

# CHAPTER 7 :

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## Implementation



## Implementation

This AT Plan for the Miami Valley establishes a clear and simple vision for the Region through the AT Plan Vision Statement found in “Chapter 2 : Vision & Goals”. Implementation of this plan will involve the development of active transportation projects which change the fabric of the built environment and provides a step-by-step process to achieve the AT Plan Vision and Goals. The Miami Valley Regional Planning Commission (MVRPC) will commit to the Programmatic Steps listed below, support the development of complete streets projects, continue to strive to allocate funding for such projects, and reinforce requests for outside funding to implement projects.

Ultimately, however, MVRPC can only fund the projects for which we receive applications. Therefore, it is critical that communities within the Region continue to foster partnerships that support and encourage regional active transportation projects. The AT Plan highlights the equity implications of incomplete transportation facilities and is designed to encourage and promote the importance and awareness of active transportation in the Region. It is anticipated that active transportation projects will be developed and result in funding applications in the future.

# Programmatic Steps

The Miami Valley Regional Planning Commission will undertake the steps listed below to support the development of our members' priority active transportation projects.

- » MVRPC will, at the invitation of our members, facilitate and administratively support working groups related to development of multi-jurisdictional active transportation projects. Sections of the proposed Regional Bikeways Network are especially good candidates for this service.
- » MVRPC will establish, and maintain on an appropriate schedule, an Active Transportation “dashboard” to monitor the metrics of this Active Transportation Plan and plan implementation generally.
- » MVRPC will evolve the current “Regional Bikeways Committee” in ways that will support the broader active transportation goals and modes emphasized in this plan. This evolution will be conducted in consultation with the current participants in the Bikeways Committee to ensure continuity, while bringing new initiatives and collaboration to the committee.
- » MVRPC will look for synergies between the goals and recommendations of this plan and potential new funding streams, particularly new federal funding programs related to climate change, environmental equity, and safety that can apply to complete streets and active transportation projects.
- » MVRPC will continue to promote active transportation commuting options, tools and resources to make those options easier to understand and utilize such as the GOOhio Commute platform which integrates transit, bicycle commuting and carpooling into one easy interface.

- » MVRPC will continue coordination and collaboration with the transit agencies in our region to promote transit accessibility and use.
- » MVRPC will continue to support promotion of the Miami Valley Trails as a regional transportation corridor, as well as a recreational and tourist destination serving the health and economy of our Region. Publication of the Miami Valley Bikeways maps and support of the companion web site will continue. Partnerships with advocates, trail managing agencies, public health agencies, and the Great Miami Riverway will raise awareness of the regional bikeways and safe community connections to and from the trails.
- » MVRPC will participate in a Regional effort to develop a Strategic Funding Plan to foster development of Active Transportation networks.

## Funding Strategies

Active transportation projects comprise a fraction of overall transportation network construction and maintenance. While pedestrian and bicycle infrastructure generally does not serve as many users as highways, bridges, and other critical infrastructure, it can have a substantial positive effect on local economies. Additionally, providing opportunities for active living promotes public health and may reduce the burden on tax-payer funded healthcare systems over time. Therefore active transportation infrastructure is a critical component of a complete transportation network and results in a positive return on investment for communities that fund such projects.

Several state and federal funding sources can be used to supplement local funding sources to build out the active transportation network and fund related programming efforts. In addition, ODOT and the Ohio Department of Health (ODH) have developed an Active Transportation Funding Matrix.<sup>28</sup> Communities may use this tool to search for additional potential funding sources to support infrastructure and non-infrastructure projects that advance walking and bicycling. As part of the statewide WBO Plan, ODOT published a Funding Overview Report that provides more details on types of funding available, schedules, and eligibility requirements.

MVRPC will work in a cooperative effort among potential project sponsors, transit agencies, and active transportation advocates to develop a timeline of funding applications and project construction. Working together to identify project sequencing, and avoid areas of possible overlap in grant applications provides a strategic approach to network development and assists project sponsors in budget planning for local match. A strategic funding plan is not included in this Active Transportation Plan, however MVRPC will participate with regional stakeholders to develop such an approach as a component of the AT Plan Implementation.



## **Surface Transportation Program (STP)**

The STP program provides flexible funding that may be used by State and local governments for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. In the Miami Valley Region, these funds are sub-allocated to MVRPC for project selection. In 2012, MVRPC introduced a Simple Resurfacing Program, which will be used for paving projects that have no right-of-way or environmental needs. The amount of “set aside” for these resurfacing projects will be determined on an annual basis. MVRPC will provide up to 80% (federal) of the project cost, and the applicant provides a minimum of 20% (non-federal) as matching funds. MVRPC generally solicits for new STP projects annually.

## **Congestion Mitigation/Air Quality (CMAQ)**

The CMAQ provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). The Ohio Department of Transportation (ODOT) sub-allocates the CMAQ funds to the 8 largest Metropolitan Planning Organizations (MPO) through a Statewide CMAQ Program. In the MVRPC area, CMAQ funds will provide up

to 80% (federal) of the project cost, and the applicant provides a minimum of 20% (non-federal) as matching funds. MVRPC generally solicits for new CMAQ projects every other year.

## **Transportation Alternatives (TA)**

The TA program provides funding for projects defined as transportation alternatives, including on and off road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; community improvement activities; environmental mitigation; recreational trail program projects; and safe routes to school projects. MVRPC will provide up to 80% (federal) of the project cost, and the applicant provides a minimum of 20% (non-federal) as matching funds. MVRPC generally solicits for new TA projects annually.

## **Infrastructure Investment & Jobs Act (IIJA) Section 11403 Carbon Reduction (CR) Program**

The IIJA, passed in 2021, established a new Carbon Reduction Program that provides funding to states and MPOs to invest in projects that support a reduction of transportation emissions (defined as carbon dioxide emissions from on-road sources). Eligible projects include alternative fuel infrastructure, public transportation improvements, bicycle and pedestrian facilities, and efficient street lighting and traffic control equipment, among other viable carbon reduction projects. MVRPC will provide up to 80% (federal) of the project cost, and the applicant will provide a minimum of 20% (non-federal) as matching funds. MVRPC will start soliciting for CR projects annually in the fall of 2022.

## Priority Development and Advocacy Committee (PDAC)

The Miami Valley Regional Planning Commission works with the Dayton Regional Priority Development and Advocacy Committee (PDAC), and other organizations throughout the region to identify projects that may be eligible for federal and state funding. The purpose of this process is to establish a list of mature and eligible projects which benefit the region and to present the list in a timely fashion in a format that is useful to the federal and state elected officials. The list will be categorized to help guide the officials on regional needs.

While PDAC does not itself allocate funding to projects, it can produce positive results for projects recommended by the process. The partnership of MVRPC and other regional agencies has successfully obtained over \$61 million dollars in funding, through this process. PDAC can be a viable route to secure funding through the State Capital Budget, for instance.

## Transportation Review Advisory Council (TRAC)

Transportation Review Advisory Council (TRAC) assists the Ohio DOT in developing a project selection process for ODOT's largest investments. The TRAC, chaired by ODOT's Director, also approves Major New projects (cost more than \$12 million) for funding. TRAC looks at applications more systemically, as part of a multi-modal transportation system. The scoring criteria are designed to more readily consider projects of various modes – highways, bridges, passenger rail, transit, and freight projects



– to compete for funding. Realistically, given the minimum project cost for TRAC consideration, only larger complete streets projects or transit projects may be a fit for the TRAC process.

## **Safe Routes to School (SRTS)**

The Safe Routes to School program provides resources, technical assistance and project funding to encourage and enable students in grades K-12 to walk or bicycle to school. A comprehensive approach to SRTS includes both infrastructure and non-infrastructure countermeasures and programs.

This program, administered through the ODOT is funded at \$4 million annually for projects in 5 categories: Engineering, Encouragement, Education, Enforcement and Evaluation. Funds are available for:

- » Infrastructure projects within two miles of schools serving K-8 students. ODOT will reimburse up to 100% of eligible costs for all phases, including preliminary engineering, detailed design, right-of-way, construction, and construction engineering. Project limit: \$400,000.
- » Non-infrastructure activities such as education, encouragement, enforcement or evaluation. Non-infrastructure funding may be requested for assistance with the development of plans. ODOT will reimburse up to 100% of eligible costs for items such as training and materials, program supplies, small safety and education incentives, and public awareness campaigns. Project limit: \$60,000.

Projects must be in an approved SRTS School Travel Plan or Active Transportation Plan to be eligible for SRTS funding. ODOT also provides some assistance for the development of SRTS School Travel Plans.

## **Clean Ohio Trails Fund (COTF)**

The Clean Ohio Trail Fund (COTF) seeks to improve outdoor recreational opportunities for Ohioans by funding trails for outdoor pursuits of all kinds. Local governments, park and joint recreation districts, conservancy districts, soil and water conservation districts, and non-profit organizations are eligible to apply for land acquisition for trail or for new trail and connector trails. State of Ohio will reimburse up to 75 percent of eligible costs under Clean Ohio Trail Fund with a grantee match of 25 percent.

## **Recreational Trails Program (RTP)**

RTP is a federally funded trails program administered in Ohio through the Ohio Department of Natural Resources. Cities and villages, counties, townships, special districts, state and federal agencies, and nonprofit organizations are eligible to apply for projects including development of urban trail linkages, trail head and trailside facilities; maintenance of existing trails; restoration of trail areas damaged by usage; improving access for people with disabilities; acquisition of easements and property; development and construction of new trails; purchase and lease of recreational trail construction and maintenance equipment; environment and safety education programs related to trails. This program requires a federal/local cost split of 80/20 percent, and ODNR caps the federal contribution per project at \$150,000.

## Federal Transit Administration (FTA) Section 5310

This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Eligible projects include both “traditional” capital investment and “nontraditional” investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. Non-traditional Section 5310 project examples include building accessible paths to access transit stops, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features.

## Safe Streets For All (SS4A)

This program was established by the Bipartisan Infrastructure Law, signed in 2021. The Act allocates \$200 million per year for the new Safe Streets and Roads for All grant program, which will fund projects and plans aimed at reducing traffic fatalities and injuries in communities throughout the U.S. These grants will be available to cities, counties, metropolitan planning organizations (including MVRPC) and tribal governments.

This program will specifically fund developing comprehensive safety action plans or “Vision Zero” plans. Planning, design, and project development on low-cost, high-impact elements of a safety action plan, or construction or implementation of those





projects are also eligible uses of these funds. MVRPC will study whether this AT Plan plus other existing plans and safety studies collectively constitute a systemic safety action plan, resulting in eligibility for SS4A funding. Notably, \$200 million each year will not construct a great deal of infrastructure across the US, but the hope is that supporting local communities will ensure Vision Zero action plans will establish actionable and fundable projects from future federal and state funding allocations.

## **Rebuilding American Infrastructure & Sustainability & Equity (RAISE)**

RAISE Grants are awarded by the U.S. DOT on a competitive basis for investments in surface transportation infrastructure that will have a significant local or regional impact. RAISE Grant Funds were authorized under the Local and Regional Assistance Program in the Infrastructure Investment and Jobs Act, known as the Bipartisan Infrastructure Law (BIL). Eligible projects include transit, multimodal and regional trail projects, among more traditional surface transportation project types.

## **Highway Safety Improvement Program (HSIP)**

The purpose of the program is to reduce traffic deaths and serious injuries on all public roads, including pedestrian and bicyclist injuries and deaths. ODOT dedicates about \$158 million annually for engineering improvements at severe crash locations or locations with the potential for severe crashes – one of the largest state investments in the nation. This funding is available to both ODOT and local governments, and it can be used to make improvements on any public roadway.

ODOT funds safety projects through three channels. Systemic Safety improvements address problems occurring statewide, such as roadway departure and pedestrian safety. The Pedestrian Safety Improvement Program, started in 2019, is designed to address the rising numbers of pedestrians killed and injured by cars and trucks by implementing low and medium-cost countermeasures along arterials and collectors such as curb ramps, raised crosswalks, pedestrian islands, streetlights, Rapid Flashing Beacons, and crosswalks. The Abbreviated Safety program funds low-cost projects (typically under \$250,000) to quickly implement safety improvements at locations with a crash pattern and safety concern. Finally, the Formal Safety channel funds development of higher cost, complex, safety improvements that require a detailed review.

## **AT Plan Development Assistance**

In 2022 the Ohio DOT offered a competitive funding opportunity for cities, villages, townships and counties to support the development of local Active Transportation plans. ODOT will provide consultant assistance to support the selected local governments with the development of a standalone AT Plan, in conjunction with the AT Plan Development Guide and AT Plan Template.<sup>29</sup> These local AT Plans will outline the strategies needed to support safe, convenient, and accessible active transportation options. This funding may only be used for planning. Should Ohio DOT offer this funding source in the future, it would serve as an opportunity for communities in the Miami Valley to develop local AT Plans for their residents.



# Facility Design Guidance

In the spring of 2022, ODOT released a Multimodal Design Guide<sup>30</sup> as a consolidated resource for planners and designers implementing pedestrian and bicycle facilities in the state of Ohio. The guide consolidates and updates bicycle and pedestrian transportation guidance and research from across the Ohio Department of Transportation. It is intended to supplement resources such as the Ohio Traffic Engineering Manual, Location and Design Manual, Bridge Design Manual, Ohio Manual of Uniform Traffic Control Devices, and State Highway Access Management Manual. According to ODOT, the guide will be used by the state agency to review local agency designs for state- and federally-funded projects.

The guide aligns with the state's Walk.Bike.Ohio plan, and also the strategic Highway Safety Plan's goal to achieve zero traffic deaths on our roadways. It includes content on the planning, design and maintenance of pedestrian, bicycle and transit facilities.

Miami Valley communities can refer to the ODOT Multimodal Design Guide when planning local and regional transportation networks to make sure they are following best practices in accommodating all roadway users. The guidance in the document helps planners and designers make decisions about where pedestrian and bicycle facilities are needed, and identify what facilities are appropriate to improve the comfort and safety of vulnerable roadway users. Communities also may consider adopting the guide, or portions of it, as their local design criteria, such as through a Local Complete Streets Policy or other local



plan. Miami Valley communities are strongly encouraged to access and incorporate the ODOT Multimodal Design Guide into their local active transportation planning and design processes.

The guide can also be a reference for community members, advocates, elected officials, and other stakeholders interested in advancing multimodal transportation planning and design practices in Ohio.

## Maintenance Strategies

The long-term performance of bicycle and pedestrian networks depends on both the construction of new facilities and an investment in continued maintenance. Maintaining bicycle and pedestrian facilities is critical to ensuring those facilities are accessible, safe, and functional.

The first step to approaching maintenance is to understand how often maintenance should be performed. Many activities, such as signage updates or replacements, are performed as needed, while other tasks such as snow removal are seasonal. Creating a winter maintenance approach is important to encourage year-round travel by walking and biking. One key component of this approach should be identifying priority routes for snow removal. More information on winter maintenance such as types of equipment needed for different facility types and how to consider snow removal in the design of facilities can be found in Toole Design's Winter Maintenance Resource Guide.<sup>31</sup>

Many jurisdictions struggle with confusion around which entity – city, village, township, county, or state – is responsible for the maintenance of trails and other active transportation facilities. Frequently there is no documentation showing who is responsible for maintenance of existing facilities, which can prolong unsafe conditions for users. Coordination between the government agencies is key for effective maintenance programs. Intergovernmental agreements (IGAs) are used to codify the roles and responsibilities of each agency regarding ongoing maintenance. For example, a local government may agree to conduct plowing, mowing, and other maintenance activities on trails in its jurisdiction that were built by another agency. Clarifying who is responsible for maintenance costs and operations ensures that maintenance problems are resolved in a timely manner.

Different facility types require different types of strategies to be maintained. The table on page 111 breaks down recommended maintenance activities and strategies for each by facility type.



Facility Type	Maintenance	Strategy
Shared Use Paths/ Separated Bike Lanes	Pavement Preservation	Develop and implement a comprehensive pavement management system
	Snow and Ice Control	Include clearing ice and snow from bicycle facilities at the same time the motor traffic lanes are treated/cleared
	Drainage Cleaning/ Repairs	Clear debris from all drainage devices to keep drainage features
		Check and repair any damage to trails due to drainage issues
	Sweeping	Implement a routine sweeping schedule to clear shared-use paths of debris
		Provide trail etiquette guidance and trash receptacles to reduce need for sweeping
	Vegetation Management	Implement a routine vegetation management schedule to ensure user safety
		Trim or remove diseased and hazardous trees along trails
		Preserve and protect vegetation
	ADA Requirements	Conduct walk and bike audits to assess accessibility; MVRPC can assist with these audits.
Ensure that ADA compliance is incorporated into the design of new facilities		
Paved Shoulders/ Bike Lanes	Pavement Markings	Routinely inspect pavement markings and replace or repair as needed
		Consider preformed thermoplastic or polymer tape on priority bikeways
	Snow and Ice Control	Clear all signed or marked shoulder bicycle facilities after snowfall on state-owned facilities that do not have a maintenance agreement with a local government
	Sweeping	Implement a routine sweeping schedule to clear high-volume routes of debris
Bicycle Boulevards	Sign Replacement	Repair or replace damaged or missing signs as soon as possible
Sidewalks	Pavement Preservation and Repair	Conduct routine inspections of high-volume sidewalks and apply temporary measures to maintain functionality (patching, grinding, mudjacking)
		Consider using public agency staff or hiring contractors for sidewalk repairs, rather than placing responsibility on property owner (property owner can still be financially responsible)
	Snow and Ice Control	Educate the public about sidewalk snow clearance
		Require sidewalk snow clearance to a width of five feet on all sidewalks
		Establish required timeframes for snow removal
		Implement snow and ice clearing assistance programs for select populations