars, workshops and conferences			Staff attended FHWA's Localized Bottleneck Workshop in August 2013. Staff attended several webinars regarding new provisions for performance measure for MAP-21. Staff attended OTEC in October 2013. Staff attended the Miami Valley Planning & Zoning Workshop on December 6, 2013. Staff attended ODOT training on the GIS Crash Analysis Tool (GCAT) and Crash Analysis Module (CAT) tools, and Economic Crash analysis Tool ECAT. Staff participated as a session moderator at the Ohio Conference on Freight in September 2013. Staff also attended several FHWA sponsored Talking Freight webinars as well as Ohio Travel Demand Model Users Group meetings. Staff attended the CTPP training workshop and a course on Project Level Modeling. Staff participated in several meetings and undertook self training to learn Cube scripting.
		Update new computer software			Staff updated to the latest versions of transportation related software as needed.
		Prepare for and attend various Long Range planning related meetings including TAC and MVRPC Board meetings			Staff attended TAC and MVRPC Board meetings as needed. Staff attended Going Places Committee meetings.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE	PERCENT BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
		Administer traffic counting program				Staff continued administration of traffic counting program. For 2014, letters to request counts from local jurisdictions were sent. Staff attended meeting at ODOT Central to explore new possibilities for traffic count data sharing between ODOT and local MPOS as ODOT transitions to new traffic count database.
	Long-Range Transportation Planning	Participate in the Statewide Transportation Plan update				Staff reviewed draft documents and provided comments for the Access Ohio Update process including coordination of local stakeholders meetings for our region.
		Work with ODOT and regional transit providers to develop performance measures				Staff continued to track developments at the federal level by reviewing NPRMs and attending informational sessions. Staff began researching peer efforts (highway and transit) in performance management including visualization techniques.
		Other transportation planning activities				Staff provided input to the Dayton Thoroughfare Plan update effort and WPAFB Partnership Initiative in the transportation category. Staff regularly attended OARC Transportation Committee meetings. Staff analyzed vehicle registration and employee database to help locate vehicle charging stations in the region.
610.2		Continue to share the preferred future land use scenario and its assessment results with regional stakeholders				Staff continued the outreach efforts to share the preferred future land use scenario and provide status updates to various regional stakeholders such as Generation Dayton, CityWide, DDC, Greater Dayton Partners for the Environment, UD and WSU classes, UpDayton, and others through email blasts.
		Continue to work with Going Places committees to identify elements of the regional land use plan				Working with the consulting team, staff continued monthly committee meetings to discuss and identify implementation tools. Work tasks during this process included Lesson Plan updates, Committee roster updates, communication with SC and PAC, best practices research, input gathering from DDC, Montgomery County Job Center, and WSU CUPA for selected tools, meeting summary review and posting to website and Facebook page, and briefings at TAC and Board meetings. Staff also hosted two Symposiums at Sinclair Community College and Fort Piqua Plaza. The preparation works were carried out such as preparing and distributing advertising materials, coordinating logistics, posting related information to the website and Facebook page, and information sharing to GP committee members, TAC and Board, and the general public.
		Develop a draft regional land use plan through a consensus building process				Staff developed the very first draft set of implementation tools based on the review of over 40 potential tools during the monthly committee meeting. Staff narrowed them down to a set of 11 implementation tools through additional analysis and discussion with the committees. Three draft versions of Implementation Tools Executive Summary reports presenting a set of 11 implementation tools were published prior to the final version. Each report was posted to the website, and shared with GP committee members, TAC and Board, and the general public.
	Regional Land Use Planning	Share and solicit input on the draft regional land use plan				Staff gathered input from TAC and Board through online surveys, formal presentations and Q/A, and exit surveys on the draft 11 implementation tools. Staff also gathered input from the general public through 3 open houses and a virtual open house on draft Implementation Tools. Staff prepared and distributed advertising materials, coordinating logistics, posting related information to the website and Facebook page to publicize the open houses. Staff summarized public participation report, and shared it with GP committee members, TAC and Board, and the general public.
		Finalize and seek approval of conceptual regional land use plan				After several iterations of refinement, the final Implementation Tools were identified and staff received the approval from the Board on April 3, 2014. In coordination with the consulting team, staff developed the final report.
		Publish Going Places summary report, an executive summary, and a brochure				Staff began developing the Phase III full report and executive summary report. Once these two reports are done, staff will be developing a summary booklet that summarizes the entire Going Places initiative.
		Share, disseminate, and publicize Going Places outcomes with regional stakeholders				No activity this period.
		Provide status updates to regional land use Steering and Planning Advisory Committees and MVRPC TAC and Board of Directors				In between each monthly committee meeting, staff provided status updates to the Going Places Steering and Planning Advisory Committee members through emails to share the latest information. Staff also provided monthly status updates to the MVRPC's TAC and Board of Directors.
625	Public Information and Service		FTA/ FHWA/ ODOT/ MVRPC	57%	100%	

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE	PERCENT BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
625.1		Review the recently updated *MVRPC's Public Participation Policy for Transportation Planning* per **MAP-21** requirements.				**MVRPC's Public Participation Policy for Transportation Planning** was reviewed and no additional modifications were made. Staff and members of the OARC Communications and Public Involvement Subcommittee reviewed each others policies and a meeting was held to discuss differences and similarities in an effort to streamline the policies and make them more uniform.
		Coordinate all necessary outreach regarding public participation meetings				Staff coordinated all elements regarding public participation meetings for the following topics: Solicitation for CMAQ/STP/TA projects in November 2013; Going Places Finale/Wrap Up in February 2014 (multiple meetings). Assisted ODOT D-8 in publicizing a public input meeting regarding GRE 35 in April 2014.
		Coordinate with various consultants regarding public participation				No activity this year.
		Oversee and maintain website and highlight Transportation issues				Staff continued to update and maintain the MVRPC website as needed. Along with publishing public meeting notices, and updates to various reports, projects and information relating to TIP, LRTP and Alternative transportation subjects, new items were added relating to Sustainable transportation solutions, Safe Routes, and Bikeways. The MVRPC website also included a special timeline to celebrate the 50th anniversary of the agency.
		Maintain a Facebook page to encourage public participation and interaction				Multiple staff continued to maintain the MVRPC Facebook page. Each department has been assigned a day of the week to make posts about relevant projects, programs or events.
	Public participation and media relations	Continuation of the Regional Land Use Plan - "Going Places" electronic mailing list and e-Lert updates.				Staff sent updates to the regional stakeholders who signed up for the status updates.
		Update Ohio News Media Directory into Outlook, as necessary				The Ohio News Media Directory ceased publication in late 2013. Staff has been using online resources to update Outlook, as necessary.
		Incorporate other entities' mailing lists				Staff coordinated with GDRTA regarding sharing of mailing list information.
		Produce various information publications				No activity this year.
		Produce various Public Participation Summary booklets				Staff prepared the necessary summary booklets, as determined by topic
		Participate in project-oriented public meetings				Staff participated in all public participation meetings
		Participate in the Ohio Association of Regional Councils' Communications & Public Participation Subcommittee				Staff participated in the OARC meetings and also began planning the OARC-presented 2014 Gubernatorial Candidates' Forum, to be held in August 2014.
		Oversee the Ohio Association of Regional Councils' website and train other MPO staff members on its maintenance				Staff continues to maintain the OARC website, and regularly assists other MPO staff with posting information about relevant information or events held around the State.
625.2	**Public Service**	Respond to service and data requests including census, socioeconomic and transportation data				Staff completed several requests for traffic counts received from members of the public, including realtors, and media. Staff responded to media and other transportation related information requests as needed.
665	*Montgomery County Senior Transportation Expansion Project*		*LOCAL*	*33%*	*100%*	
665.10	**Senior Transportation Expansion Project**	Assist agencies which provide supplemental transportation for seniors in Montgomery County				Staff continued coordination of Senior Transportation Expansion Program, including grant preparation, preparing invoices, passing through funds from the Montgomery County Human Services levy, recordkeeping and all required reporting. Also answered telephone inquiries from seniors and maintained the www.miamivalleyridefinder.org website.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE	PERCENT BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
665	*Regional Transportation Planning Organization (RTPO) Pilot Program*		LOCAL	67%	70%	
665.20		Public Participation				Staff met with representatives for LUC and provided them with a copy of MVRPC's Public Participation Policy for Transportation Planning. Staff participated in LUC Steering Committee meetings and attended statewide RTPO coordination meetings. Staff assisted with the development of a public participation plan that was adopted by the LUC-RTPO Steering Committee in April 2014.
		Developing Goals and Objectives				Staff assisted LUC with developing plan goals and objectives. Draft goals and objectives were reviewed and recommendations were made before adoption by LUC-RTPO Steering Committee in April 2014.
		Socio-Demographic Profile				Staff assisted LUC with collection and compilation of several Census and demographic data. Staff reviewed and provided comments on the LUC socio-demographic profile section.
		Inventorying Existing Transportation Conditions				Staff assisted LUC with collection of several transportation and environmental GIS data, including technical assistance in organizing and manipulating such data. Staff compiled crash data for Logan-Champaign counties, performed roadway crash analysis, and presented findings to Steering Committee in April 2014. Staff developed maps illustrating several transportation themes including condition of bridges, truck traffic, lane widths, railroad crossings, pavement condition ratings, level of service and average speeds on the LUC network.
	RTPO Pilot Program	Land-use and Environmental Analysis				Staff assisted LUC with collection of existing land use and environmental databases.
		Future Conditions				No activity this period.
		Needs Analysis				No activity this period.
		Draft Plan Recommendations				No activity this period.
		Fiscal Analysis				Staff began collection of historical financial resources (past projects, gas tax distribution, and vehicle registration fees) in preparation for this task.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE / BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
	RTPO Pilot Program	Final Plan Recommendations			No activity this period.
667	*Sustainable Growth Initiative*		*FTA/ FHWA/ ODOT/ MVRPC*	*100%*	
			79%		
667.11	MORPC	Continue contract with MORPC to host a web-based, integrated ride matching service for commuters to generate match lists			Contract with MORPC continued. Staff coordinate with MORPC and Trapeze (RidePro Software provider) to discuss any issues, changes or problems with the software. The contract will continue with MORPC through the foreseeable future.
		Provide quality computerized ride matching services (generate match lists)			Total number of matches attempted during FY2014 was 445 with 293 receiving at least one match. That's a 66% matchrate. Average home to work distance is 19.0 miles.
		Employer contacts/presentations and campaigns (on-site or off-site)			Presentation conducted at Sinclair Community College (Health Fair), ODJFS/Montgomery County Job and Family Services (Job Center) and Johnson Electric.
	RIDESHARE Program Activities/Outreach	General advertising and outreach to promote RIDESHARE			In anticipation of the 35th anniversary of the Rideshare Program, staff coordinated with Voss Toyota and secured the donation of a 2014 Toyota Prius to be given away at the end of calendar year 2014. An extensive promotional campaign regarding the 35th anniversary sweepstakes was conducted including TV, radio, direct mail, newspaper, digital media, social media, movie theatre advertising, transit advertising, billboards, and on-site promotions with the Dayton Dragons, Fraze Pavilion, Five Rivers MetroParks, and the City of Miamisburg Parks & Recreation. CCSTCC also joined in the promotion by allocating some of their budget to promote the sweepstakes too. In addition, all members of the Rideshare database received a mailback survey and a Commuter Club Discount Card which featured discounts at various retailers and the cards are good for all of calendar year 2014. Staff also participated with CCSTCC and ODOT D-7 on June 25, 2014 at the Listener Appreciation Lunch in Fairborn, OH (Greene County).
		Coordinate with CCSTCC on joint advertising			Clark County-Springfield Transportation Coordinating Committee was involved in the promotion of the Drive Less Live More initiative too. They also were involved in the 35th anniversary of Rideshare cross-promotion featuring a contest to win a 2014 Toyota Prius courtesy of Voss Toyota.
		Co-coordinate the "Drive Less Live More" Initiative with partner agencies			All Drive Less Live More partners conducted their various events and they were promoted via the DLLM website (www.drivelesslivemore.org) and DDN newspaper ads and Dayton City Paper ads. MVRPC took over the responsibility of maintaining the DLLM website from MCD. All advertising of various DLLM events was conducted by MVRPC. DLLM sponsored both the Dayton Dragons and Fraze Pavilion "Throwback Thursday" concert series and featured special carpool and bike parking for those who attended the events either in a carpool of four (4) or via bike.
		Coordinate and promote the Guaranteed Ride Home Program			With the www.rideshareohio.org website, applicants were automatically enrolled in the GRH Program once they registered for Rideshare. GRH information is included on the website and the program brochures/registration forms. All new vanpoolers were encouraged to enroll in Rideshare/GRH to used in an emergency.
		Participate in Rideshare/Air Quality OARC meetings			Staff participated in the OARC Rideshare/Air Quality meeting held on May 16, 2014.
		Prepare and submit Semester Progress Report to ODOT in a timely manner			Report was prepared and submitted in a timely manner.
667.12	Vanpool Administration and Seat Subsidy Program Vanpool	Coordinate with Vanpool Services Inc. (VPSI) and various companies to promote vanpooling as a commuter option for employees			Staff promoted the vanpool program in conjunction with VPSI and Enterprise Vanpools.
		Participate in various Transportation Fairs with VPSI and various vanpool providers, as requested.			No activity this year.
		Geocode/plot potential vanpoolers and help determine rendezvous points.			Staff met with Johnson Electric Company about possible vanpooling opportunities and they are investigating the possibility of allowing MVRPC to geocode home locations of their employees in an effort to form some vanpools.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE	PERCENT BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
	Vanpool Administration and Seat Subsidy Program Vanpool	Administer the Vanpool Seat Subsidy Program for any vanpools traveling into MVRPC's Rideshare Program service area.				Staff continued to follow the detailed procedures to ensure that the seat subsidies are submitted to VPSI and Enterprise in a timely manner. Due to the change in how ODOT will allocate CMAQ funding, staff prepared a new CMAQ request for vanpool seat subsidy with an anticipated start date of FY2018.
		Conduct an online survey of vanpool participants who take advantage of the MVRPC-sponsored subsidy				Instead of an online survey, staff decided to incorporate a 10 question survey in a mailing that was distributed with a "Commuter Club Card" (a discount card which is good throughout 2014) which is part of the 35th anniversary of Rideshare celebration throughout CY2014.
667	*Sustainable Growth Initiative (Miami Valley Air Quality Program)*		*FTA/ FHWA/ ODOT/ MVRPC*	*92%*	*100%*	
667.21		"Air Pollution Advisories" issued in coordination with RAPCA				No activity this year.
		Coordinate with other OARC Rideshare/Air Quality Subcommittee members to pursue joint purchasing of advertising incorporating the new, uniform "Air Pollution Advisory" logo.				OARC agencies discussed this option and found no interest at the time. Certain agencies continue to use the uniform "Air Pollution Advisory" logo. The MVRPC-developed :60 second AQI TV/radio commercial was edited to a :30 second version and MORPC pursued using that same spot in the Columbus area too.
		Coordinate with GDRTA, Clark County-Springfield TCC, Springfield City Transit, Miami County Transit and Greene CATS when the advisories are issued				No activity this year.
		Update the air quality web site (www.miamivalleyair.org)				The website was updated due to a change in how the AQ maps could be shown (OU no longer able to fulfill their contract requirements so, the contract was terminated). Links currently go to the USEPA's "Air Now" site and related maps. RAPCA is working with OEPA to develop more state/region-specific map options.
	Miami Valley Air Quality Awareness Program	General advertising and outreach using "It All Adds Up to Cleaner Air" materials including the locally produced items				The :60-second TV/radio ad regarding the AQI and what triggers an "Air Pollution Advisory" was modified to :30-seconds in an effort to have more stations agree to run the ad/not bump the ad due to the shortage of :60-second time slots. A variety of advertising was purchased including TV, radio, bus signs, digital and movie theatre ads. MORPC used the modified commercial also.
		Coordinate with CCSTCC on joint advertising for the Air Quality Awareness Program				CCSTCC joined MVRPC and ODOT D-7 at the Listener Appreciation Lunch on June 25, 2014, held in Fairborn, OH (Greene County) and provided information on air pollution reduction strategies.
		Special outreach efforts/special events that promote reducing air pollution.				DLLM sponsored both the Dayton Dragons and Fraze Pavilion "Throwback Thursday" concert series and featured special carpool and bike parking for those who attended the events either in a carpool of four (4) or via bike.
		Continue to implement a "school flag program" using USEPA materials (in conjunction with Safe Routes to School) and expand the number of schools served.				At the beginning of the school year, 4 additional sets of Air Quality School Flags were purchased, and 2 sets were distributed to Edison School and Fairview School (2 additional K-8 schools in Dayton), along with copies of the "Why is Coco Orange?" book. Staff coordinated with RAPCA on a grant application to start an Anti-idling program at schools in conjunction with the school flag program.
		Participate in Rideshare/Air Quality OARC meetings				Staff participated in the OARC Rideshare/Air Quality meeting held on May 16, 2014.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE	PERCENT BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
	Miami Valley Air Quality Awareness Program	Prepare and submit Semester Progress Report to ODOT in a timely manner				Report was prepared and submitted in a timely manner.
667.22	**Enhanced Air Quality Forecasting**	Contract with RAPCA/Forecasting Service/Consultant for enhanced, year-round air quality forecasting				The fiscal year July 1, 2013 through June 30, 2014, witnessed only one ozone exceedance day (>75 ppbv), at one monitor in RAPCA jurisdiction. It occurred on September 11, 2013 in Xenia, Ohio. It was the only ozone exceedance in the entire state of Ohio on that day, and registered a 78 ppbv 8-hr average. Our region has been measuring historically low levels of ozone in the past fiscal year, indicating the success of local, state and federal air pollution control programs as well as lower maximum temperatures and higher relative humidity's during the ozone season. Five PM2.5 exceedance days (>35 ug/m3) were measured during the fiscal year. Previously we had not experienced a PM2.5 exceedance in our service area since July, 2010. It is believed that reductions in emissions of nitrogen oxides and sulfur dioxide from electric generating plants have reduced the frequency of PM2.5 exceedances. However, PM2.5 has been shown to be a seasonal pollutant, with a warm season peak and a cold season peak. This is largely due to the atmospheric chemistry of ammonium sulfate and ammonium nitrate. All five of this fiscal year's PM2.5 exceedances were during the cold season. It is believed that atmospheric inversions and wood smoke may have played a role in the cold season PM2.5 exceedances, and investigations are continuing. In the fiscal year we called two air pollution advisories, both for ozone. We call an ozone air pollution advisory when the ozone concentration is forecasted to be over 75 ppbv and we call a particulate matter air pollution advisory when the PM2.5 concentration is forecasted to be over 35 ug/m3. RAPCA anticipates further improvement in ozone and PM2.5 levels in future years due to the implementation of national and local measures.
		Coordinate with RAPCA regarding forecasting training, software and educational conferences				Staff coordinates regularly with the Regional Air Pollution Control Agency (RAPCA) regarding forecasts, training and educational conferences. RAPCA employs a suite of forecasting tools to generate daily forecasts of air quality in terms of PM2.5 and ozone. These forecasts are then sent to MVRPC, U.S. EPA and the public up to five days in advance. As emissions of ozone precursors continue to be reduced, RAPCA expects lower levels of PM2.5 and ozone than we experienced in previous years. While this is a positive development, it presents a challenge for accurate predictions. We continue to enhance our forecasting tools through working with a contractor, Sonoma Technology Inc.
667	***Sustainable Growth Initiative (Alternative Transportation Activities/ Outreach)***		**FTA/ FHWA/ ODOT/ MVRPC**	*100%*	*100%*	
667.31	**Alternative Transportation Activities/Outreach**	Conduct outreach activities with project sponsors on the benefits of incorporating multimodal elements into projects				Staff hosted webinars on bike and pedestrian friendly design and forwarded links to resources on these topics to members of the Technical Advisory Committee throughout the year. Staff also presented multi-modal, active transportation work in a Green Speakers Series targeted at high school students looking at green careers.
		Cross-promotion of the "Bike on Bus" program as part of ""Drive Less Live More""				GDRTA "Rack and Roll" literature was included in all public outreach displays. "Rack and Roll" brochures were provided for Five Rivers Metroparks bike safety program for Dayton immigrant communities, who are significant transit users. Staff participated in RTA's Dump the Pump Day.
		Disseminate the multi-county bike map (2011 edition) in conjunction with other cycling groups/affiliations/parks & recreation departments through January 2014.				2011 edition maps were distributed and mailed out until late February 2014.
		Develop, in coordination with trail managing agencies and a graphic design consultant, a new 2014 edition of the regional bikeways map, including solicitation of map sponsorships and printing.				95,700 maps were printed and delivered to map distribution partners in March /April 2014. Map sponsorships were obtained from Cox Media, Children's Hospital, DP&L, The National Multiple Sclerosis Society, The Dayton Cycling Club, Bike Miami Valley and Great Miami Outfitters. The 2014 edition includes 31 points of attractions/destinations as well as additional trail segments built since 2011. The trail mileage guide has been updated.
		Support with site partners to continue enhancing the regional cycling advocacy web site (www.miamivalleytrails.org), including interactive mapping of regional bikeway networks. This will include, as needed, training for website partners on access and use of the site content management system.				The site is in continuous development and maintenance. 141 separate updates were made to the site during the year. 145 "Contact Us" questions were received. 164 requests to be added to the site e-mail contact list were received.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE	PERCENT BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
		This regional cycling advocacy website (www.miamivalleytrails.org) will be enhanced with the ability to have sponsored-purchase ads placed on the site. Staff will promote/sell space to local and regional entities				The advertising/sponsorship content management functionality has been added. The Air Quality and Rideshare Programs are the only site sponsors, to date.
		Coordinate with local cycling groups/affiliations/parks & recreation departments				MVRPC staff serve as governmental liaisons to the Bike Miami Valley Regional Advocacy Committee (Bike RAC). The Bike RAC includes representatives of Five Rivers, Major Taylor Cycling Club, Dayton Cycling Club, City of Kettering, MCD, Bicycles for All, and IMBA. The Regional Bikeways (Rec Trails) Committee which met in January 2014 includes representation from all jurisdictions that own/maintain bicycle infrastructure in the region.
	Alternative Transportation Activities/Outreach	Incorporate Pedal Pals information and cross promote				Pedal Pals literature and Pedal Pals branded items were included in all public outreach displays.
		Implement recommendations of the Comprehensive Local-Regional Bikeways Plan in coordination with Regional Bikeways Committee partners				Numerous projects were undertaken in the past year from the CLRBP, including the Medlar Bikeway, The Shook Bridge, the updated Bikeways Maps, the regional cycling web site. Staff also promoted our local network at OKI/Green Umbrella events to complete the regional network to the south.
		Develop and implement with partners a regional Bike-Friendly Business program under the "Drive Less Live More" campaign				MVRPC is exploring opportunities to partner with Bike Miami Valley to implement this program.
		Coordinate with local safety advocates and police departments on a regional bike lights awareness campaign, including the purchase of bike light sets for distribution to the public.				Remaining lights were distributed at East End Youth Bike event. Campaign was discontinued for the time being. Audience and products are being re-evaluated.
		Encourage members to make their jurisdictions more walkable				Walking Audit presentations and exercises were conducted at Edison PreK-8 School, University of Dayton. Staff also presented on Active Transportation to a 'Healthy Behaviors in Society' program at Antioch University Midwest.
		Assist jurisdictions to encourage walking and biking to school through involvement with the Safe Routes to School program, Safe Kids Coalition, and the community policing coalition.				Staff hosted a booth at the No Child Left Inside summit, at UD's Bike Carnivale, and has promoted the Ohio Safe Routes Network's webinars to our local members. Staff represents the Safe Routes program at Miami Valley Crime Prevention Association meetings and at Safe Kids Coalition. LTAP's Walking School Bus Training workshop was hosted at CRC, free to our members. And staff sat on the City of Centerville's Safe Routes to School committee to write the local travel plan. The Safe Routes to Play Forum was organized and hosted in June and attended by representatives of 10 local school districts.
667.35	Regional Cooperative Effort	Facilitate Meetings on Regional Cooperative Efforts				No activity during this time period.
		Assist in planning and facilitating meetings related to Going Places; an Integrated Land Use Vision for the Miami Valley Region				No activity during this time period.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE	PERCENT BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
	Regional Cooperative Effort	Print guide for seniors tentatively titled "Stay Connected in the Miami Valley" with local and national resources for extending safe driving as well as information concerning retiring from driving and alternative transportation programs. Guide would be targeted to the Region's rapidly growing senior population and their families.				Staff researched already available materials and came to the conclusion that a print guide would be redundant. Instead ordered and distributed available guides on the topic from sources such as AARP, Hartford Insurance and the Council on Aging. These guides were distributed though the Regional Coordination Council.
		Electronic guide Web-based for seniors tentatively titled "Stay Connected in the Miami Valley" with local and national resources for extending safe driving as well as information concerning retiring from driving and alternative transportation programs. Guide would be targeted to the Region's rapidly growing senior population and their families.				Staff added a blog function to www.miamivalleyridefinder.org, and posted quarterly to that blog on topics relevant to seniors and people with disabilities. Topics included safe driving, retiring from driving and transportation alternatives for non-drivers.
674.1	*Administration of the Coordinated Public Transit-Human Services Transportation Plan*		*FTA/ FHWA/ ODOT/ MVRPC*	*95%*	*100%*	
674.1.1	Coordinated Public Transit-Human Services Transportation Plan	Participate in the committee structure to oversee the implementation of the Public Transit-Human Services Transportation Coordination plan				Established 5310 users group and began developing the committee infrastructure for administering 5310.
		Attend, convene and facilitate meetings as needed to identify and pursue coordination opportunities				Staff convened and facilitated quarterly meetings of the Coordination Council, as well as attending various meetings convened by other parties.
		Convene ad hoc working groups to address coordination issues and opportunities				Staff convened 5310 Users group to discuss changes in that program and to solicit input on a regional model for the program.
		Maintain the Regional Directory of Transit and Human Services Transportation Providers on MVRPC's website. Assist in the transition to interactive website, www.miamivalleyrides.org.				Staff oversaw conversion to interactive website, www.miamivalleyridefinder.org was completed. This replaces the Regional Directory on MVRPC's website which will be phased out.
		Implement the recommendations of the 2012 Update of the HSTC plan.				Staff continued to work with various providers and other to implement the recommendations of the update.
674.1.2	Designated Recipient for Job Access and Reverse Commute (Section 5316) and the New Freedom (Section 5317) funding	Administer process for soliciting, evaluating, monitoring and reporting on projects funded through JARC (5316) and New Freedom (5317) Programs				No solicitation this period. All remaining JARC and New Freedom funds were allocated in FY 2013. Programs were discontinued under MAP 21.
		Provide project oversight and assure compliance of selected projects except where the project is awarded to a Direct Recipient				Staff provided oversight as needed to projects funded in previous years. Staff conducted before and after field reviews of multiple transit infrastructure projects funded through New Freedom and awarded to GDRTA. Several local jurisdictions participated by building accessible pathways to bus stops in tree lawns, etc. Over 400 transit stops were improved.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE	PERCENT BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
	Designated Recipient for Job Access and Reverse Commute (Section 5316) and the New Freedom (Section 5317) funding	Manage Echo reporting process for regional 5316 and 5317 funding				Staff completed all required reporting in Echo.
		Monitor Federal changes to the 5310, program and modify local process to reflect those changes.				Staff applied for and received Designated Recipient status for the new regionally allocated 5310 program. Staff developed and sought approval for the Program Management Plan for the revamped 5310 program and received FTA approval in February of 2014. Staff reach agreement with GDRTA concerning administration of the 5310 program and developed a Memorandum of Understanding outlining those roles.
674.2	*Transit Exclusive Planning (GDRTA)*		*FTA/ FHWA/ ODOT/ MVRPC*	*60%*	*100%*	
674.2.1	**Market Research**	Customer Communication Campaign				RTA launched e-Focus, an online customer community, that responds to surveys and provides feedback on service, maintenance, customer care and communications. Close to 1000 joined and participated. This campaign is 100% completed. RTA will continue to activate the online community.
		Brand Health Marketing Campaign				RTA efforts continue in its partnership with Montgomery County Public Health Department. Currently we are considering moving forward on a smoking ban mandate at our bus stops. This partnership is part of a larger focus on RTA's brand awareness - Our RTA to Health. This campaign is 100% completed. RTA will continue to it's partnership efforts.
		Transit Destinations Map Design				This effort will be integrated with the new System Map scheduled for redesign. Procurement is scheduled to go out in Fall. This project is 10% completed which includes feedback from stakeholder departments and identification of possible bidders.
674.2.2	**Service Analysis**	Planning and zoning workshop				December 2013 Workshop was completed with nearly 300 attendees. 100% completed.
		Smart Card Technology Testing				Preliminary testing on existing fare boxes completed. Have developed an RFP for a vendor proposal on possible Smart Card technology for future implementation. 20% completed
		Title VI Analysis				Title VI review completed in 2013 through the FTA Triennial Review. GDRTA was found to be fully compliant in Title VI programs and evaluation. 100% completed.
674.3	*Transit Exclusive Planning (Miami County Public Transit)*		*FTA/ FHWA/ ODOT/ MVRPC*	*60%*	*90%*	
674.3.1	*Planning*	Research options for integrating GPS software and equipment for MCPT				20% Still researching options.
		System Review- to verify data integrity				100% This activity has been completed
674.4	*Transit Exclusive Planning (Greene County Transit Board- Greene CATS)*		*FTA/ FHWA/ ODOT/ MVRPC*	*50%*	*100%*	
674.4.1	*Operations Planning*	Development and installation of a computerized flex route module, mobile data terminals, phone system, and security cameras.				Completed installation of computerized flex route module and mobile data terminals. Obtained quotes for phone system, published RFP for security cameras.

TASK NUM	ITEM	ANTICIPATED PRODUCT	$ SOURCE	PERCENT BUDGET UTILIZED (tentative)	PERCENT Done	REMARKS
674.4.2	*Facility Planning*	Conducting the environmental assessment and researching the design/engineering for a new combined operations and maintenance facility.				Completed researching the design/engineering for a new combined operations and maintenance facility.
695	*Work Program Administration*		*FTA/ FHWA/ ODOT/ MVRPC*	*74%*	*100%*	
695.1	Work Program Administration	Transportation program supervision				Technical supervision and program oversight was provided.
		Committee staff support				Staff support was provided for the following board of directors meetings: August 1, September 5, October 3, November 7, December 5, 2012 and January 9, 2014, February 6, March 6, April 3, May 1, and June 5.
		Draft Transportation Budget and Work Program				Draft work program and budget was completed and sent to ODOT February 24, 2014
		Final Transportation Budget and Work Program				Final work program and budget was completed and sent to ODOT May 5, 2014.
		Transportation Budget and Work Program Amendments				Staff prepared SFY2014 budget adjustments for SFY2013 carry forward funds and new Regional Planning Mentor grant and obtained ODOT approval.
		Progress Reports				Staff produced the SFY2013 final completion report, which was approved by the board on September 5, 2013 and submitted to ODOT on September 6, 2013.
		Self-certification				Annual self certification was approved by the MVRPC Board on May 1, 2014.
		Review material for US DOT Certification				All materials prepared and reviewed with US DOT certification team. Re-certification was successfully completed.
		Coordination with ODOT and OARC				On going.
		Coordination with other MVRPC divisions, jurisdictions, system operators and other agencies				Staff continued to work closely with OARC, ODOT and other agencies.
		Annual Title VI Compliance Report				Updated Title VI report was submitted as part of work program submission.
		Update Title VI report to FTA in FY2014				MVRPC Board approved Title VI program in December 2013 and the Title VI report was submitted to FTA.
		Pending new US EPA agreements, Update review and Revise Agreements as listed				Draft USEPA agreements are pending final reviews however, MVRPC board approved updated MOUs in 2008 and re-executed these MOUs in August 2013.

RESOLUTION ADOPTING THE SFY2014
TRANSPORTATION WORK PROGRAM COMPLETION REPORT

WHEREAS, the Miami Valley Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami and Montgomery Counties including the jurisdictions of Carlisle, Franklin and Springboro in Warren County; and

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

WHEREAS, the SFY2014 Transportation Work Program and Budget were adopted and amended by the Miami Valley Regional Planning Commission; and

WHEREAS, various reports listed in the SFY2014 Transportation Work Program Completion Report have previously been acted upon by the Miami Valley Regional Planning Commission's Board of Directors, as appropriate.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Miami Valley Regional Planning Commission adopts the **SFY2014 Transportation Work Program Completion Report** and authorizes the Executive Director to submit this report and any additional information to funding agencies to document work completed in SFY2014.

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

_____   _____
Brian O. Martin, AICP   **Janis L. Vargo, Chairperson**
Executive Director   Board of Directors of the
                                           Miami Valley Regional Planning Commission

_____
    Date

ONE REGION... ONE VISION... ONE FUTURE

MEMORANDUM

To: Technical Advisory Committee and Board of Directors

From: MVRPC Staff

Date: August 14, 2014

Subject: Recommended approval of MVRPC TRAC Ranking for ODOT CY2014 Major New
Capacity Projects.

In 1997, by request of the Ohio Department of Transportation (ODOT), the Transportation
Review Advisory Council (TRAC) was established by Ohio Revised Code to determine which
projects considered to be "major new capacity" are to be funded by ODOT. The TRAC is a
permanent body of predominantly non-ODOT personnel, which administers the project ranking
and selection process for all major new projects in Ohio. To learn more about the TRAC please
visit their web site at: http://www.dot.state.oh.us/trac/Pages/Default.aspx.

Metropolitan Planning Organizations (MPOs) such as MVRPC have several responsibilities and
tasks to fulfill for a project to be considered by the TRAC. The TRAC can only fund projects that
are included in the MPOs Long Range Plan (LRP). Therefore, the MPO must list the project in
their LRP. Similarly, if an MPO does not wish to have a project funded, for example, a project in
an environmentally sensitive area, the MPO has the option of not including the project in the
LRP. The TRAC also takes into consideration regional and local priorities by requiring MPOs to
submit project priority lists. In addition, no project will be ranked unless approved or reviewed
and commented on by the appropriate MPO.

In an effort to provide the TRAC a ranked project list for MVRPC's area, the Board adopted its
Policies and Procedures for Considering Major New Capacity Projects (available at
www.mvrpc.org). The policies and procedures include a ranking system made up of two
different categories, the first being the Basic Project Evaluation System (PES) score and the
second being the project readiness score. The scores from the two categories are combined to
determine the overall project score. Projects were reviewed and scored by MVRPC staff. Draft
staff scores were returned to the project sponsors and a meeting with the project sponsors was
held in order to come to a consensus on the final project scores. Following the project sponsor
meeting, the resulting ranked listing is now being presented to the MVRPC Board of Directors
for final approval prior to submittal to the TRAC.

Based upon the process summarized above, staff recommends the adoption of the CY2014
MVRPC Recommended TRAC rankings as shown in Exhibit 1.

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Exhibit 1

MVRPC's Recommended TRAC Rankings for CY2014				
Project Name: Traditional (Roadway)	*Factored Readiness Total*	*Basic Project Evaluation System*	*Overall Total*	*Project Rank*
Points possible:	**30**	**70**	**100**	
MOT - US 35 Improvements	18	53	71	**1**
GREENE - US 35 Interchanges	9	50	59	**2**
70/75 Airport Logistics Access	12	39	51	**3**

RESOLUTION
APPROVING THE MVRPC RANKING FOR MAJOR NEW
CAPACITY PROJECTS FOR CY2014

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 and Springboro in Warren County; and

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

WHEREAS, the Ohio Department of Transportation (ODOT) has created the Transportation Review Advisory Council (TRAC) to develop and implement a decision making process to direct the major new capacity investment decisions of ODOT; and

WHEREAS, ODOT's TRAC Policies and Procedures require MPOs to rank all eligible projects submitted within their regions according to their priorities; and

WHEREAS, staff has evaluated the list of MVRPC area CY2014 TRAC applications based upon the adopted policy.

NOW, THEREFORE, BE IT RESOLVED, that MVRPC's Board of Directors hereby adopts the CY2014 major new capacity project rankings as shown in Exhibit 1.

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

_____   _____
Brian O. Martin, AICP   **Janis L. Vargo, Chairperson**
Executive Director   Board of Directors of the
                                           Miami Valley Regional Planning Commission

_____
Date

ONE REGION... ONE VISION... ONE FUTURE

GIS RESOURCES PAGE

mvrpc.maps.arcgis.com/home/index.html
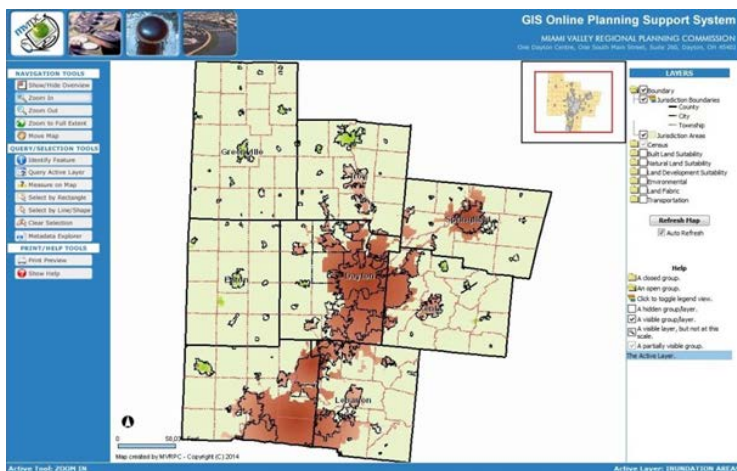

MAP GALLERY

www.mvrpc.org/mapgallery/

ONLINE PLANNING SUPPORT SYSTEM

maps.mvrpc.org/regis/viewer.htm

U.S. CENSUS DATA CENTER

www.mvrpc.org/data-mapping/census

June 5, 2014 EXECUTIVE DIRECTOR'S REPORT

1. Federal Funding Update

The debate on the next federal transportation bill continues. The current bill, MAP-21, is a 2 year funding authorization bill that expires September 30 of this year. The prior three transportation funding bills were 6 year bills helping states, local jurisdictions, and the industry plan and program needed infrastructure over approximately 20 years. Thus far, the following transportation bills have been proposed:

- GROW America Act proposed by the Obama Administration, a 4 year, $302B transportation proposal, a significant increase over MAP-21 levels and focused on job creation, innovation, and continuation of the TIGER grant program, and renewed investment in freight and logistics.
- A bi-partisan bill passed the Senate Environment and Public Works Committee, co-authored by Sen. Boxer (D-CA) and Sen. Vitter (R-LA). This is a 6 year bill that continues current funding plus inflation over the 6 year period. The bill extends many of the initiatives launched by MAP-21.

Neither proposal fully addresses the declining revenue trend of the Highway Trust Fund (HTF), which is forecast to run out of money by August. As proposed, each requires additional funding ($100B for the Senate bill) to supplement the ailing HTF. In the past, the funding has come from the General Fund, an unreliable source for transportation funding due to the many needs confronting the country. Transportation needs are best served through healthy, dedicated funding sources, traditionally federal and state gas tax, tolls, and infrastructure bonds. From House Republicans, the latest idea to supplemental funding is to use savings from ending Saturday mail delivery which would fund only 1 year of the funding shortfall. The Administration cites an infusion from the general fund coupled with Corporate tax revisions. The deadline is an agreement before HTF depletion and MAP-21 expiration.

2. Recent Community Meetings

The Executive Director has concluded a recent round of meetings in the Region with current and former members about our vision and the services that we provide as a component of their membership in MVRPC. Emphasis is placed on the many reasons to get involved in MVRPC above and beyond project funding for their eligible road, bridge, transit, bicycle and pedestrian projects.

The primary reasons for active participation in MVRPC are to gain access to: a) dialogue and discussion on broad topics that transcend jurisdictional boundaries, b) MVRPC staff is an extension of local jurisdiction staff, c) MVRPC is a strategic resource and partner for advice, grant seeking and grant writing for the long term health of the region, d) participation in upcoming tools from the region's visioning process which concluded in April 2014, e) storm and sanitary sewer best practices, and f) land use, transportation services, and data to support local and regional initiatives.

These discussions have occurred with the following during the 2nd Quarter: Preble County, Darke County, Greene County Township Association, Greene County Engineers Annual meeting, Montgomery County Engineer's Annual Meeting, Franklin Township (Warren), First Suburbs, Miami Township (Montgomery), Xenia Township (Greene), and Butler Township (Montgomery).

In addition, MVRPC has been included in the Partnership Initiative launched by Wright Patterson Air Force Base through the office of Commander Barlow. Our role is to serve as Senior Advisor to the transportation committee for this initiative and I'll be a signatory in the formal partnering agreement. After employee performance reviews and summer vacation, we'll resume these meetings. Please contact Ann Burns to schedule a meeting in your community.

Upcoming MVRPC meetings:

- 6/19/14   Technical Advisory Committee, 9:30 a.m.- CRC

- 7/10/14   9:00 a.m. Executive Committee   9:30 a.m. Board of Directors - CRC