

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
TECHNICAL ADVISORY COMMITTEE
NOVEMBER 19, 2015
MINUTES**

Rob Anderson, City of Clayton
Paul Arnold, MVRPC
Pete Bales, City of Fairborn
Gary Burkholder, City of Brookville
Ann Burns, MVRPC
Emily Christian, City of Riverside
Kenneth Collier, Greene County Transit Board
Barry Conway, City of Franklin
Robert Cron, City of Vandalia
Bradley Daniel, MVRPC
John Davies, Washington Township
John Donnelly, City of Tipp City
Frank Ecklar, Greater Dayton RTA
Craig Eley, Choice One Engineering
Andrew Fluegemann, ODOT District 8
Robert Galvin, City of Vandalia
Paul Gruner, Montgomery County Engineer
Jay Hamilton, ODOT District 8
Mike Hammes, City of Moraine

Amy Havenar, City of Piqua
Paul Huelskamp, Miami Co. Engineer
Martin Kim, MVRPC
Matthew Lindsay, MVRPC
Brian Martin, MVRPC
Dominic Miller, City of Xenia
Jeff Moorman, City of Beavercreek
Richard Norton, City of West Carrollton
Ami Parikh, MVRPC
Matt Parrill, ODOT District 7
Ana Ramirez, MVRPC
John Sliemers, City of Kettering
Christopher Snyder, Miami Township-Mont.Co.
Douglas Spitler, City of Centerville
Keith Steeber, City of Dayton
Kathy Streng, DLZ Ohio, Inc.
Denise Swinger, Village of Yellow Springs
Ronald Thuma, Monroe Township
Greg Wallace, Municipality of Carlisle

I. INTRODUCTION

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

II. APPROVAL OF OCTOBER 15, 2015 MEETING MINUTES

Mr. Ecklar made a motion to approve minutes. Mr. Burkholder 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 SFY2016-2019 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 statewide line item projects, noting an additional handout for a Greene Co. project on Grange Hall Rd. Mr. Arnold stated that staff does recommend adoption of this TIP amendment, and referred to a resolution on page 14 of the mailout. Mr. Conway made a motion to recommend adoption. Mr. Spitler seconded the motion. The motion passed unanimously.

B. Recommended Adoption of Proposed list of 2040 Long Range Transportation Plan Congestion Management Projects; Summary of Public Participation Meetings (October 20-22) and Financial Analysis.

Mr. Arnold explained how the 2040 LRTP's 25 year forecasted revenues were determined by considering two main funding sources: the TIP and local funds. The TIP includes funds from the Ohio Department of Transportation as well as other MPO-controlled funds. Local jurisdiction funds include Ohio Public Works funds, and Local ED/GE grants, in addition to local revenues. He reviewed how the revenue forecast was completed by identifying the actual expenditures in each funding source and using those as a base to calculate the year 2040 revenue forecast. Therefore, the 25-year time period was separated into two increments. Mr. Arnold stated that the first increment is from SFY2016 to SFY2019 and includes the actual programmed expenditures for that time period in the current TIP. The second increment includes the remaining 21 years in the period and is further sub-divided into three additional increments (2020), (2021-2030), and (2031-2040).

Mr. Arnold explained how the first step was to determine annual average TIP expenditures for the past three years (2013-2015); the annual average was then used to calculate available revenues in the remainder years of the Plan. A similar process was used for the locally funded project expenditures, MVRPC's annual survey data on local jurisdiction's actual expenditures on transportation improvement projects in previous years were used to determine the annual average expenditures. Based on annual expenditures identified, total expenditures for the time period of SFY2016-2019 were calculated. Similarly, the annual average was multiplied by 1 and 10 to determine the remaining 21-year revenue forecast. He reviewed how the forecasted revenues for the entire 25 year were determined by adding actual TIP and local expenditures to the projected figures of the remaining 21 year forecasts from both TIP and local sources. Mr. Arnold reported that the next step in the revenue forecasting process was to determine how much of the total revenue will be available for the maintenance/reconstruction versus operational/safety/capacity improvements type of projects. On average, the region is expending approximately 62% of its roadway budget on maintenance/reconstruction and 38% on operational/safety/capacity projects. The forecasted revenue for the operational, safety, and capacity projects shown in the table below will be used to demonstrate the financial constraint for the transportation plan congestion management projects.

Ms. Ramirez reviewed the process for the development of the congestion management project solicitation and development of the proposed project list. She reported that staff conducted three Public Participation meetings in Miami, Montgomery and Greene Counties. A summary of public comments received was included in the mailout. Ms. Ramirez explained that the next step is to conduct the technical analysis which includes air quality conformity; plan evaluation, community impact assessment and environmental mitigation. Ms. Ramirez stated that staff does recommend adoption of the Resolution on page 48 of the mailout. Mr. Steeber made a motion to approve. Mr. Ecklar seconded the motion. The motion passed unanimously.

V. INFORMATION ITEMS

A. Proposed new projects requesting MVRPC's STP and TA Funds

Mr. Arnold referred to a memo on page 49 of the mailout. The memo provided a table showing the funds requested and total project costs for both funding categories. He reported that a public involvement meeting was held on November 25, and a summary of all comments received is included in the mailout, as well as project tables that provide more details for each of the project applications that were submitted.

After each proposed project is evaluated and ranked, a final list of recommended projects will be reviewed by the TAC in January or February and forwarded to the Board of Directors for final approval in February or March.

B. “Taking Care of What We Have – Transportation Asset Management Plan (TAMP)”

Mr. Parrill presented information on ODOT’s “Asset Management – Taking Care of What We Have” Program. Transportation Asset Management is an agency wide commitment and represents the highest form of “Excellence in Government” and applies to all Departments, Divisions and Districts within ODOT. As such, the purpose of the Transportation Asset Management Plan (TAMP) is to follow a strategic direction in regards to managing our Assets through collection of good data and leveraging Technology. He reviewed that this is a three-pronged approach that includes State of the Art Technology for Improved Decision-Making; Aggressive Preservation Treatments; and, More Collaboration. The TAMP will include two years of Operations activities and a six year Capital Program that addresses system preservation needs.

Mr. Fluegemann explained that a \$14B financial gap exists between needs and resources (based on historic trends). Freight volumes and tonnage are increasing, and funding is not adequate to maintain the condition of infrastructure assets, such as pavements, bridges, and culverts. He explained that the performance-based decision process recommended under MAP-21 legislation, and the Department’s efforts at developing a Transportation Asset Management Plan, have found that to meet the goals outlined in Access Ohio 2040 and to lower the life cycle cost of maintaining these assets, preservation treatments should be used more effectively throughout the system. The increased use of these treatments will reduce the cost of maintaining pavements, bridges, and culverts without sacrificing conditions.

Mr. Fluegemann stated they are implementing this program to achieve the following:

FOSTERING more consistency across Districts.

BUILDING a collaborative project-selection process built on optimized investment strategies.

HELPING to ensure statewide goals are achieved.

REDUCING annual and life cycle costs once steady-state conditions are achieved.

REMOVING artificial distinctions between “Capital Projects” and “Maintenance Activities.”

COORDINATING preservation activities through Planning.

USING performance data to guide funding allocations.

He also explained that the benefits of the program are; Improved consistency in practices across Districts; increased use of preservation treatments; more cost-effective use of available funds; and reduction in pavement and bridge life cycle costs by 25 to 60 percent.

Mr. Steeber asked if this plan includes assets other than pavement such as guardrail and lighting. Mr. Parrill explained that there is an asset management team that will be working on this plan, and what will be included in Tier I further into the process. Mr. Martin asked if the GAP projects will come through Ellis and the TIP. Mr. Fluegemann explained that these will be included in the TIP.

VI. EXECUTIVE DIRECTOR’S REPORT

Mr. Martin reported that a new Federal Funding bill is due on December 4th, and we are optimistic that this will happen.

He referred to his November report on page 62 of the mailout that provided some additional information on the federal funding, some recent grant opportunities as well as a list of upcoming meetings.

VII. ADJOURNMENT

Mr. Anderson made a motion to adjourn. Mr. Donnelly seconded the motion. The motion passed unanimously.