

**Miami Valley Regional Planning Commission  
Technical Advisory Committee (TAC) Meeting**

**Thursday, August 16, 2018  
9:30 AM**

**AGENDA**

<b><u>Item</u></b>	<b><u>Topic</u></b>	<b><u>Page</u></b>	<b><u>Est. Time</u></b>	<b><u>Presenter</u></b>
I.	Introductions		9:30	P. Gruner
* II.	Approval of July 19, 2018 Meeting Minutes	1	9:32	P. Gruner
III.	Public Comment Period on Action Items		9:33	P. Gruner
<b>IV.</b>	<b>MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS</b>			
*	A. Recommended Adoption of Amendment to MVRPC's SFY2018-2021 Transportation Improvement Program (TIP)	3	9:35	P. Arnold
*	B. Recommend Approval of FAST Act Funds Availability Report and Project Solicitation Request	21	9:45	P. Arnold
*	C. Recommend Approval of Updates to STP-CMAQ-TA Policies and Procedures	25	9:55	P. Arnold
*	D. Recommended Adoption of Amendment to the 2040 Long Range Transportation Plan (LRTP)	59	10:05	A. Ramirez
*	E. Recommended Adoption of SFY2018 Transportation Work Program Completion Report	65	10:10	J. Black
<b>V.</b>	<b>INFORMATION ITEMS</b>			
**	A. Five Rivers MetroParks New Community Outreach Efforts and the upcoming Levy		10:15	B. Bennà
* VI.	<b>EXECUTIVE DIRECTOR'S REPORT</b>	91	10:35	B. Martin
VII.	<b>ADJOURNMENT</b>		10:40	P. Gruner

\* 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 20, 2018\*\***



**MIAMI VALLEY REGIONAL PLANNING COMMISSION  
TECHNICAL ADVISORY COMMITTEE  
JULY 19, 2018  
MINUTES**

**Members/Alternates**

Ed Amrhein, Beavercreek Township  
Russ Bergman, Huber Heights  
Scott Boyer, ODOT 7  
James Brinegar, Centerville  
Joe Brzozowski, City of Dayton  
Gary Burkholder, City of Brookville  
Ken Collier, Greene County Transit  
Barry Conway, City of Franklin  
Rob Cron, City of Vandalia  
John Davies, Washington Township  
Chad Dixon, City of Springboro  
Andy Flugemann, ODOT 8  
Bob Geyer, Greene County Eng.  
Paul Gruner, Montgomery County Eng.  
Mike Hammes, City of Moraine  
Lee Harris, City of Fairborn  
Amy Havenar, City of Piqua  
Paul Huelskamp, Miami County Eng.  
Jeff Moorman, City of Beavercreek  
Don O'Connor, Miami Conservancy District  
Jill Rhoades, City of Troy  
John Sliemers, City of Kettering  
Keith Steeber, City of Dayton

Cara Tilford, Sugarcreek Township  
Brad Vath, Tipp City

**Guests**

Kaye Borchers, Choice One Engineering  
Joe Espezage, CT Consultants  
Jeff Heimann, Strand Associates  
Pat Plews, Woolpert  
Anne Randall, TEC

**Staff Present**

Paul Arnold  
Bradley Daniel  
Kjirsten Frank Hoppe  
Kayla Kellar  
Martin Kim  
Kim Lahman  
Matthew Lindsay  
Jen Lumpkin  
Ana Ramirez  
Anton Schauerte  
Teresa Wise

**I. INTRODUCTION**

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

**II. APPROVAL OF May 17, 2018 MEETING MINUTES**

Mr. Hammes made a motion to approve minutes. Mr. Huelskamp 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 SFY2018-2021  
Transportation Improvement Program (TIP)**

Mr. Arnold referred to the 9<sup>th</sup> amendment to the SFY 2018-2021 TIP and the numerous changes made by MVRPC and ODOT. He referred to the packet showing the tables broken down by

county as well as the statewide line item project tables. Mr. Arnold stated that staff recommends adoption of this TIP amendment and referred to a resolution on page 19 of the mailout.

Ms. Rhoades made a motion to recommend adoption. Mr. Conway seconded the motion. The motion passed unanimously.

## **V. INFORMATION ITEMS**

### **A. Human Services Transportation Coordinated Plan update**

Ms. Hoppe gave an overview of the HSTC Coordination Plan. The original plan was written in 2007 and approved in 2008. The last update was in 2012. Ms. Hoppe invited everyone to the next HSTC Council meeting on August 21, 2018 at Goodwill Easter Seals, where they will review the scope of the current update. Ms. Hoppe stated that the preparation for the update has been in the process for the last year and MVRPC has hired RLS Inc. as consultants. Ms. Hoppe stated that there is also a need for more representatives from the communities this affects (the seniors that can no longer drive, the disabled and those that cannot afford to maintain a vehicle) on our committee. Ms. Hoppe also reviewed the relationship between HSTC and the efforts of the Greater Mobility Region Initiative.

### **B. Alternative Fuel Corridor Nomination**

Mr. Lindsay presented an overview of the Alternative Fuel Corridors. Mr. Lindsay stated that the FHWA seeks to create a national network of alternative fueling and charging infrastructure along National Highway System (NHS) corridors. The required frequency for an Electric Vehicle charging station every 50 miles and a Natural Gas fueling stations is every 150 to 200 miles. Mr. Lindsay stated that the initial concept for the Ohio nomination included the Dayton, Cincinnati, and Columbus areas, along with parts of Kentucky. Mr. Lindsay stated that Ohio has an abundance of CNG fueling stations however, the Miami Valley region has no qualified DC Fast Charging stations and that a minimum of three is needed to meet frequency requirements. Mr. Lindsay stated that the Tesla charging sites do not count as part of the requirement. Mr. Lindsay reviewed the map of sites that have been designated for the Alternative Fuel Corridors and other possible sites that are being considered.

### **C. Public Health Sidewalk Survey**

Mr. Lindsay gave an overview of the MVRPC website showing the maps of existing sidewalks and marked crosswalks that cover the MPO area (3+ counties). The current data is missing the width, age, condition, slope and material of the current sidewalks. Mr. Lindsay stated that MVRPC is asking for those jurisdictions that have sidewalks to access the data and let us know of any updates.

## **VI. EXECUTIVE DIRECTOR'S REPORT**

In the Executive Director Brian Martin's absence, Ana Ramirez reviewed the Executive Director's report. Ms. Ramirez congratulated The Village of Yellow Springs for receiving the Region's fifth Bronze-level Bicycle Friendly Community award, presented by the League of American bicyclists. Ms. Ramirez announced the Long Range Transportation Plan Amendment meeting on August 15, 2018 at 4:00 p.m. at the MVRPC office.

## **VII. ADJOURNMENT**

Mr. Geyer made a motion to adjourn. Mr. O'Connor seconded the motion. The motion passed unanimously.



# MIAMI VALLEY

Regional Planning Commission

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## MEMORANDUM

**To:** Technical Advisory Committee, Board of Directors  
**From:** MVRPC Staff  
**Date:** August 8, 2018  
**Subject:** SFY2018-SFY2021 Transportation Improvement Program (TIP) Amendment #10

Over the last few months MVRPC, ODOT and GDRTA have made numerous modifications to the programming documents for various projects resulting in the need for an SFY2018-SFY2021 TIP amendment. The attached TIP Tables 4.1, 4.3 and 5.3 reflect the updated information for each specific project. Modifications to Statewide Line Item projects are shown on Table 4.6 and are provided for information only. A TIP terminology explanation chart of key abbreviations used in the highway/bikeway tables precedes Table 4.1.

Starting on May 27, 2018, TIP amendments must be developed in compliance with the transportation performance measure requirements of the FAST Act for safety measures. In November 2017 MVRPC's Board of Directors adopted a resolution supporting ODOT's safety performance management targets for the five performance measures outlined in the Fast Act. Ohio's targets infer a 1% annual reduction goal for each of the five safety performance measures. To aid in meeting those targets in the MVRPC Region, MVRPC continues to plan, program, and fund projects that have a positive impact in achieving the targets outlined in the State's HSIP report. To learn more about MVRPC's Safety Program go to <https://www.mvrpc.org/transportation/long-range-planning-lrtp/transportation-safety>.

A resolution adopting the proposed TIP amendment is attached for your review and consideration. The MVRPC staff recommends your approval.

### Attachments:

- (1) TIP Abbreviation Table
- (2) Amended MVRPC TIP tables: 4.1, 4.3 and 5.3.
- (3) Statewide Line Item Project table 4.6 (For information only)
- (4) Resolution Adopting Amendments to the SFY2018-2021 TIP



## EXPLANATION OF ABBREVIATIONS USED IN TABLES 4.1 – 4.8

### **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 (2020, 2030 or 2040)

### **Phase of Work**

ENG -Environmental and Contract Plan Preparation  
 ROW -Right-of-Way Acquisition  
 CON -Construction  
 SPR -Federal State Planning and Research

### **LRTP Goal**

G1 -Address regional transp. needs through improved planning  
 G2-1 -Encourage a stronger multi-modal network in the Region  
 G2-2 -Maintain the regional transportation system  
 G2-3 -Upgrade the regional transportation system  
 G2-4 -Incorporate regional land use strategies  
 G3 -Enhance attractiveness for future economic development  
 G4 -Encourage pursuit of alternative fuels to reduce emissions

### **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
EAR -Federal Earmark, Specific Source Undetermined at this Time	Varies
f-5307 -Urbanized Area Formula Grant	80/20
f-5310 -Enhanced Mobility of Seniors and Individuals with Disabilities	80/20
f-5337 -State of Good Repair Program	80/20
f-5339 -Bus and Bus Facilities Formula Program	80/20
HSIP -Highway Safety Improvement Program	90/10
IM -Federal-Aid Interstate Maintenance (Resurfacing, Restoring, Rehabilitation)	90/10
NH -National Highway System	80/20
NHPP -National Highway Performance Program	80/20
OTH -Other	Varies
SPR -Federal State Planning and Research	80/20
SRTS -Safe Routes to School	100
STA -Surface Transportation Program (ODOT Transportation Alternatives Set-aside)	80/20
STD -Surface Transportation Program (ODOT Allocation)	80/20
TRAC -Transportation Review Advisory Council	Varies

#### **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

ELLIS - ODOT's Project Monitoring Database  
 TELUS - MVRPC's Project Monitoring Database



# Miami Valley Regional Planning Commission

Table 4.1 RECOMMENDED SFY 2018 - SFY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

## Greene County Projects

<b>COUNTY, ROUTE, SECTION:</b>		GRE - W. Second Street Resurfacing		<b>ODOT PID #</b>	105661	<b>MVRPC #</b>	2040.3	<b>PROJECT SPONSOR:</b>	Xenia
<b>DESCRIPTION:</b>		West Second Street in Xenia from South Allison Avenue to US 42-Mill and resurfacing including repair of deteriorated curb and inlets. Installation of two Rectangular Rapid Flashing Beacons at the Creekside Trail crossing. This project includes construction of PID 108002.							
<b>COMMENTS :</b>		Increased Federal STP and Local construction funds as construction of PID 108002 will also be done as part of this project.							
<b>TOTAL COST (000):</b>		\$1,396	<b>LET TYPE:</b>	Local-let	<b>A.Q. :</b>	Exempt	<b>LRTP GOAL:</b>	G2-2	
	<b>PHASE</b>	<b>FUND</b>	<b>PRIOR</b>	<b>SFY2018</b>	<b>SFY2019</b>	<b>SFY2020</b>	<b>SFY2021</b>	<b>Future</b>	
	CON	LOCAL			\$851				
	ENG	STATE			\$8				
	CON	STP			\$536				

<b>COUNTY, ROUTE, SECTION:</b> GRE035-05.84				<b>ODOT PID #</b> 107217	<b>MVRPC #</b> 2108.2	<b>PROJECT SPONSOR:</b> ODOT District-8		
<b>DESCRIPTION:</b> US 35 at Valley/Trebein Intersection-Replace the existing intersection with an interchange of Valley/Trebein over US 35.								
<b>COMMENTS :</b> PE delayed from SFY2018 to SFY2019, increased Federal NHPP PE funds and construction delayed from SFY2022 to SFY2023 to reflect changes in Ellis. \$27,820,000 TRAC funding for construction uncommitted at this time.								
<b>TOTAL COST (000):</b> \$30,071		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Analyzed		<b>LRTP GOAL:</b> G2-3		
<b>PHASE</b>		<b>FUND</b>	<b>PRIOR</b>	<b>SFY2018</b>	<b>SFY2019</b>	<b>SFY2020</b>	<b>SFY2021</b>	<b>Future</b>
ENG		NHPP			\$1,051			
ROW		NHPP			\$800			
ENG		STATE			\$200			
ROW		STATE			\$200			
CON		TRAC						\$27,820

<b>COUNTY, ROUTE, SECTION:</b> GRE086-07.45				<b>ODOT PID #</b> 108002	<b>MVRPC #</b> 2127.3	<b>PROJECT SPONSOR:</b> Xenia	
<b>DESCRIPTION:</b> West Second Street from South Progress Drive to Massie Drive-Roadway milling and resurfacing. This project will be constructed as part of PID 105661.							
<b>COMMENTS :</b> Deleted Federal and Local construction funds as construction of this project will also be done as part of PID 105661.							
<b>TOTAL COST (000):</b> \$3		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
<b>PHASE</b>	<b>FUND</b>	<b>PRIOR</b>	<b>SFY2018</b>	<b>SFY2019</b>	<b>SFY2020</b>	<b>SFY2021</b>	<b>Future</b>
ENG	STATE		\$3				



Table 4.1 RECOMMENDED SFY 2018 - SFY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

## Greene County Projects

<b>COUNTY, ROUTE, SECTION:</b> GRE035-04.26			<b>ODOT PID #</b> 80468		<b>MVRPC #</b> 432.8		<b>PROJECT SPONSOR:</b> ODOT District-8	
<b>DESCRIPTION:</b> US 35 from Factory Road to Orchard Lane-Eliminate at-grade intersections by constructing a new split diamond interchange between Factory Road and Orchard Lane.								
<b>COMMENTS :</b> Updated project limits and description, delayed TRAC PE funds from SFY2018 to SFY2026, decreased and delayed TRAC R/W funds from SFY2018 to SFY2027 and decreased and delayed TRAC construction funds from SFY2024 to SFY2031. \$2,295,120 TRAC funding for PE, \$5,000,000 TRAC funding for R/W and \$67,046,396 TRAC funding for construction uncommitted at this time.								
<b>TOTAL COST (000):</b> \$80,161			<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Analyzed		<b>LRTP GOAL:</b> G2-3	
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		STP	\$456					
ENG		EAR	\$420					
ENG		EAR	\$645					
ENG		EAR	\$1,669					
ENG		NHPP	\$630					
ENG		STP	\$544					
ENG		NHPP	\$505					
ENG		STATE	\$690					
ENG		NHPP	\$209					
ENG		STATE	\$52					
ENG		TRAC						\$2,295
ROW		TRAC						\$5,000
CON		TRAC						\$67,046

<b>COUNTY, ROUTE, SECTION:</b> GRE001/054-03.85/02.34			<b>ODOT PID #</b> 98157		<b>MVRPC #</b> 1650.2	<b>PROJECT SPONSOR:</b> Fairborn		
<b>DESCRIPTION:</b> Intersection of Kauffman Avenue and Colonel Glenn Highway in Fairborn-Reconstruction of the existing intersection including removal of the existing skew, removal of the traffic and pedestrian signals, and installation of a modern roundabout. Pedestrian and bicycle access through the intersection to the adjacent Wright Brothers-Huffman Prairie Bike Trail will be maintained. This project includes construction of PID 98160.								
<b>COMMENTS :</b> Added Federal HSIP construction funds to reflect changes in Ellis and increased Federal STP and Local construction funds as construction of PID 98160 will also be done as part of this project.								
<b>TOTAL COST (000):</b> \$4,876		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3		
<b>PHASE</b>		<b>FUND</b>	<b>PRIOR</b>	<b>SFY2018</b>	<b>SFY2019</b>	<b>SFY2020</b>	<b>SFY2021</b>	<b>Future</b>
ENG		LOCAL	\$51					
ENG		STATE	\$28					
ROW		STATE	\$7					
ROW		LOCAL	\$85					
CON		HSIP			\$300			
CON		LOCAL			\$2,958			
CON		STP			\$1,447			

**Table 4.1 RECOMMENDED SFY 2018 - SFY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Greene County Projects**

<b>COUNTY, ROUTE, SECTION:</b>		GRE - Kauffman Avenue Improvement		ODOT PID #	98160	MVRPC #	1651.2	PROJECT SPONSOR:	Fairborn
<b>DESCRIPTION:</b>		Kauffman Avenue (SR 444) from Euclid Avenue to Lindberg Drive-Widening from 3 to 4 lanes. Also, replacement of the existing signal at Kauffman and Garland with mast arms, repair of deteriorated sections of asphalt and concrete pavement, drainage improvements, storm culvert extension, and replacement of a section of the adjacent Wright Brothers Huffman Prairie Bikeway. This project is being constructed as part of PID 98157.							
<b>COMMENTS :</b>		Revised project name and deleted Federal and Local construction funds as construction of this project will also be done as part of PID 98157.							
<b>TOTAL COST (000):</b>		\$172	<b>LET TYPE:</b>	Local-let	<b>A.Q. :</b>	Analyzed	<b>LRTP GOAL:</b>	G2-3	
<b>PHASE</b>		<b>FUND</b>	<b>PRIOR</b>	<b>SFY2018</b>	<b>SFY2019</b>	<b>SFY2020</b>	<b>SFY2021</b>	<b>Future</b>	
ENG		LOCAL	\$144						
ENG		STATE	\$28						



# Miami Valley Regional Planning Commission

**Table 4.3 RECOMMENDED SFY 2018 - SFY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

## Montgomery County Projects

<b>COUNTY, ROUTE, SECTION:</b>		MOT - County Line Road		<b>ODOT PID #</b>	103418	<b>MVRPC #</b>	1913.2	<b>PROJECT SPONSOR:</b>	Kettering
<b>DESCRIPTION:</b>		County Line Road from East Dorothy Lane to Vale Drive-Widening to a five lane cross section, with two 12' through lanes in each direction and a 12' center left turn lane. The existing west side sidewalk will be replaced with a new 10' multi use trail for the full length of the corridor and connect to an existing trail north of the project corridor. The additional two lanes along with new curb & gutter, tree lawn and 5' sidewalk will be on the east side (Beavercreek side) extends to a five lane cross section at Willow Run Drive. To accommodate the widened roadway, the project will also require reconstruction of the traffic signal at Tonawanda Trail, extension of the existing culvert carrying an unnamed tributary of Little Beaver Creek, and relocation of catch basins and lighting along the east side of the corridor.							
<b>COMMENTS :</b>		Updated project description and R/W funds moved up to SFY2019 from SFY2020 based on request from project sponsor. Increased Federal and Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b>		\$4,341	<b>LET TYPE:</b>	Local-let	<b>A.Q. :</b>	Analyzed	<b>LRTP GOAL:</b>	G2-3	
	<b>PHASE</b>	<b>FUND</b>	<b>PRIOR</b>	<b>SFY2018</b>	<b>SFY2019</b>	<b>SFY2020</b>	<b>SFY2021</b>	<b>Future</b>	
	ENG	STATE		\$24					
	ENG	LOCAL			\$175				
	ROW	LOCAL			\$180				
	ROW	STP			\$270				
	CON	LOCAL					\$1,477		
	CON	STP					\$2,215		

COUNTY, ROUTE, SECTION:		MOT049-10.73		ODOT PID #		104849	MVRPC #		2018.4	PROJECT SPONSOR:		ODOT District-7			
DESCRIPTION:		SR 49 from I-70 to US 40-Eliminate divided highway configuration south of Pleasant Plain Road, reduce entrance/exit ramps to one lane and change ramp geometry at the I-70/SR 49 interchange. In addition, existing northbound bridges will be removed as they will no longer be on the roadway network.													
COMMENTS :		Decreased Federal HSIP construction funds and increased Federal NHPP and State construction funds to reflect changes in Ellis.													
TOTAL COST (000):		\$3,478		LET TYPE:		Traditional		A.Q. :		Exempt		LRTP GOAL:		G2-3	
PHASE		FUND		PRIOR		SFY2018		SFY2019		SFY2020		SFY2021		Future	
ENG		STATE		\$44											
ENG		NHPP				\$269									
ENG		STATE				\$100									
CON		HSIP						\$854							
CON		NHPP						\$1,595							
ENG		NHPP						\$97							
CON		STATE						\$494							
ENG		STATE						\$24							

Table 4.3 RECOMMENDED SFY 2018 - SFY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

## Montgomery County Projects

<b>COUNTY, ROUTE, SECTION:</b> MOT035-18.69			<b>ODOT PID #</b> 105423		<b>MVRPC #</b> 2038.5	<b>PROJECT SPONSOR:</b> ODOT District-7		
<b>DESCRIPTION:</b> US 35 at Smithville Rd.-Reconfigure the interchange by completing the following: Remove the existing flyover ramp for NB traffic to enter WB US 35. Construct new NB to WB US 35 access and tie in with existing SB to WB US 35 ramp. This intersection will be signalized and the access will be adjacent with the existing WB US 35 exit ramp. Also included is work on the bridge carrying Smithville over US 35, including removing the raised island to allow for a left turn lane, overlay of the bridge deck and cross frames installed to unify the two structures.								
<b>COMMENTS :</b> Decreased Federal and State construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$4,026			<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
<b>PHASE</b>		<b>FUND</b>	<b>PRIOR</b>	<b>SFY2018</b>	<b>SFY2019</b>	<b>SFY2020</b>	<b>SFY2021</b>	<b>Future</b>
ENG		STATE	\$166					
CON		HSIP			\$3,088			
CON		STATE			\$772			

<b>COUNTY, ROUTE, SECTION:</b>		MOT - Ninth -00.50		<b>ODOT PID #</b>	108765	<b>MVRPC #</b>	2151.5	<b>PROJECT SPONSOR:</b>	Miamisburg
<b>DESCRIPTION:</b> Ninth Street Bridge over Sycamore Creek in Miamisburg-Rehabilitate deficient bridge.									
<b>COMMENTS :</b> New project, not in current TIP.									
<b>TOTAL COST (000):</b>		\$618	<b>LET TYPE:</b>	Local-let	<b>A.Q. :</b>	Exempt	<b>LRTP GOAL:</b> G2-2		
	<b>PHASE</b>	<b>FUND</b>	<b>PRIOR</b>	<b>SFY2018</b>	<b>SFY2019</b>	<b>SFY2020</b>	<b>SFY2021</b>	<b>Future</b>	
	ENG	STATE			\$3				
	ROW	STATE			\$40				
	CON	BR					\$546		
	CON	LOCAL					\$29		

COUNTY, ROUTE, SECTION:			MOT - Mad River/Alex-Bell Improvement		ODOT PID #	108791	MVRPC #	2149.4	PROJECT SPONSOR:	Montgomery County
DESCRIPTION: Mad River Road at Alex-Bell Road-Intersection improvement.										
COMMENTS : New project, not in current TIP. Local funding for construction uncommitted at this time, project sponsor intends to apply for CMAQ funds at a future date.										
TOTAL COST (000):		\$2,008	LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3			
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future		
ENG		LOCAL			\$200					
ROW		LOCAL			\$475					
ENG		STATE			\$8					
ENG		LOCAL				\$50				
CON		LOCAL						\$1,250		
ROW		LOCAL						\$25		

**Table 4.3 RECOMMENDED SFY 2018 - SFY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Montgomery County Projects**

<b>COUNTY, ROUTE, SECTION:</b> MOT040-13.33 (I-70/I-75 Logistics)			<b>ODOT PID #</b> 98794		<b>MVRPC #</b> 1676.2	<b>PROJECT SPONSOR:</b> Montgomery Co. TID	
<b>DESCRIPTION:</b> US 40 from Airpark Boulevard to Peters Pike-Improve US 40 to a five-lane cross section and improve the interchange at the Airport Access Road and US 40.							
<b>COMMENTS :</b> R/W delayed from SFY2018 to SFY2019 and construction delayed from SFY2020 to SFY2021 to reflect changes in Ellis. \$9,753,672 TRAC funding for construction uncommitted at this time.							
<b>TOTAL COST (000):</b> \$11,594		<b>LET TYPE:</b> Traditional	<b>A.Q. :</b> Analyzed		<b>LRTP GOAL:</b> G2-3		
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG	LOCAL	\$19					
ENG	STATE	\$12					
ENG	STD	\$47					
ENG	STATE	\$333					
ENG	STD	\$666					
ENG	LOCAL		\$278				
ENG	LOCAL			\$46			
ROW	LOCAL			\$100			
ENG	STATE			\$28			
ROW	STATE			\$40			
ENG	STD			\$111			
ROW	STD			\$160			
CON	TRAC					\$9,754	



# Miami Valley Regional Planning Commission

**Table 4.6 - DETAILED PROJECT INFORMATION FOR STATEWIDE LINE ITEMS LISTED IN TABLE 4.5**

COUNTY, ROUTE, SECTION: GRE - Culverts FY21 - SLI-032				ODOT PID # 100909	MVRPC # 2021.5	PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: Greene County-Maintenance of various culverts.							
COMMENTS : Added State R/W funds, decreased Federal NHPP construction funds and increased Federal STD and State construction funds to reflect changes in Ellis.							
TOTAL COST (000): \$480		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-2			
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ROW	STATE				\$5		
CON	NHPP					\$136	
CON	STATE					\$163	
CON	STD					\$176	

<b>COUNTY, ROUTE, SECTION:</b> MOT725-14.73 - SLI-015			<b>ODOT PID #</b> 103790		<b>MVRPC #</b> 1921.4		<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> SR 725 from I-75 to Mall Woods Drive/Prestige Plaza Drive-Install overhead lane use signs and "Next Signal" signs on mast arms in advance of signalized intersections in the Dayton Mall area.								
<b>COMMENTS :</b> Increased Federal and State construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$801		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3		
	<b>PHASE</b>	<b>FUND</b>	<b>PRIOR</b>	<b>SFY2018</b>	<b>SFY2019</b>	<b>SFY2020</b>	<b>SFY2021</b>	<b>Future</b>
	ENG	STATE	\$97					
	ENG	STATE		\$231				
	CON	HSIP				\$378		
	CON	STATE				\$95		

<b>COUNTY, ROUTE, SECTION:</b> D07 - BH FY20 - SLI-032				<b>ODOT PID #</b> 103830	<b>MVRPC #</b> 1992.5	<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> SR 4 just west of the Montgomery/Clark County Line; SR 235 over I-70; I-675 over Paragon Rd.-Bridge repair projects to include patching, rebuilding and sealing elements of the structure.							
<b>COMMENTS :</b> Increased Federal and State construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$463		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
<b>PHASE</b>	<b>FUND</b>	<b>PRIOR</b>	<b>SFY2018</b>	<b>SFY2019</b>	<b>SFY2020</b>	<b>SFY2021</b>	<b>Future</b>
ENG	STATE	\$23					
CON	NHPP				\$396		
CON	STATE				\$44		

**Table 4.6 - DETAILED PROJECT INFORMATION FOR STATEWIDE LINE ITEMS LISTED IN TABLE 4.5**

<b>COUNTY, ROUTE, SECTION:</b> MOT - Dayton Safety Study - SLI-015				<b>ODOT PID #</b> 108801	<b>MVRPC #</b> 2150.4	<b>PROJECT SPONSOR:</b> Dayton	
<b>DESCRIPTION:</b> Intersection of W. Siebenthaler Avenue and Philadelphia Drive-Safety study.							
<b>COMMENTS :</b> New project.							
<b>TOTAL COST (000):</b> \$19		<b>LET TYPE:</b> Non-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G1	
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG	HSIP			\$19			

PID	MPO	Sponsoring Agency	ALI / Quantity	Project Description	Air Quality	Type	Fund Type	Fund	SAC	Work Category	Fund Description	SFY	Amount
89963	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00 Federal	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2018	\$2,900,000
89963	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00 Local	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2018	\$725,000
89963	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00 Federal	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2019	\$1,600,000
89963	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00 Local	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2019	\$400,000
Total---->													\$5,625,000
89965	MVRPC	Greater Dayton Regional Transit Authority	11.52.20 Federal	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2018	\$2,000,000
89965	MVRPC	Greater Dayton Regional Transit Authority	11.52.20 Local	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2018	\$500,000
89965	MVRPC	Greater Dayton Regional Transit Authority	11.52.20 Federal	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2019	\$3,000,000
89965	MVRPC	Greater Dayton Regional Transit Authority	11.52.20 Local	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2019	\$750,000
Total---->													\$6,250,000
89975	MVRPC	Greater Dayton Regional Transit Authority	11.12.40 Federal	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2018	\$200,000
89975	MVRPC	Greater Dayton Regional Transit Authority	11.12.40 Local	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2018	\$50,000
89975	MVRPC	Greater Dayton Regional Transit Authority	11.12.40 Federal	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2019	\$200,000
89975	MVRPC	Greater Dayton Regional Transit Authority	11.12.40 Local	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2019	\$50,000
Total---->													\$500,000
89985	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Federal	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2018	\$1,000,000
89985	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Federal	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2018	\$1,000,000
89985	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Federal	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5339	FTAD	Transit	Bus & Bus Facilities	2018	\$2,000,000
89985	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Local	Facility Upgrades	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2018	\$1,000,000
89985	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Federal	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2019	\$1,500,000
89985	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Federal	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2019	\$1,500,000
89985	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Federal	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5339	FTAD	Transit	Bus & Bus Facilities	2019	\$2,000,000
89985	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Local	Facility Upgrades	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2019	\$1,250,000
Total---->													\$11,250,000
89989	MVRPC	Greater Dayton Regional Transit Authority	11.42.09 Federal	Security Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2018	\$400,000
89989	MVRPC	Greater Dayton Regional Transit Authority	11.42.09 Federal	Security Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2018	\$400,000
89989	MVRPC	Greater Dayton Regional Transit Authority	11.42.09 Local	Security Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2018	\$200,000
89989	MVRPC	Greater Dayton Regional Transit Authority	11.42.09 Federal	Security Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2019	\$400,000
89989	MVRPC	Greater Dayton Regional Transit Authority	11.42.09 Federal	Security Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2019	\$400,000
89989	MVRPC	Greater Dayton Regional Transit Authority	11.42.09 Local	Security Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2019	\$200,000
Total---->													\$2,000,000
89993	MVRPC	Greater Dayton Regional Transit Authority	11.42.20 Federal	Shop/Office Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2018	\$200,000
89993	MVRPC	Greater Dayton Regional Transit Authority	11.42.20 Federal	Shop/Office Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2018	\$200,000



Table 5.3 GORTA - ANTICIPATED CAPITAL IMPROVEMENTS SFY2018-2021

PID	MPO	Sponsoring Agency	ALI / Quantity	Project Description	Air Quality	Type	Fund Type	Fund	SAC	Work Category	Fund Description	SFY	Amount
90019	MVRPC	Greater Dayton Regional Transit Authority	44.24.00 Federal	Short Range Planning	CO Air Quality Exempt	Planning	Federal	5307	FTAD	Transit	Urban Formula Program	2018	\$100,000
90019	MVRPC	Greater Dayton Regional Transit Authority	44.24.00 Local	Short Range Planning	CO Air Quality Exempt	Planning	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2018	\$284,000
90019	MVRPC	Greater Dayton Regional Transit Authority	44.24.00 Federal	Short Range Planning	CO Air Quality Exempt	Planning	Federal	5307	FTAD	Transit	Urban Formula Program	2019	\$100,000
90019	MVRPC	Greater Dayton Regional Transit Authority	44.24.00 Local	Short Range Planning	CO Air Quality Exempt	Planning	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2019	\$25,000
<b>Total--&gt;</b>													<b>\$250,000</b>
95028	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Federal - Qty 4	Replacement DM-ETB Buses 83/17	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program	2018	\$4,316,000
95028	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Local - Qty 4	Replacement DM-ETB Buses 83/17	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2018	\$884,000
95028	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Federal - Qty 10	Replacement DM-ETB Buses 83/17	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program	2019	<b>\$11,205,000</b>
95028	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Local - Qty 10	Replacement DM-ETB Buses 83/17	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2019	<b>\$2,295,000</b>
<b>Total--&gt;</b>													<b>\$18,700,000</b>
95326	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2018	\$10,500,000
95326	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program	2018	\$10,500,000
95326	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 State/Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	STP	FTAD	FTA Transfer	STP - ODOT Attributable	2018	\$750,000
95326	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Local	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2018	\$5,437,500
95326	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2019	\$8,000,000
95326	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program	2019	\$5,250,000
95326	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 State/Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	STP	FTAD	FTA Transfer	STP - ODOT Attributable	2019	\$750,000
95326	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Local	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2019	\$3,500,000
<b>Total--&gt;</b>													<b>\$44,687,500</b>
98243	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Federal - Qty 3	Replacement DM-ETB Buses	CO Air Quality Exempt	Capital	Federal	CMAQ	FTAD	FTA Transfer	CMAQ - MVRPC	2018	\$3,486,000
98243	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Local - Qty 3	Replacement DM-ETB Buses	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2018	\$1,041,273
<b>Total--&gt;</b>													<b>\$4,527,273</b>
98754	MVRPC	Greater Dayton Regional Transit Authority	11.80.00 Federal	MVRPC Project Administration	CO Air Quality Exempt	Planning	Federal	5310	FTAD	Transit	Urban Formula Program	2018	\$80,000
98754	MVRPC	Greater Dayton Regional Transit Authority	11.80.00 Federal	MVRPC Project Administration	CO Air Quality Exempt	Planning	Federal	5310	FTAD	Transit	Urban Formula Program	2019	\$82,000
<b>Total--&gt;</b>													<b>\$162,000</b>
99289	MVRPC	Greater Dayton Regional Transit Authority	11.12.01 Federal - Qty 10	Replacement 40' Buses - 80/20	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2018	\$3,720,000
99289	MVRPC	Greater Dayton Regional Transit Authority	11.12.01 Federal - Qty 14	Replacement 40' Buses - 80/20	CO Air Quality Exempt	Capital	Federal	CMAQ	FTAD	FTA Transfer	CMAQ - ODOT OTP3 Transfer	2018	\$5,083,252
99289	MVRPC	Greater Dayton Regional Transit Authority	11.12.01 Federal - Qty 10	Replacement 40' Buses - 50/50	CO Air Quality Exempt	Capital	Federal	5339	FTAD	Transit	Bus & Bus Facilities 5339b	2018	\$2,325,000
99289	MVRPC	Greater Dayton Regional Transit Authority	11.12.01 Local - Qty 34	Replacement 40' Buses	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2018	\$4,525,813
99289	MVRPC	Greater Dayton Regional Transit Authority	11.12.01 Federal - Qty 10	Replacement 40' Buses	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2019	<b>\$3,680,000</b>
99289	MVRPC	Greater Dayton Regional Transit Authority	11.12.01 Local - Qty 10	Replacement 40' Buses	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2019	<b>\$920,000</b>
<b>Total--&gt;</b>													<b>\$20,254,065</b>
99290	MVRPC	Greater Dayton Regional Transit Authority	11.12.04 Federal - Qty 10	Replacement <30' Buses	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2018	\$540,000
99290	MVRPC	Greater Dayton Regional Transit Authority	11.12.04 Local - Qty 4	Replacement <30' Buses	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Local Contributions	2018	\$135,000
99290	MVRPC	Greater Dayton Regional Transit Authority	11.12.04 Federal - Qty 10	Replacement <30' Buses	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2019	<b>\$540,000</b>
99290	MVRPC	Greater Dayton Regional Transit Authority	11.12.04 Local - Qty 10	Replacement <30' Buses	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Local Contributions	2019	<b>\$135,000</b>
<b>Total--&gt;</b>													<b>\$1,350,000</b>
99291	MVRPC	Greater Dayton Regional Transit Authority	11.12.15 Federal - Qty 2	Replacement Vans	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2018	\$80,000
99291	MVRPC	Greater Dayton Regional Transit Authority	11.12.15 Local - Qty 2	Replacement Vans	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Local Contributions	2018	\$20,000
99291	MVRPC	Greater Dayton Regional Transit Authority	11.12.15 Federal - Qty 6	Replacement Vans	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2019	<b>\$192,000</b>
99291	MVRPC	Greater Dayton Regional Transit Authority	11.12.15 Local - Qty 6	Replacement Vans	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Local Contributions	2019	<b>\$48,000</b>
<b>Total--&gt;</b>													<b>\$340,000</b>
99292	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2018	\$40,000
99292	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Local	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Local Contributions	2018	\$10,000
99292	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2019	<b>\$0</b>
99292	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Local	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Local Contributions	2019	<b>\$0</b>
<b>Total--&gt;</b>													<b>\$50,000</b>
103286	MVRPC	Greater Dayton Regional Transit Authority	11.12.03 Federal - Qty 3	30' Replacement Buses	CO Air Quality Exempt	Capital	Federal	STP	FTAD	FTA Transfer	STP - MVRPC	2018	\$984,000
103286	MVRPC	Greater Dayton Regional Transit Authority	11.12.03 Federal - Qty 1	30' Replacement Buses	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2018	\$456,000
103286	MVRPC	Greater Dayton Regional Transit Authority	11.12.03 Local - Qty 4	30' Replacement Buses	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2018	\$360,000
<b>Total--&gt;</b>													<b>\$1,800,000</b>
104287	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00 Federal	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2020	\$1,600,000
104287	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00 Local	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2020	\$400,000
104287	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00 Federal	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2021	\$1,600,000
104287	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00 Local	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2021	\$400,000
<b>Total--&gt;</b>													<b>\$4,000,000</b>
104291	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2020	\$8,000,000
104291	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program	2020	\$5,250,000
104291	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 State/Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	STP	FTAD	FTA Transfer	STP - ODOT Attributable	2020	\$750,000
104291	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Local	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2020	\$3,500,000
104291	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2021	\$8,000,000
104291	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program	2021	\$5,250,000
104291	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 State/Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	STP	FTAD	FTA Transfer	STP - ODOT Attributable	2021	\$750,000
104291	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Local	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2021	\$3,500,000
<b>Total--&gt;</b>													<b>\$35,000,000</b>
104294	MVRPC	Greater Dayton Regional Transit Authority	11.52.20 Federal	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2020	\$2,000,000
104294	MVRPC	Greater Dayton Regional Transit Authority	11.52.20 Local	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2020	\$500,000
104294	MVRPC	Greater Dayton Regional Transit Authority	11.52.20 Federal	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2021	\$2,000,000
104294	MVRPC	Greater Dayton Regional Transit Authority	11.52.20 Local	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Local Match	LNTD	TOTH	Transit	Dedicated Local Tax	2021	\$500,000
<b>Total--&gt;</b>													<b>\$5,000,000</b>

	PID	MPO	Sponsoring Agency	ALI / Quantity	Project Description	Air Quality	Type	Fund Type	Fund	SAC	Work Category	Fund Description	SFY	Amount
	104296	MVRPC	Greater Dayton Regional Transit Authority	11.12.40 Federal	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2020	\$200,000
	104296	MVRPC	Greater Dayton Regional Transit Authority	11.12.40 Local	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2020	\$50,000
	104296	MVRPC	Greater Dayton Regional Transit Authority	11.12.40 Federal	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2021	\$200,000
	104296	MVRPC	Greater Dayton Regional Transit Authority	11.12.40 Local	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2021	\$50,000
	Total-->													\$500,000
	104301	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Federal	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2020	\$1,000,000
	104301	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Federal	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2020	\$1,000,000
	104301	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Federal	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5339	FTAD	Transit	Bus & Bus Facilities	2020	\$1,000,000
	104301	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Local	Facility Upgrades	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2020	\$750,000
	104301	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Federal	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2021	\$1,000,000
	104301	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Federal	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2021	\$1,000,000
	104301	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Federal	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5339	FTAD	Transit	Bus & Bus Facilities	2021	\$1,000,000
	104301	MVRPC	Greater Dayton Regional Transit Authority	11.44.03 Local	Facility Upgrades	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2021	\$750,000
	Total-->													\$7,500,000
	104302	MVRPC	Greater Dayton Regional Transit Authority	11.42.09 Federal	Security Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2020	\$200,000
	104302	MVRPC	Greater Dayton Regional Transit Authority	11.42.09 Federal	Security Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2020	\$200,000
	104302	MVRPC	Greater Dayton Regional Transit Authority	11.42.09 Local	Security Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2020	\$100,000
	104302	MVRPC	Greater Dayton Regional Transit Authority	11.42.09 Federal	Security Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2021	\$200,000
	104302	MVRPC	Greater Dayton Regional Transit Authority	11.42.09 Federal	Security Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2021	\$200,000
	104302	MVRPC	Greater Dayton Regional Transit Authority	11.42.09 Local	Security Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2021	\$100,000
	Total-->													\$1,000,000
	104303	MVRPC	Greater Dayton Regional Transit Authority	11.42.08 Federal	ADP Software & Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2020	\$800,000
	104303	MVRPC	Greater Dayton Regional Transit Authority	11.42.08 Federal	ADP Software & Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2020	\$800,000
	104303	MVRPC	Greater Dayton Regional Transit Authority	11.42.08 Local	ADP Software & Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2020	\$400,000
	104303	MVRPC	Greater Dayton Regional Transit Authority	11.42.08 Federal	ADP Software & Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2021	\$800,000
	104303	MVRPC	Greater Dayton Regional Transit Authority	11.42.08 Federal	ADP Software & Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2021	\$800,000
	104303	MVRPC	Greater Dayton Regional Transit Authority	11.42.08 Local	ADP Software & Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2021	\$400,000
	Total-->													\$4,000,000
	104304	MVRPC	Greater Dayton Regional Transit Authority	11.42.11 Federal	Support Vehicles	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2020	\$200,000
	104304	MVRPC	Greater Dayton Regional Transit Authority	11.42.11 Federal	Support Vehicles	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program SOGR	2020	\$200,000
	104304	MVRPC	Greater Dayton Regional Transit Authority	11.42.11 Local	Support Vehicles	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2020	\$100,000
	104304	MVRPC	Greater Dayton Regional Transit Authority	11.42.11 Federal	Support Vehicles	CO Air Quality Exempt	Capital	Federal						

PID	MPO	Sponsoring Agency	AIU / Quantity	Project Description	Air Quality	Type	Fund Type	Fund	SAC	Work Category	Fund Description	SFY	Amount
104313	MVRPC	Greater Dayton Regional Transit Authority	11.12.01 Federal - Qty 20	Replacement 40' Buses	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2020	\$7,040,000
104313	MVRPC	Greater Dayton Regional Transit Authority	11.12.01 Local - Qty 20	Replacement 40' Buses	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2020	\$1,760,000
104313	MVRPC	Greater Dayton Regional Transit Authority	11.12.01 Federal - Qty 20	Replacement 40' Buses	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2021	\$7,040,000
104313	MVRPC	Greater Dayton Regional Transit Authority	11.12.01 Local - Qty 20	Replacement 40' Buses	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2021	\$1,760,000
Total-->													\$17,600,000
104314	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Federal - Qty 4	Replacement DM-ETB Buses	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program	2020	\$4,160,000
104314	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Local - Qty 4	Replacement DM-ETB Buses	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2020	\$1,040,000
104314	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Federal - Qty 4	Replacement DM-ETB Buses	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program	2021	\$4,160,000
104314	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Local - Qty 4	Replacement DM-ETB Buses	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2021	\$1,040,000
Total-->													\$10,400,000
104317	MVRPC	Greater Dayton Regional Transit Authority	11.80.00 Federal	MVRPC Project Administration	CO Air Quality Exempt	Planning	Federal	5310	FTAD	Transit	Urban Formula Program	2020	\$80,000
104317	MVRPC	Greater Dayton Regional Transit Authority	11.80.00 Federal	MVRPC Project Administration	CO Air Quality Exempt	Planning	Federal	5310	FTAD	Transit	Urban Formula Program	2021	\$82,000
Total-->													\$162,000
104318	MVRPC	Greater Dayton Regional Transit Authority	11.12.04 Federal - Qty 8	Replacement <30' Buses	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2020	\$480,000
104318	MVRPC	Greater Dayton Regional Transit Authority	11.12.04 Local - Qty 8	Replacement <30' Buses	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Local Contributions	2020	\$120,000
104318	MVRPC	Greater Dayton Regional Transit Authority	11.12.04 Federal - Qty 8	Replacement <30' Buses	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2021	\$480,000
104318	MVRPC	Greater Dayton Regional Transit Authority	11.12.04 Local - Qty 8	Replacement <30' Buses	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Local Contributions	2021	\$120,000
Total-->													\$1,200,000
104319	MVRPC	Greater Dayton Regional Transit Authority	11.12.15 Federal - Qty 4	Replacement Vans	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2020	\$128,000
104319	MVRPC	Greater Dayton Regional Transit Authority	11.12.15 Local - Qty 4	Replacement Vans	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Local Contributions	2020	\$32,000
104319	MVRPC	Greater Dayton Regional Transit Authority	11.12.15 Federal - Qty 4	Replacement Vans	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2021	\$128,000
104319	MVRPC	Greater Dayton Regional Transit Authority	11.12.15 Local - Qty 4	Replacement Vans	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Local Contributions	2021	\$32,000
Total-->													\$320,000
104320	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2020	\$40,000
104320	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Local	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Local Contributions	2020	\$10,000
104320	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Federal	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2021	\$40,000
104320	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00 Local	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Local Contributions	2021	\$10,000
Total-->													\$100,000
104321	MVRPC	Greater Dayton Regional Transit Authority	11.32.20 Federal	Transit Enhancements	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2018	\$120,000
104321	MVRPC	Greater Dayton Regional Transit Authority	11.32.20 Local	Transit Enhancements	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Local Contributions	2018	\$30,000
104321	MVRPC	Greater Dayton Regional Transit Authority	11.32.20 Federal	Transit Enhancements	CO Air Quality Exempt	Capital	Federal	5310	FTAD	Transit	Urban Formula Program	2019	\$120,000
104321	MVRPC	Greater Dayton Regional Transit Authority	11.32.20 Local	Transit Enh									

Table 5.3 GDRTA - ANTICIPATED CAPITAL IMPROVEMENTS SFY2018-2021

PID	MPO	Sponsoring Agency	ALI / Quantity	Project Description	Air Quality	Type	Fund Type	Fund	SAC	Work Category	Fund Description	SFY	Amount
107429	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Federal - Qty 5	Replacement DM-ET8 Buses 83/17	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program	2020	\$5,498,750
107429	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Local - Qty 5	Replacement DM-ET8 Buses 83/17	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2020	\$1,126,250
107429	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Federal - Qty 5	Replacement DM-ET8 Buses 83/17	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program	2021	\$5,498,750
107429	MVRPC	Greater Dayton Regional Transit Authority	11.12.14 Local - Qty 5	Replacement DM-ET8 Buses 83/17	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2021	\$1,126,250
<b>Total----&gt;</b>													<b>\$13,250,000</b>
107923	MVRPC	Greater Dayton Regional Transit Authority	11.12.02 Federal - Qty 7	Replacement 30' - 40' Circulator Buses	CO Air Quality Exempt	Capital	Federal	STP	FTAD	FTA Transfer	STP - MVRPC	2023	\$2,870,000
107923	MVRPC	Greater Dayton Regional Transit Authority	11.12.02 Local - Qty 7	Replacement 30' - 40' Circulator Buses	CO Air Quality Exempt	Capital	Local Match	LNTF	TOTH	Transit	Dedicated Local Tax	2023	\$717,500
<b>Total----&gt;</b>													<b>\$3,587,500</b>



**RESOLUTION AMENDING THE  
SFY2018-SFY2021 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, Springboro and Franklin Township 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 SFY2018-SFY2021 Transportation Improvement Program was adopted on May 4, 2017; and

**WHEREAS**, MVRPC, ODOT and GDRTA have made numerous modifications to the programming documents for various projects resulting in the need for a SFY2018-SFY2021 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 SFY2018-SFY2021 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 #10** to the SFY2018-SFY2021 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

\_\_\_\_\_  
**John W. O'Brien, Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission

\_\_\_\_\_  
Date





# MIAMI VALLEY

Regional Planning Commission

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## MEMORANDUM

**To:** Technical Advisory Committee, Board of Directors  
**From:** MVRPC Staff  
**Date:** August 7, 2018  
**Subject:** FAST Act Funds Availability Report and Project Solicitation Request

Federal transportation planning regulations require 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 – SFY2019-SFY2024" 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 \$17.6 million (\$16.1 M STP and \$1.5 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 CMAQ Committee is in place and it has been determined that a CMAQ solicitation will take place on a biennial basis. As such, the CMAQ project solicitation will be included this year.

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





STATUS OF MVRPC'S REGIONAL (LOCALLY ALLOCATED) FEDERAL FUNDING SFY2019-SFY2024 Estimate				
SFY2019-SFY2024 Estimate	Funding Categories			
	STP	CMAQ	TA	Total
Budget Estimates (Available For Allocation)	\$79,816,415		\$7,379,943	\$87,196,358
Previously Committed	\$63,728,354	\$25,395,291	\$5,887,551	\$95,011,196
Currently Available For Allocation	\$16,088,061		\$1,492,392	\$17,580,453





## MEMORANDUM

**To:** Technical Advisory Committee, Board of Directors

**From:** MVRPC Staff

**Date:** August 6, 2018

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

In 2015, Moving Ahead For Progress in the 21<sup>st</sup> Century (MAP-21) was replaced by the transportation bill called Fixing America's Surface Transportation Act (FAST Act). Prior to MAP-21, funding for the STP, CMAQ and TA programs was provided by the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Transportation Equity Act for the 21st Century (TEA-21), and 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 2017 to include minor clarifications to the document. MVRPC staff has since determined that additional updates are necessary which are shown in red text in the policy document.

As you know, Ohio's large MPO's no longer have direct control over CMAQ funds. A Statewide CMAQ Committee is in place and it has been determined that a CMAQ project solicitation will take place on a biennial basis. As such, the CMAQ project solicitation will be included this year.

Additionally, it has been determined that due to lack of available funding 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.

Finally, the majority of MVRPC's annual allocation of STP and TA funding is attributable funding. Attributable funds are allocated based on the MPO area population. In addition to these required amounts, ODOT provides MVRPC with an additional annual discretionary allocation of STP and TA funding. By law, the attributable allocation can only be spent on eligible projects within the MPO boundary. It has been determined that the ODOT-provided discretionary allocation can be spent on eligible projects both within the MPO boundary and outside of the MPO boundary. The proposed policy states discretionary STP and TA funding is not set aside for MVRPC non-MPO members but it allows the non-MPO member jurisdictions to submit eligible applications to compete for STP and TA funding



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up to the discretionary STP and TA allocation annually. All applications submitted by non-MPO members must adhere to standard eligibility requirements and will be evaluated using the standard MVRPC Project Evaluation System.

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.

2018

APPLICATIONS DUE  
OCTOBER 10, 2018



*Surface Transportation Program*

*Congestion Mitigation/Air Quality*

*Transportation Alternatives*

*September 2018*



**MIAMI VALLEY**  
Regional Planning Commission

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## **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. 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.***
5. All project sponsors must know and implement the U.S. Department of Transportation Standard Title VI Assurances and Nondiscrimination Provisions, which states "No person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including FHWA".

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 **10**, with applications being due on October **10** 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 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 for 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**

***For required allocations of STP and TA funding, as well as CMAQ funding, applicants are limited to qualified member government entities located inside the boundaries of the MPO area. Both MPO and non-MPO member jurisdictions are eligible to compete for discretionary allocations of STP and TA funding.***

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 10 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
9. Improve resiliency and reliability of the transportation system
10. Enhance travel and tourism



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

## **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. In the event that multiple phases of a project are awarded STP funds, no more \$3,000,000 STP will be programmed in a single SFY. 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.

***MVRPC receives approximately \$11.7 million of STP funding annually. Of this amount, 92% (approximately \$10.8 million) is a required STP allocation and the remaining 8% (approximately \$940,000) is a discretionary STP allocation. By law, the required allocation can only be spent on eligible projects within the MPO boundary. The discretionary allocation can be spent on projects both within the MPO boundary and outside of the MPO boundary. The discretionary STP funding is not set aside for MVRPC non-MPO members but it allows the non-MPO member jurisdictions to submit eligible applications to compete for STP funding up to the discretionary STP allocation annually.***

**Please note that Ohio's large MPOs no longer have direct control over CMAQ funds. A Statewide CMAQ Committee is in place and it has been determined that a CMAQ project solicitation will take place on a biennial basis. As such, the CMAQ project solicitation will be ~~suspended until next year~~ **included this year.****

## **STP Resurfacing Program Funding Provisions**

From time to time, a certain amount of STP funds may be set aside to fund Federally eligible simple resurfacing projects. The amount set aside for these resurfacing projects will be determined on an annual basis. ~~This year, it has been determined that \$2,500,000 will be set aside for this component of the STP program and only projects able to be awarded in SFY2019 and SFY2020 will be considered. The maximum amount of STP funds available per resurfacing project is \$500,000.~~ ***This year, it has been determined that due to lack of available funding 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 simple 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. Therefore, projects including ADA ramp work will NOT be eligible for funding under this program and any necessary ADA ramp work must be completed prior to submitting the STP Resurfacing set-aside application to MVRPC. Projects that include curb and gutter work will be considered for funding, but STP Resurfacing set-aside funds will only be used to fund the resurfacing portion of the project. Curb and gutter work can be part of the project but will be completed using local funds.

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.

### **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.

***MVRPC receives approximately \$1.18 million of TA funding annually. Of this amount, 67% (approximately \$785,000) is a required TA allocation and the remaining 33% (approximately \$391,000) is a discretionary TA allocation. By law, the required allocation can only be spent on eligible projects within the MPO boundary. The discretionary allocation can be spent on projects both within the MPO boundary and outside of the MPO boundary. The discretionary TA funding is not set aside for MVRPC non-MPO members but it allows the non-MPO member jurisdictions to submit eligible applications to compete for TA funding up to the discretionary TA allocation annually.***

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 Kijrsten Frank-Hoppe, MVRPC regional planner. Mrs. Frank-Hoppe 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.

## **General Funding Provisions**

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

**NOTE: Roadway projects utilizing MVRPC controlled Federal funds must be located on roadways functionally classified as Urban Collector or above or Rural Major Collector or above. Interactive functional classification maps can be found at: <http://www.mvrpc.org/pes/map.html>**

The amount of federal funds available for reimbursement for a project will be capped at the MVRPC Board approved amount. If during the Environmental phase of a project, issues are discovered which would unexpectedly increase the cost of the project, exceptions to the funding cap may be considered. It is expected that all cost estimates will be reliable, well researched, inflated to year of expenditure and not expected to increase. In addition, cost estimates must be certified by a professional engineer. When compiling cost estimates, please take into consideration that there can be significant costs associated with compliance to federal regulations. Failure to account for such costs may result in your application's approval with insufficient funds to enable the project to be realized. All cost overruns realized at bid opening will be the sole responsibility of the project sponsor. Once approved, a project's scope 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 avoid retraction of funds. It is the responsibility of the project sponsor to program their project with ODOT, MVRPC will assist in this process if requested.**

In order to prevent jeopardizing the regionally controlled Federal funds, once a State Fiscal Year (SFY) for the Federal funds has been requested by the project sponsor, every effort should be made by the project sponsor to ensure the funds are 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 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.

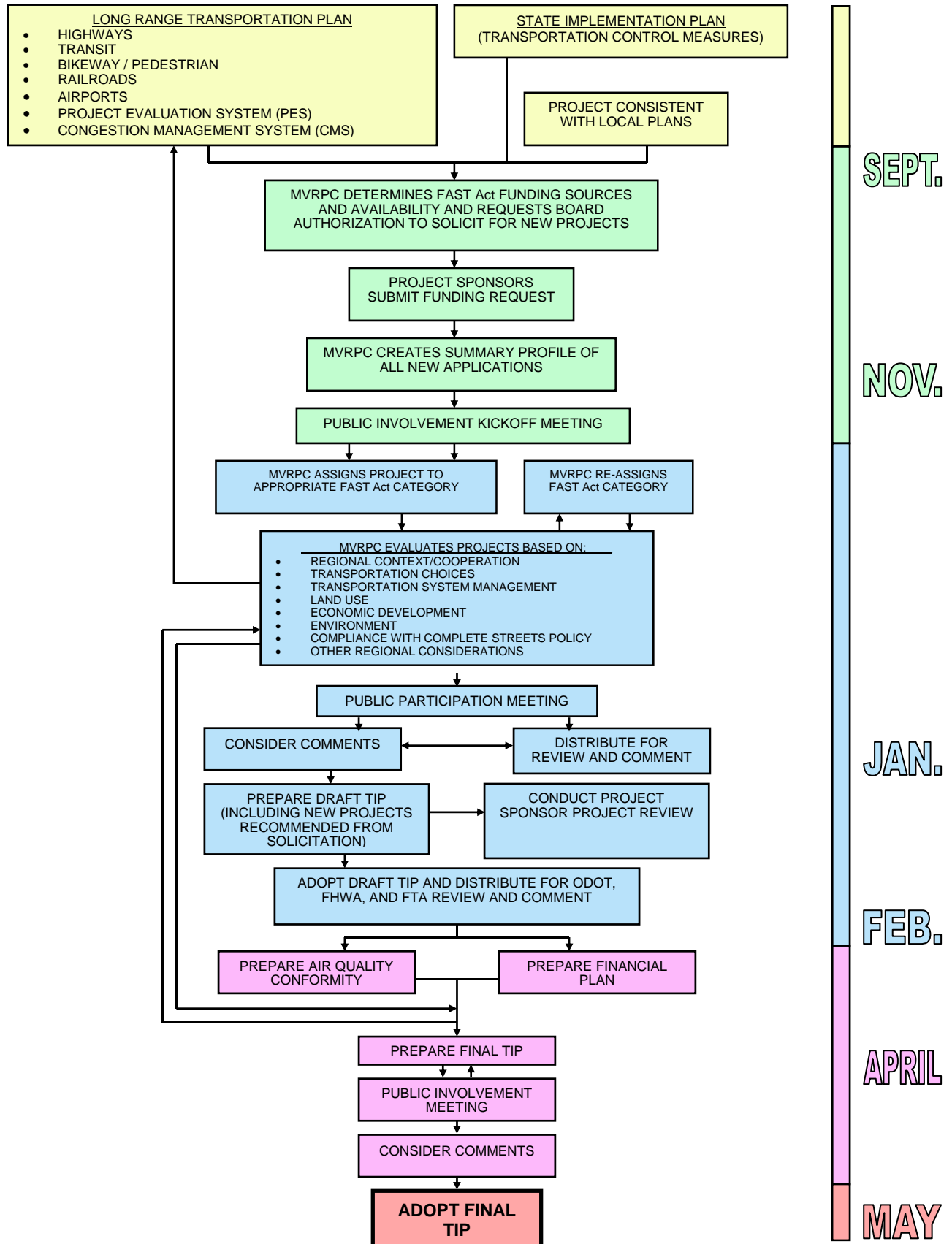
Once the draft scores from the project evaluation system are compiled, some projects may be reassigned to a different funding category. A final analysis would then be completed based upon the above criteria. In order to assure timely obligation of funds, annual TIP programming priority will be determined 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](http://www.mvrpc.org) or contact:

Paul Arnold  
Manager, Short Range Programs  
Miami Valley Regional Planning Commission  
10 North Ludlow Street, Suite 700  
Dayton, OH 45402  
Ph: (937) 223-6323  
Fax: (937) 223-9750  
Email: [parnold@mvrpc.org](mailto:parnold@mvrpc.org)

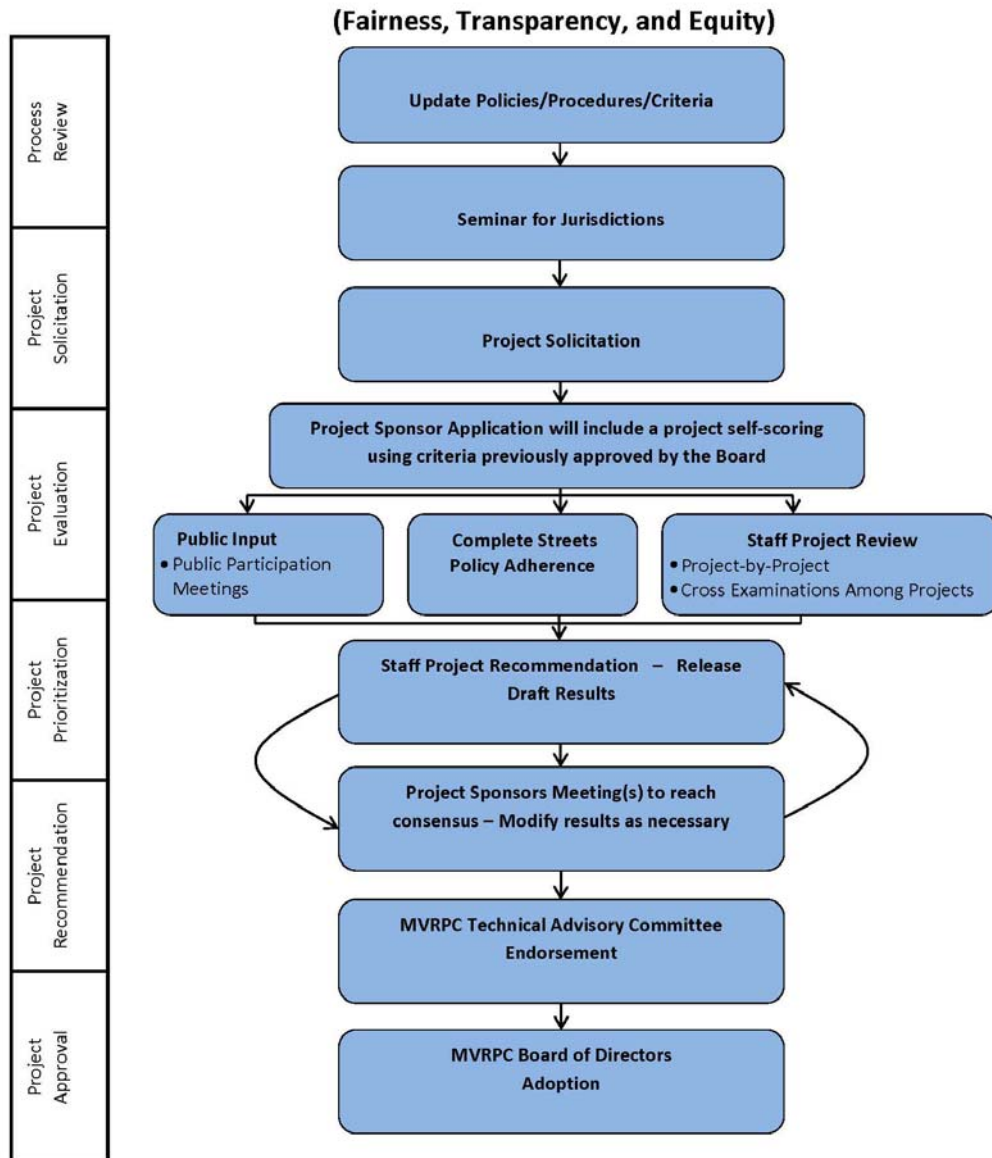
## Appendix A — MVRPC's TIP DEVELOPMENT PROCESS



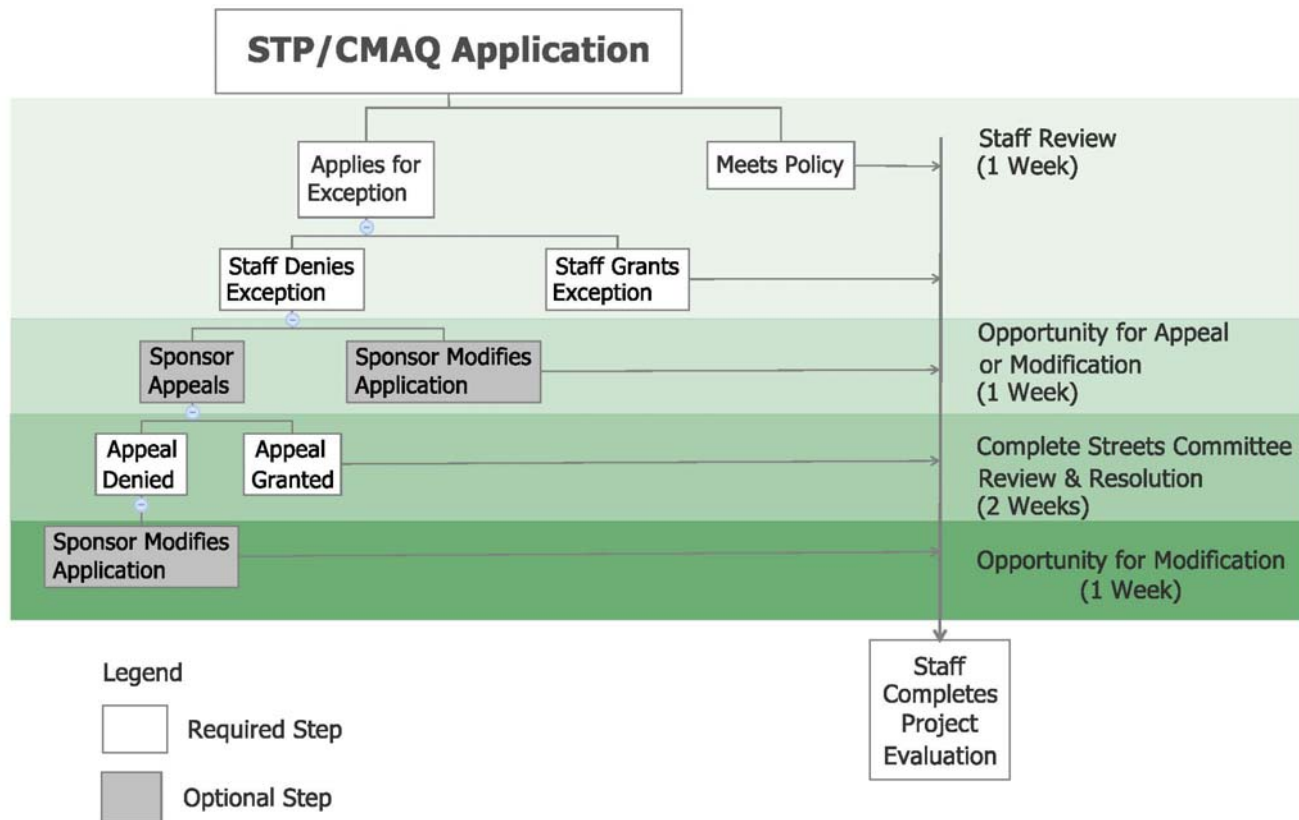
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## Appendix - B

### MVRPC PROJECT FUNDING PRIORITIZATION DECISION MAKING PROCESS



## Appendix C - STP AND CMAQ COMPLETE STREETS ADHERENCE PROCESS





## **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, United 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/air\\_quality/cmaq/index.cfm](http://www.fhwa.dot.gov/environment/air_quality/cmaq/index.cfm)

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:

- 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/environment/transportation\\_alternatives](http://www.fhwa.dot.gov/environment/transportation_alternatives).

## **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
CAA	Clean Air Act Amendments 1990
CMAQ	Congestion Mitigation and Air Quality – MVRPC’s historical allocation of this Federal funding source is approximately \$ 6.4 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.
FAST Act	Fixing America’s Surface Transportation Act – Current Transportation Bill
FHWA	Federal Highway Administration, a department of the U.S. Department of Transportation
FTA	Federal Transit Administration
HOV	High Occupancy Vehicle
I/M	Inspection and Maintenance programs
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 – Former 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 1 <sup>st</sup> – June 30 <sup>th</sup>
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 \$ 11.8 million each year
SRTS	Safe Routes to School
TA	Transportation Alternatives - MVRPC's allocation of this Federal funding source is approximately \$ 1.2 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

**Appendix G – Information Regarding ADA Compliance  
and Right-of-Way Control Certification**

**ODOT FAQ on ADA Curb Ramp Requirements**

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

[https://www.fhwa.dot.gov/civilrights/programs/ada\\_resurfacing\\_qa.cfm](https://www.fhwa.dot.gov/civilrights/programs/ada_resurfacing_qa.cfm)

1.) Resurfacing projects on federal aid highways

Q: What are the requirements for ADA Curb Ramps?

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

Prior to the MVRPC application period, LPAs will be required to check all existing curb ramps within proposed project limits for compliance to either 1991 or 2010 design standards.

2.) Design Standards

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

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

A: 2010 Standards – [http://www.dot.state.oh.us/Divisions/Engineering/Roadway/DesignStandards/roadway/Standard%20Construct%20Drawings/BP-7.1\\_07-18-14.pdf](http://www.dot.state.oh.us/Divisions/Engineering/Roadway/DesignStandards/roadway/Standard%20Construct%20Drawings/BP-7.1_07-18-14.pdf)

3.) Proof of ADA Compliance

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

A: Either existing construction plans or field verification that all ADA Curb Ramps meet the appropriate design standards. ODOT is working on a documentation form.

4.) Construction of ADA Curb Ramps

Q: When does an LPA have to construct ADA Curb Ramps?

A: If an LPA is going to apply for MVRPC funding on a resurfacing project, then all required ADA Curb Ramps must be completed prior to the application submittal.

Note: If the resurfacing project includes new curb ramp construction, then full survey and design is required to verify whether temporary and/or permanent right of way is needed for proper installation (will also consider impacts to utilities).

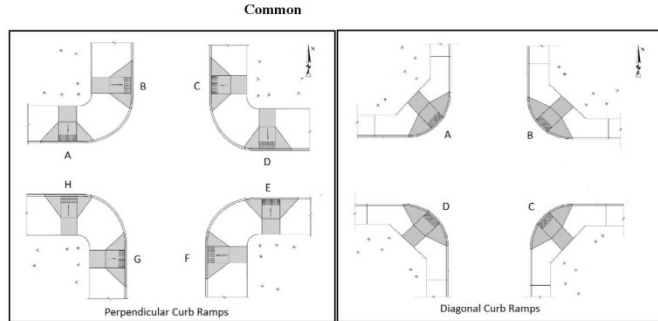
## Curb Ramp Evaluation Form

### Curb Ramp Layouts

Intersection Location:	Date:
Surveyors / Reviewer:	

Describe each curb ramp's location (if not a common layout, attach a sketch of the intersection and describe below):

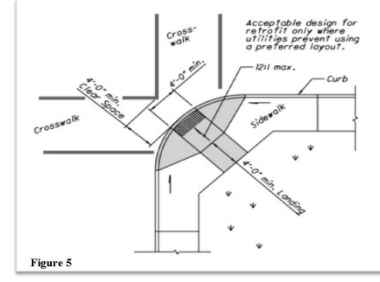
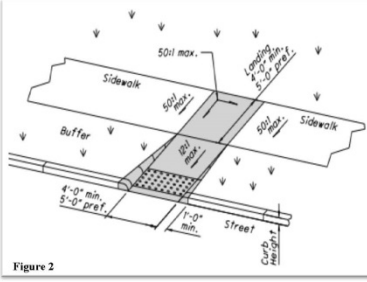
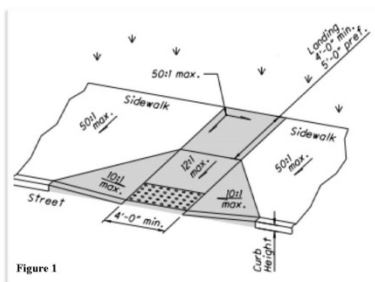
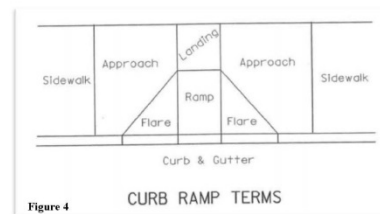
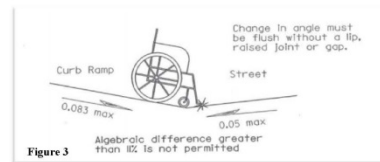
Curb Ramp A:	Curb Ramp E:
Curb Ramp B:	Curb Ramp F:
Curb Ramp C:	Curb Ramp G:
Curb Ramp D:	Curb Ramp H:



Refer to #	Curb Ramp (CR) Questions	Curb Ramp A	Curb Ramp B	Curb Ramp C	Curb Ramp D	Curb Ramp E	Curb Ramp F	Curb Ramp G	Curb Ramp H
1	Is ramp of CR at least 36" wide (not including flared sides)? (A)	Y	N	Y	N	Y	N	Y	N
2	Does ramp of CR have a running slope of 8.33% or less? (B)	Y	N	Y	N	Y	N	Y	N
3	Does CR have a cross slope of 2% or less? (C)	Y	N	Y	N	Y	N	Y	N
4	Does CR have a gutter slope of 5% or less? (D)	Y	N	Y	N	Y	N	Y	N
5	Are transitions on and off CR flush and free of abrupt level changes (Algebraic difference between Ref. #2 and Ref. 4, less than 11%)? (E)	Y	N	Y	N	Y	N	Y	N
6	Does CR have detectable warnings? (not required if constructed during suspended period – see note #6) (F)	Y	N	Y	N	Y	N	Y	N
7	Is the landing at the "top" of CR at least 36" wide? (1991 ADA specification) (G)	Y	N	Y	N	Y	N	Y	N
8	Does CR have flared sides? If yes, answer one of the next two questions. If not, skip to question 11. (H)	Y	N	Y	N	Y	N	Y	N
9	If the sidewalk at the "top" of CR is 48" wide or more, is the slope of the flared sides 10% or less? (I)	Y	N	Y	N	Y	N	Y	N
10	If the sidewalk at the "top" of CR is less than 48" wide, is the slope of the flared sides 8.33% or less? (J)	Y	N	Y	N	Y	N	Y	N
11	If no flared sides, is there an obstruction or grass on each side of CR that discourages pedestrians from traveling across ramp? (If the CR has flared sides, skip this question. (K)	Y	N	Y	N	Y	N	Y	N
12	If diagonal-type CR, is bottom landing at least 48" long and contained in crosswalk? If not diagonal-type CR, skip this question. (L)	Y	N	Y	N	Y	N	Y	N

### Notes:

- (A) 1991 ADA requirements include a 36" minimum ramp width. The Ohio Revised Code requires a 40" width. **Figure 1** shows the current ODOT standard of 48"
- (B) The maximum running slope of the ramp is 8.33% or 1:12 as shown in **Figure 1**
- (C) The maximum cross slope of a curb ramp and sidewalk is 2%.
- (D) The maximum gutter slope is 5% as shown in **Figure 3**.
- (E) See **Figure 3**
- (F) Detectable warnings are required unless the curb ramp was constructed during the period of time when they were suspended. (May 12, 1994 to July 26, 1998 or December 23, 1998 and July 26, 2001).
- (G) 1991 ADA requirements for the landing adjacent to a curb ramp with flared sides is a minimum of 36". The current ODOT standard is 48" minimum with 60" preferred.
- (H) See **Figure 4** for ramp terms
- (I) If the landing is 48" or wider, the maximum slope of the curb ramp flared side is 10:1.
- (J) If the landing is less than 48", the maximum slope of the curb ramp flared side is 12:1
- (K) If there are no flared sides, the landing is required to be 48" wide. See **Figure 2**
- (L) The use of diagonal curb ramps is only allowed for existing walks, and when site constraints prohibit other designs. See **Figure 5**





OHIO DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION  
CENTRAL OFFICE

DATE: July 27, 2015

TO: District Deputy Directors, District Production & Engineering Administrators, District Real Estate Administrators

FROM: David E. Slatzer , Deputy Director , Division of Engineering

SUBJECT: Right of Way Control Certification on Right of Way Projects

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Similar to the issue of adjuncts to existing buildings encroaching into sidewalk area right of way, Streetscaping and similar maintenance projects may also experience situations where existing “public” sidewalk or pedestrian walks may be on property not technically covered by the acquiring agency with a highway easement or warranty deed. However, the municipal government involved had heretofore always been able to effectively manage said sidewalk or pedestrian area requirements via the enforcement of local building codes and the like. Property owners either individually maintained these areas themselves, or the local government took care of the work, paying for it by way of assessing costs back to the property owner. Either way, these sidewalk and pedestrian walk areas have historically been considered to be open access areas and did not necessitate addressing the property right issues associated with their public use.

Given this perspective on the historical aspects of managing and maintaining public sidewalk and pedestrian walk areas, the required right of way certification to FHWA for such projects may henceforth be based upon the participating local government’s certification or written assurance to ODOT that the local government possesses effective authority over the sidewalk or pedestrian walk lands and that such control is adequate for the prosecution and completion of the proposed project activities involved. The FHWA Ohio Division Office has reviewed this matter with the Department and has accepted this method of addressing such projects having such right of way situations.

To require that the Department or the local government involved acquire full easement or warranty deed property rights over these sidewalk or pedestrian walk areas where none were previously deemed needed, will necessarily result in continued delays on projects, wasted financial resources, and undue enrichment of the recipient property owners. This is an aspect of project delivery that our program never envisioned.

With this mutual understanding in place, affected projects can advance to construction in a much more reasonable and timely fashion. Should you have any question about this issue, please do not hesitate to contact the Office of Real Estate directly.

C: John Maynard, Office of Real Estate Administrator

Standard format to be used by a Local Public Agency (LPA) to certify possession of effective authority over sidewalk areas on enhancement type projects

(Date)

Ohio Department of Transportation  
District (XX)  
(Address)

RE: Project (C/R/S & PID)  
Effective Authority of Project Area (attachment to LPA Right of Way Control Letter)  
Federal Project Number: (XXXXXXX)

Dear (Name):

We are aware that at the locations shown and highlighted on the attached plans, the existing and/or proposed sidewalks are located outside of the established right of way, as surveyed.

We hereby certify that we have effective and adequate control over these areas, as needed for the construction and maintenance of said sidewalks. Further, we understand that construction delays resulting from property owners contesting our control over these areas will be our sole responsibility.

Respectfully,

(Responsible agent of the LPA)

c: project file

## **BIKEPATH PROJECTS: EMINENT DOMAIN, APPROPRIATION & QUICKTAKE**

### **Stand Alone Bikepath Projects:**

ODOT does not have quick take authority on these projects.

LPA's may use quick take on bikepath projects if their legal department is in agreement with the use of quick take.

Both ODOT and LPA's can appropriate bikepath projects, this does not mean they have the authority to use quick take.

### **Road Project with Bikepath/Pedestrian Facility:**

ODOT and LPA's have the authority to appropriate and use quick take when the bikepath/pedestrian facility is part of a roadway project.

Eminent domain - is the inherent and innate power of a sovereign government to take private property for a public purpose.

ODOT is authorized to use the power of eminent domain to appropriate real property needed for highway purposes; this power of eminent domain is exercised by ODOT commencing an action to appropriate the needed property.

Appropriation - the appropriation process starts when a petition to appropriate is filed in the common pleas or probate court of the county in which the property, or a part of it, is located. Upon the filing of the petition to appropriate, ODOT deposits with the Clerk of Courts the amount of money which ODOT has determined to be just compensation for the property taken and damages, if any, to the residue.

Quick Take Authority - This authority gives ODOT the right to enter upon and take possession of the property that is to be appropriated on the condition that the deposit has been made to the court at the time of the filing of the petition.

## **ADA TRANSITION PLAN**

### **Background**

- An ADA transition plan identifies the steps and strategies to make the necessary changes to an agency's inventoried facilities within the public rights of way (ROW) and programs to bring them to ADA standards.
- Federal regulations require that Federal-aid recipients comply with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 (Section 504).
- Required for government agencies with more than 50 employees.
- For FHWA programs, recipients and public entities with responsibility for public roadways and pedestrian facilities are required to ensure that these facilities are accessible to and usable by persons with disabilities.

### **Why Does This Matter to Your MPO?**

- The ADA transition plan either required for ODOT or applicable local public agency should be integrated with State and MPO planning processes.
- Federal planning regulations also require MPOs to self-certify compliance with ADA and Section 504.
- Since your MPO self certifies compliance with ADA and Section 504 on a periodic basis, MPO's need to be aware of the requirements and cooperate with ODOT and other local partners as they work to address any ADA Transition Plan deficiencies.

### **Elements of an ADA Transition Plan**

- Location of barriers
- Methods to remove barriers
- Timetable to address
- Official responsible for implementation
- Estimated Cost

### **More information**

- Please visit the following FHWA websites for an overview of the regulations and specific needs of an ADA Transition Plan.
  - Foundations of ADA/504 <https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?id=72>
  - ADA Transition Plans <https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?id=32>
- The FHWA Ohio Division and ODOT intend to provide training opportunities in the near future
- FHWA Ohio Division Contact: Andy Johns, [andy.johns@dot.gov](mailto:andy.johns@dot.gov), 614.280.6850

**MIAMI VALLEY REGIONAL PLANNING COMMISSION  
TECHNICAL ADVISORY COMMITTEE  
APRIL 21, 2016  
MINUTES**

Ed Amrhein, Beavercreek Township  
Pete Bales, City of Fairborn  
Jennifer Barclay, City of Clayton  
Russell Bergman, City of Huber Heights  
Steve Bergstresser, City of Kettering  
James Brinegar, City of Centerville  
Joe Brzozowski, City of Dayton  
Gary Burkholder, City of Brookville  
Ann Burns, MVRPC  
Dan Casson, Municipality of Carlisle  
Barry Conway, City of Franklin  
Robert Cron, City of Vandalia  
Bradley Daniel, MVRPC  
Chad Dixon, City of Springboro  
Joseph Dura, Montgomery Co. Engineer's  
Andrew Fluegemann, ODOT District 8  
Matt Gardner, LJB, Inc.  
Robert Geyer, Greene County Engineer  
Paul Gruner, Montgomery County Engineer  
Jay Hamilton, Mead Hunt  
Mike Hammes, City of Moraine  
Amy Havenar, City of Piqua

Kjirsten Frank Hoppe, MVRPC  
Dan Hoying, LJB, Inc.  
Paul Huelskamp, Miami County Engineer  
Chad Ingle, City of Kettering  
Shelby Ingle, CMT Engineers  
Matt Kendall, ODOT District 7  
Scott Knebel, CMT Engineers  
Aaron Lee, MVRPC  
Matthew Lindsay, MVRPC  
Brian Martin, MVRPC  
Ami Parikh, MVRPC  
Matt Parrill, ODOT District 7  
Jillian Rhoades, City of Troy  
Carrie Scarff, Five Rivers Metro Parks  
John Sliemers, City of Kettering  
Christopher Snyder, Miami Township  
Keith Steeber, City of Dayton  
Ronald Thuma, Monroe Township  
Rob Uhlhorn, MVRPC  
Joe Weinel, City of Dayton  
Ben Wiltheiss, ODOT District 7  
Steve Woolf, Clay Township

**I. INTRODUCTION**

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

**II. APPROVAL OF MARCH 17, 2016 MEETING MINUTES**

Mr. Amrhein made a motion to approve minutes. Mr. Bergstresser seconded. The motion passed unanimously.

**III. Public Comment Period on Action Items**

None

**V. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS**

**A. Recommended Adoption of 2040 Long Range Transportation Plan Update and Summary of Public Participation Meeting.**

Ms. Ramirez provided an overview of the process involved in updating the Long Range Plan. The plan is updated every 4 years; it has a 20+ year horizon and includes multi-modal strategies and projects. She also explained that the plan is fiscally constrained and is in conformance with the State Implementation (Air Quality) Plan.



Ms. Ramirez explained how the Congestion Management Projects are incorporated into the plan and provided a financial summary of highway projects. She also reviewed transit and alternative mode strategies, and reviewed a map illustrating regional bikeway and pedestrian projects. Ms. Ramirez provided a table showing a summary of funding for the transit and alternative mode projects. She also reviewed tables showing the air quality and regional emissions analysis. Ms. Ramirez reported that a public meeting was held on April 6<sup>th</sup> and that no formal comments were received. She thanked the Committee for their involvement and participation in the plan update and requested approval of the resolution on page 36. Ms. Scarff made a motion to recommend approval. Mr. Conway seconded the motion. The motion passed unanimously.

## **V. INFORMATION ITEMS**

### **A. Update on TRAC Solicitation**

Mr. Daniel referred to a memo on page 37 of the mailout which provided a list of important dates concerning the TRAC Solicitation process. He noted that the solicitation will begin on April 29<sup>th</sup> and the applications are due to ODOT by June 3, 2016. Mr. Daniel explained that this is the same process that has been followed in the past, and reviewed the link to the web site that provides additional information and TRAC documents.

### **B. Roundtable Discussion: ODOT Requirements on LPA Projects – ADA Curb Ramp Compliance, Right of Way requirements for sidewalks, and ADA Transition Plans**

Mr. Parrill referred to page 38 of the mailout which provided guideline information and FAQ's on ADA curb ramp requirements. He explained that this information is being presented due to recent questions regarding curb ramps and design standards in relation to resurfacing projects. Mr. Parrill noted that there is language in the U.S. DOT/FHWA guidance that states if curb ramps are in compliance with 1991 design standards, and in good condition, they could remain in place for resurfacing treatment projects. He reviewed other information from the fact sheet on page 38. He noted that ODOT is working on an ADA Compliance form and will be forwarding it to MVRPC as well as the locals. Ms. Rhoades asked who is responsible for reviewing this if ODOT is doing a resurfacing project in a city. Mr. Parrill explained that ODOT staff will contact the City early enough so that city staff can complete the compliance check and/or get the curb ramps done prior to awarding the funds for the resurfacing project. Ms. Ramirez added this applies to resurfacing, not full reconstruction projects, in which case the sponsor would be expected to upgrade to most current standards. Mr. Geyer asked how these regulations would apply to a traffic signal upgrade. Mr. Parrill stated it would have to be reviewed on an individual basis depending on the circumstances and how it affects the sidewalks and curb ramps.

Mr. Kendall referred to a memo on page 39 of the mailout regarding Right of Way control certification on enhancement projects. He explained that ODOT has received direction from central office and FHWA that if you can certify that you have control of right of way, they will no longer require you to obtain right of way to replace existing sidewalks. Mr. Kendall also referred to a fact sheet regarding eminent domain, appropriation and quicktake for bikepath projects both stand alone and with a road project. Mr. Kendall provided some additional information on the quicktake process explaining that it is up to the LPA's legal department whether to pursue quicktake on a bike path because ODOT does not have that authority. Mr. Bergstresser asked if the Right-of-Way control letter can be used for curb/ramp reconstruction. He has heard that a 4-6 ft. easement behind the curb ramp is required for grading. Mr. Kendall stated that the control letter could be used for this as it is defined right now.

Mr. Parrill stated that Ms. Ramirez will be talking about the ADA Transition Plan, noting that ODOT is under the same requirement and central office will be looking into each district's compliance with the transition plan. Ms. Ramirez referred to page 42 of the mailout, noting that it has recently been discussed that Ohio is not keeping up with ADA regulations as well as it should. She explained that any agency that has more than 50 employees is required to have an ADA Transition Plan. She reviewed in more detail the requirements of this plan. Ms. Ramirez noted this is a requirement and any agency that does not currently have a plan should start working on it. This applies to any agency that receives Federal funds. She reviewed the elements of an ADA Transition Plan and also provided links to the FHWA website where more information can be found. Ms. Ramirez stated that the next round of STP/CMAQ applications will include a question regarding agencies implementing an ADA transition plan, and asking to provide a copy. Mr. Cron asked what constitutes a transition plan. Ms. Scarff stated that Five Rivers Metroparks does have a transition plan. They first hired a consultant to review all public facilities including, buildings, parking lots, restrooms, roadways, and sidewalks. The consultant reviewed every element in the agency, public and staff based, and documented every area that was not in compliance, prepared a cost estimate and multi-year transition plan to come into compliance. Ms. Ramirez noted that this can often be an on-going process to remain in compliance. Ms. Scarff noted she could share their transition plan as well as discuss the process if anyone is interested.

## **VI. EXECUTIVE DIRECTOR'S REPORT**

Mr. Martin referred to his April report on page 43 of the mailout announcing that Eldean Road project in Miami County was awarded the Ohio Conaway Award. He also referred to a list of pedestrian safety tips and reported on the Annual dinner that was held on April 14<sup>th</sup>. The report also provided information on grants and funding resources as well as a list of upcoming meetings.

## **VIII. ADJOURNMENT**

Mr. Gruner made a motion to adjourn. Mr. Geyer seconded the motion. The motion passed unanimously.



## **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, Springboro and Franklin Township 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 Fixing America's Surface Transportation Act (FAST Act); and

**WHEREAS**, the MVRPC staff revised the policies and procedures to reinstate the CMAQ project solicitation for a year, to suspend the STP Resurfacing Program set aside and allow non-MPO members to compete for ODOT-provided discretionary STP and TA funding when those funds are available; 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**  
Executive Director

\_\_\_\_\_  
**John W. O'Brien, Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission

\_\_\_\_\_  
Date



## MEMORANDUM

**To:** Technical Advisory Committee  
**From:** MVRPC Staff  
**Date:** July 24, 2018  
**Subject:** Amendment to the 2040 Long Range Transportation Plan

The 2040 Long Range Transportation Plan (LRTP) is being amended to establish conformity and reflect changes in scope or feasibility timeframe to existing LRTP projects being proposed for amendments in the SFY 2018-2021 Transportation Improvement Program (TIP). The amendment is needed as a result of a recent U.S. Court of Appeals for the D.C. Circuit decision (No. 15-1115) which struck down portions of the 2008 Ozone NAAQS SIP Requirements Rule concerning the ozone National Ambient Air Quality Standards (NAAQS) as well as the anti-backsliding requirements associated with the revocation of the 1997 Ozone NAAQS. Areas such as ours that were maintenance areas for the 1997 Ozone NAAQS at the time of revocation and are designated as attainment for the 2008 Ozone NAAQS have not been required to make transportation conformity determinations for any ozone NAAQS since the 1997 Ozone NAAQS were revoked in April 2015 and the recent court decision changes that necessitating a new regional emissions analysis and associated conformity determination.

The amended plan will remain fiscally constrained and the regional emissions analyses results indicate that the 2040 Plan and TIP demonstrate conformity to the PM2.5 and 8-hour ozone standard consistent with the April 2012 U.S. EPA Transportation Conformity Regulations. The amendment also includes a System Performance Report addressing safety performance measures. The full report can be found at: <https://www.mvrpc.org/transportation/current-long-range-plan/lrtp-amendments> and proposed project changes are included in Attachment 1.

On Wednesday, August 15, 2018, MVRPC staff will conduct a public participation meeting to secure public input on the proposed 2040 LRTP amendment. The public comment period ends on August 24, 2018.

### **Public Outreach Efforts**

Outlined below is a recap of public outreach efforts to promote the meeting consistent with the MVRPC Public Participation Policy:

- Establishing a centralized, transit-accessible, meeting location at the MVRPC offices in Downtown Dayton and offering free parking passes for drivers;
- Printing public notices in the Dayton Daily News, La Jornada Latina (English and Spanish), and the Dayton City Paper announcing the meetings;

- Submitting press releases to all local newspapers, television and radio stations –79 media outlets;
- Sending letters to individuals and agencies who have requested to be notified about public participation meetings as well as additional agencies/interested parties identified in the FAST Act legislation – approximately 600 individuals/agencies;
- Sending letters and promotional posters to all the public libraries in Montgomery, Greene, Miami Counties and northern Warren Counties (60 Libraries);
- Displaying promotional posters in English and Spanish at the Greater Dayton Regional Transit Authority hubs;
- E-mailing promotional posters to Miami County Transit and Greene CATS;
- Announcing the meeting on the MVRPC's website and social media platforms; and
- Posting the information, which was to be presented at the meetings, on MVRPC's website along with an online comment card.

### **Summary of Public Participation Meeting**

A summary of comments received to date will be provided at the TAC meeting.

Attachments:

- (1) Congestion Management Projects - Amendment 1
- (2) Resolution Amending the 2040 Long Range Transportation Plan

## Congestion Management Projects - Amendment 1

### (Cost is in Millions of 2015 / Year of Expenditure Dollars)

<b>9A GRE</b>	<b>US 35 — Phase I</b>				
Feasible: 2031-2035	Mileage: 1.50	Cost: \$82.80 / \$130.76	Proposed: Yes	TIP: No	
Eliminate the existing at grade intersections at Factory Road, Alpha Road, and Orchard Lane and replace them with full access interchange at Factory Road.					
<b>9B GRE</b>	<b>US 35 — Phase II</b>				
Feasible: 2021-2025	Mileage: 1.00	Cost: \$24.60 / \$31.06	Proposed: Yes	TIP: YP	
Eliminate the existing at grade intersection at Trebein/Valley Road and replace with full access interchanges at Trebein/Valley Road. Preliminary engineering and right of way phases are currently funded in the TIP.					
<b>432A GRE</b>	<b>SR 444 - Kauffman Avenue (NEW PROJECT)</b>				
Feasible: 2016-2020	Mileage: 0.70	Cost: \$2.91 / \$2.91	Proposed: Yes	TIP: Yes	
Widen from 3 to 4 lanes from Euclid Avenue to Lindberg Drive.					
<b>154E MOT</b>	<b>US 35 — Phase IIB</b>				
Feasible: 2021-2025	Mileage: 3.16	Cost: \$14.48 / \$14.48	Proposed: Yes	TIP: NF	
US 35 from Livingston Avenue to I-675, major rehabilitation of existing pavement, construction of an additional lane in each direction, and bridge work.					
<b>844 MOT</b>	<b>County Line Road</b>				
Feasible: 2021-2025	Mileage: 0.68	Cost: \$4.32 / \$4.32	Proposed: Yes	TIP: Yes	
Widening of County Line Road between Vale Drive and East Dorothy Lane. Roadway is currently a 3-lane section in this area and the proposed project will widen County Line Road to a 5-lane section, with 2 southbound lanes, 2 northbound lanes, and a center two-way-left-turn lane. Additional improvements include a traffic signal modification at the intersection with Tonawanda Trail, modified street lighting, and the construction of a 10-foot wide multi-use sidepath along the west side of the road.					
<b>877 MOT</b>	<b>US 40 Logistics Improvements</b>				
Feasible: 2021-2025	Mileage: 1.5	Cost: \$12.71 / \$16.05	Proposed: Yes	TIP: YP	
Improve US 40 from Airpark Boulevard to Peters Pike to a five-lane cross section and improve the interchange at the Airport Access Road and US 40. Preliminary engineering, design and right-of-way phases are currently funded in the TIP.					

Source: MVRPC







# MIAMI VALLEY

Regional Planning Commission

10 North Ludlow St., Suite 700  
Dayton, Ohio 45402-1855

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

## RESOLUTION AMENDING THE 2040 LONG RANGE TRANSPORTATION PLAN

**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, Springfield and Franklin Township 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 for the Dayton Metropolitan Area; and

**WHEREAS**, the MVRPC currently conforming 2040 Long Range Transportation Plan (Plan) was adopted in May 2016; and

**WHEREAS**, the MVRPC's Board of Directors is amending the Plan to establish conformity and reflect changes in scope or feasibility timeframe to existing LRTP projects being proposed for amendments in the SFY 2018-2021 Transportation Improvement Program (TIP); and

**WHEREAS**, the amended 2040 Long Range Transportation Plan is the result of a coordinated effort that reflects federal requirements and regional priorities; and

**WHEREAS**, the amended 2040 Long Range Transportation Plan is fiscally constrained; and

**WHEREAS**, the amended Plan is consistent with the Fixing America's Surface Transportation Act (FAST Act); and

**WHEREAS**, the MVRPC current SFY2018-2021 Transportation Improvement Program (TIP) is consistent with the amended 2040 Long Range Transportation Plan; and

**WHEREAS**, MVRPC has updated the regional air quality emissions analysis to conform to the 1997 Ozone standards in the Dayton/Springfield Air Quality Region for the Greene, Miami, and Montgomery Counties components of the MVRPC 2040 Plan and TIP; and

**WHEREAS**, the MVRPC's 2040 Plan and TIP conformity determination is made consistent with the April 2012, U.S. EPA Transportation Conformity Regulations.

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Directors of the Miami Valley Regional Planning Commission hereby amends the 2040 Long Range Transportation Plan.

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

\_\_\_\_\_  
**Brian O. Martin, AICP**  
Executive Director

\_\_\_\_\_  
**John W. O'Brien, Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission

\_\_\_\_\_  
Date





# MIAMI VALLEY

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## MEMORANDUM

**TO:** Technical Advisory Committee, Board of Directors  
**FROM:** MVRPC Staff  
**DATE:** August 9, 2018  
**SUBJECT:** Adoption of SFY2018 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 are then forwarded to the Ohio Department of Transportation (ODOT).

### Recommendation

Staff recommends that the Board adopt the attached resolution and SFY2018 Transportation Work Program Completion Report.

Attachments



TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
601	Short Range Planning		FTA/ FHWA/ ODOT/ MVRPC	94%	100%	
601.3	Transit and Human Service Transportation	Continue to apply and update as necessary 5307 Formula Allocation.	Staff prepared worksheets for Continuing Resolution funding in March and for the Full Year allocation in May of 2018. Staff also prepared detailed instructions on the allocation process.			
		Provide technical assistance to human services agencies	Staff assisted human services agencies with transportation-related inquiries. Made routine referrals to <a href="http://MiamiValleyRidefinder.org">MiamiValleyRidefinder.org</a> .			
		Assist in developing a regional mobility management perspective	The regional mobility managers met quarterly on August 22, 2017, November 18, 2017, February 27, 2018, and May 29, 2018. The group meets as a sub-group of the Human Services Transportation Council to discuss matters of mutual interest and coordinate the provision of services across agency boundaries. Staff also facilitated a discussion of mobility management responsibilities for multiple counties.			
		Continue coordination with transit agencies, ODOT, for-profit and nonprofit transportation providers	Staff organizes discounted training opportunities to all members of Regional Transportation Coordination Council. Training includes Smith Driver Safety Training, fully-allocated cost training, Disability Awareness training from the Access Center for Independent Living, and DRIVE training. Staff participates in the ODOT mobility managers conference calls.			
		Support senior transportation agencies and manage local operating pass-through funding. Encourage additional jurisdictions or organizations to expand supplemental transportation options for seniors.	The Senior Transportation Expansion Project (STEP) funding, in the amount of \$27,000 for the contract year, was awarded by the Montgomery County Human Services Levy and was distributed to the Charles Lathrem Senior Center in Kettering, the Vandalia Senior Center, and the Washington Township RecWest Enrichment Center. The funding provided 9,000 one-way trips for Seniors to get to medical, recreation, grocery and personal care destinations within the community. Staff managed the funding, invoicing, and all reporting requirements of the contract.			
		Take citizen inquiries regarding transportation needs and refer callers to appropriate resources when possible.	Staff answered multiple calls from the public and helped citizens explore transportation options. When possible, made referrals to appropriate agencies. Made routine referrals to <a href="http://MiamiValleyRidefinder.org">MiamiValleyRidefinder.org</a> .			
		Continue work to standardize volunteer driver recruiting, screening, and training through the Regional Transportation Coordination Council.	Staff shared resources with mobility managers and senior transportation providers to build their volunteer driver risk management, including umbrella insurance policies and screening and training best practices. MVRPC hosted a focus group for an ODOT study on driver recruitment and retention issues. Staff also recruited presenters to the HSTC Council on 'Mental Health First Aid' Training for drivers and staff.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		Assist in developing appropriate transportation solutions for underserved special populations.	Several mental health agencies became members of the Regional Coordination Council and have expressed intent to apply for funding for vehicles under the Section 5310 program. Developmental Disabilities-serving agencies have spoken to the HSTC Council on the ongoing state transition to "Choice" transportation programs.			
		Support GDRTA in the development and expansion of a One Call, One Click concept.	Staff contributed to GDRTA's response to the state's Request for Information for managing Medicaid transportation through a brokerage model.			
		Research new technologies that may impact the mobility of non-drivers.	Explored the potential of educating and implementing GDRTA's updated scheduling software with local transportation providers. Assisted in the role of liaison with GDRTA and agencies interested in scheduling software. Attended TMACOG-sponsored workshop featuring autonomous vehicles.			
601.4	Safety Planning	Assist ODOT District 7 and 8 and local jurisdictions with funding requests and applications	Staff attended DSRT meetings at District 7 and attended local safety meetings in Dayton, Centerville, and Miamisburg. Staff assisted local jurisdictions with funding applications. Staff participated in the Main Street Safety study by reviewing the scope of services and schedule.			
		Use the latest available crash data to support transportation programs and PSA messages to the public. Work with safety groups to inform on crash trends and develop communication strategies to increase awareness. Safety data will be provided to local jurisdictions upon request.	Staff was available to provide safety data to jurisdictions. The latest crash trends on high risk crashes and behaviors were used to develop the CY 2018 Safety Education Campaign. Regional crash priority locations were used as justification for safety applications.			
		Update crash analysis and special purpose studies and produce summary report.	Staff completed compilation and analysis of 2014 to 2016 crash data for SFY18. Lists and maps of high-crash priority locations were developed for inclusion in the Project Evaluation System and published to the website. Data was presented to the TAC and Board.			
601.5	Federal and State Legislation	Monitor transportation and air quality related-legislation, regulations and funding	Staff monitored the status and content of various proposals regarding the FAST Act legislation, especially as it related to performance management implementation and guidance. Staff reviewed Federal Register and grant information and forwarded pertinent information to appropriate staff as necessary.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
602	<i>Transportation Improvement Program (TIP) and Project Monitoring and Assistance</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	95%	100%	
602.1	TIP amendments	Amendments to the SFY2018-SFY2021 TIP	Numerous highway and transit SFY2018-2021 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 and Major New Program Policies	Staff continued to implement and monitor ODOT's Carryover Reduction Policy. Staff completed minor updates to the STP/CMAQ and TA Policies. There were no changes to MVRPC's TRAC Policy and Procedures this year.			
		FAST Act funding availability memo and for STP/CMAQ and TA Programs	A FAST Act funding availability report was prepared and presented to the Board on September 7, 2017. Staff formally requested Board authorization to solicit member jurisdictions for new STP and TA projects, which was subsequently authorized. Staff solicited for STP and TA projects in September-October. Staff compiled the listing of the newly 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 18 STP projects and 4 TA projects were approved at the March 1, 2018 Board meeting. 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 and TA projects.			
		Prepare and publish annual listing of obligated projects	Staff prepared a listing of projects that were obligated in SFY2017 and published the list on the MVRPC website.			
		Assist jurisdictions with the Complete Streets policy	Staff reviewed all applications for STP funding to ensure compliance with the Regional Complete Streets policy. Provided sign-off on project applications which met the policy upon submission. Contacted project sponsors when there were questions or when changes needed to be made. Provided ideas, resources and other assistance on how to modify the application to come into compliance with the policy.			
		Annual project sponsor survey and TSM summary	Staff completed the CY2017 Local Project Survey and updated databases as appropriate. Staff distributed the CY2018 Local Project Survey and entered the results into the Local Project Database. Staff collected information and updated internal databases to reflect CY2017 TSM activities within the region.			
		General assistance to ODOT and project sponsors	Staff provided assistance to numerous jurisdictions and ODOT on projects being programmed into Ellis.			
		Assist in preparing project programming information, update TELUS and coordinate with Ellis	Staff reviewed project information in ELLIS and coordinated with the TELUS database. Staff attended numerous project field reviews throughout the year. Staff continued to update the TELUS database, search pages, project pages, and mapping features.			
		Develop SFY2019 Lock-down project listing	Staff prepared a SFY2019 lock-down project list and worked with jurisdictions that had projects scheduled in SFY2019 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 TIP Modification process.			
		Project status reviews	Staff prepared and coordinated a Bi-annual TIP project review for District 7 projects on November 14, 2017 and May 22, 2018 and for District 8 projects on November 21, 2017 and May 21, 2018.			

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		Assistance with ODOT's TRAC Major New Program application process	On October 12, 2017 MVRPC staff and our TRAC project sponsors met with TRAC officials at ODOT Central to present detailed project information. On November 9, 2017 MVRPC and ODOT staff met with TRAC officials at ODOT Central to present updated funding plan for MOT 35 which convinced TRAC to approve funding for the project.			
		Participate in the Ohio MPO Statewide CMAQ Program and conduct CMAQ project eligibility determinations	Staff continued to participate in the Ohio Statewide CMAQ committee by participating in numerous meetings and conference calls. The Statewide CMAQ solicitation resulted in 11 MVRPC projects receiving funding. Staff monitored CMAQ projects for accuracy in order to ascertain available future capacity at the state level. Staff prepared and submitted 7 CMAQ project eligibility determinations during the year.			
		Provide assistance to jurisdictions to implement and expedite LRTP projects	As in prior years, MVRPC supported the Region's Priority Development and Advocacy Committee (PDAC) process this year. PDAC identifies important regional projects including transportation. MVRPC evaluates proposed transportation projects for consistency with the LRTP. A seminar for jurisdictions was held on October 19, 2017 in order to clarify the FY2019 PDAC application process. Staff worked extensively with various jurisdictions to complete FY2019 PDAC applications. Following staff scoring of the FY2019 PDAC applications, a PDAC Project Sponsor's Meeting was held on January 5, 2018 in order to reach consensus on the individual project rankings. Staff organized a review panel to review and recommend priorities for proposed regional FY2019 PDAC Transportation and Government Services Applications. The staff recommendations were presented to the Transportation and Government Services Review Panel on January 16, 2018. The TAC approved the list of FY2019 PDAC requests on January 18, 2018 and the list was subsequently approved by the MVRPC Board on February 1, 2018.			
		Assistance with data, consultant selection, project development and miscellaneous review functions	Staff coordinated changes for projects in Dayton, Miami Township, Beavercreek/Kettering, and Troy to resolve various issues related to scoping and financing.			
		Generate traffic assignment information	Staff responded to numerous consultant requests for regional growth projections and assisted ODOT with certified traffic reviews and data. Staff conducted new model runs for projects on CR 25A and County Line Road.			
		Assist and Coordinate Implementation of the Regional ITS Architecture	MVRPC staff reviewed all funded STP and CMAQ projects to identify PIDs with potential ITS components. Notification letters were sent to both ODOT District 7 and District 8 in August 2017 (for STP) and in December 2017 (for CMAQ).			
605	Monitoring and Surveillance		FTA/ FHWA/ ODOT/ MVRPC	76%	100%	
605.1	Planning Databases	Continue updating transportation, land use, and environmental databases	Staff completed an update of the transportation database to include projects completed in SFY2017. Staff continued to track economic development and corresponding land use changes. Staff updated the LRTP project inventory database as per the requirements based on air quality status modifications for the 2040 LRTP amendment. Staff updated environmental justice database to incorporate the Franklin Township addition to the MPO.			
		Implementation of Year 3 counting cycle (2015-2017) by taking supplemental in-house traffic counts	Staff completed Year 3 counts by taking additional in-house counts. Staff coordinated with jurisdictions to submit count data for full count cycle. Staff compiled all counts and conducted quality check of data. Staff maintained database of classified/period counts. Staff purchased new materials and equipment to replace outdated or malfunctioning equipment as needed.			



TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		Continue implementation of the first bicycle counting program by counting bike lanes and trails	9 bike count studies in region performed successfully during SFY2017. Data from 29 trail counters received from six local agencies and recorded on a point shapefile.			
		Summarize and analyze planning databases to support on-going planning efforts and disseminate data	Staff used the economic development tracking database to complete the 2050 socioeconomic forecast. Staff responded to requests for data as they were received.			
		Assistance with Census 2010/ACS Data Releases	Staff continued to monitor annual data releases of the American Community Survey and population estimates program.			
605.2	Planning Research, Data, and GIS Support	Provide general research, data, and GIS support to agency's planning activities	Staff conducted research on grants, legislation, and planning best practices. Staff provided data and mapping assistance for long range transportation planning, short range transportation, Sustainable Solutions and Transportation Alternative, Air Quality, and Rideshare programs. Staff edited various web maps and layers to point to new, secure resources, upgraded ArcServer/GIS data box, and maintained published mapping services. Staff administered MVRPC's GIS desktop license seats and ArcGIS Online Organizational accounts.			
		Maintain and enhance agency's web mapping applications	Staff updated MVRPC GIS activities mapping application, recreational asset mapping application, and map gallery mapping application. Staff conducted a pilot testing on using ArcGIS Online Crowdsourcing mapping application template. Staff developed a historical imagery web mapping application to show I-75 traffic flow improvements via construction.			
		Attend conferences, seminars, and workshops	Staff attended Tableau Training (September 21-22), Ohio GIS Conference (September 26-27), MVAPA Planning and Zoning Workshop (December 1), Great Miami Riverway Summit (March 23), SWOGIS ESRI workshop (April 19), I70/75 Regional Economic Development Summit (May 24), and other webinars.			
		Coordinate Resource Center functions	Staff maintained MVRPC's subscriptions and resource center as needed.			
		Coordinate with the U.S. Census Bureau and Ohio Development Services Agency to provide program assistance	Staff posted important dates regarding LUCA to MVRPC's website and social media. Staff kept in contact with a representative from the U.S. Census regarding LUCA training opportunities. Staff attended Dayton Montgomery County Complete Count Committee training.			
		Respond to data, information, and mapping requests	Staff responded to numerous public and private requests, including: Miami County Development Department; City of Tacoma, WA; Municipality of Germantown; City of Union; Institute of Applied Creativity for Transformation; Life Enrichment Center; Metronet Communication; Sugar Creek Township; Dayton Right to Life; City of Brookville; and First Dayton Little League.			
605.3	Regional GIS	Continue to provide GIS support to SFY2017 PSS program participants	Staff continued to provide support on previously completed mapping application projects involving Miami County, City of Trotwood, City of Riverside, Dayton Metro Library, and Montgomery County Land Bank.			
		Seek and provide GIS support to new participants	Staff completed the Bethel Twp Zoning Database Update and Mapping Application development. Staff completed the Montgomery County Land Bank Parcel Viewer Mapping Application. Staff completed Great Miami Riverway Economic Development Projects Mapping Application.			

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		Form project-specific groups with ArcGIS Online	Staff explored ArcHub/Open Data Site as a new data management & visualization platform for future project groups.			
		Expand Regional Geospatial Coordination program with additional partners	Staff met with Miami Conservancy District (MCD) staff to discuss a new linear referencing database management system and began a pilot for the river access points. Upon completion of internal review, the final database system was developed and sent to MCD for their review. Staff continued to discuss new regional project and initiative opportunities with the Southwest Ohio GIS Users Group (SWOGIS).			
		Implement regional projects and GIS training programs	Staff coordinated all the preparation work and hosted the GIS training events in November 2017 and May 2018. Preparation work involved designing, developing, and producing a training course and materials.			
610	Continuing Planning - Review and Appraisal		FTA/ FHWA/ ODOT/ MVRPC	83%	100%	
610.1	Long-Range Transportation Planning	Prepare 2040 LRTP amendments and attend TAC and Board meetings.	Staff completed interagency consultation in preparation for a 2040 LRTP amendment as a result of changes to the 1997 ozone regulations. Staff began updating data, analysis, reports and exhibits in preparation for a 2040 LRTP Amendment public participation meeting in August 2018 and Board adoption in September 2018.			
		Travel demand model coordination	Staff continued to coordinate with consultants, ODOT, and other MPOs in the process of developing a new travel demand model for the region. Staff reviewed a draft of the new model and provided additional data and comments to further improve the final product. Staff conducted several analyses using output from the new model using different software packages such as R and Cube Voyager.			
		Complete the 2050 socioeconomic forecast	Staff held two workshops for member jurisdictions to review and comment on the socioeconomic forecasting process. Staff completed the 2050 socioeconomic forecast, and presented the results to the TAC and Board.			
		Develop a yearly transportation network: 2017 highway and transit network	Staff completed the 2017 highway and transit network, incorporating changes from projects completed and transit routes adjusted in SFY2017.			
		Continue staff training by attending seminars, workshops and conferences and updating software	Staff completed online training with Adobe InDesign software. Staff attended the NHI - Road Safety Audits/Assessments Workshop on September 26-27. Staff attended the Designing and Operating Roads for the Aging Population Workshop on April 24. Staff attended the Miami Valley Planning and Zoning Conference on December 1. Staff attended several FHWA and state sponsored performance management webinars, Talking Freight webinars as well as Women's Transportation Seminar (WTS) Lunch and Learn meetings. Staff attended Connected Vehicles Training at OKI on May 23. Staff attended seminar by the Dayton Area Logistics Association on June 29th. Staff attended Drive Ohio's initial meeting in February 2018.			
		Administer vehicle traffic counting program	Staff continued administering traffic counting program. 2015-17 count cycle was completed and database with most recent qualified counts developed. Staff began 2018-20 count cycle by purchasing new materials and equipment, selecting count locations, and coordinating with jurisdictions to collect counts.			
		Complete the implementation of a regional bikeway traffic counting program.	Staff coordinated with regional trail management agencies to collect daily 2016 trail counts of 29 locations from six local agencies. Counts were analyzed and summarized. Staff completed the Bikeway Counting Program Technical Report. The bike counting program was presented to the 2017 Miami Valley Planning and Zoning Conference on December 1 and was also presented to the MVRPC TAC and Board. The traffic count viewer was updated with bike and trail count data.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		Update and analyze transportation performance metrics	Staff examined safety data and statistics for the region and decided to support Ohio's safety targets for the five safety performance measures for the region. Staff received bridge and pavement data from ODOT and continue to review it to establish the next set of performance management targets. Staff also coordinated with ODOT and continues to examine travel time reliability data through NPMRDS' MAP-21 tools portal to establish freight and NHS travel time reliability performance targets.			
		Work with ODOT and regional transit providers to develop performance measures	Safety targets were adopted by the MVRPC Board through a Board resolution in November 2017. Staff worked with ODOT and the regional transit agencies to review and agree on the content of the Performance Management Agreement as required by the FAST Act, the agreement was subsequently signed by all parties.			
		Participate in Regional and Statewide Transportation Planning efforts/activities	Staff have attended OARC Transportation Committee and Safety Committee meetings. Staff served on the Rural Intercity Bus Advisory Committee. Staff presented MVRPC's Regional Freight Profile at the Ohio Freight Conference in Columbus (August 3-4). Staff attended Ohio Travel Demand Model Users Group meetings, and presented to OTDMUG data and methods from the 2050 socioeconomic forecast, as well as results from regional analysis conducted using StreetLight's 2016 ADT estimation tool. Staff presented the Regional Freight Profile at the I-70/75 Economic Development Summit in Dayton on May 24 and the results of Origin-Destination Analysis using StreetLight data at the INRIX/StreetLight workshop in Columbus on June 26. Staff attended Access Ohio 2045 Steering Committee meetings.			
610.2	Regional Planning	Share, disseminate, and publicize Going Places outcomes with regional stakeholders	Staff disseminated Going Places Summary Booklets to individuals and at events including: FHWA Certification Public Involvement Meeting; State of Black Dayton Town Hall Meeting; Equity Kick-Off Listening Session; Parity Inc. Black Leadership Academy; NAACP Meeting; MVAPA Planning and Zoning Workshop; DABR Leadership Academy; I70/75 Economic Development Summit; and Equity Session at Christ United Methodist Church in Kettering.			
		Develop resources and tools, including 3 new regional profiles	Staff completed three new regional profiles: Housing Profile; Workforce Profile; and Environmental Quality Profile. For each, brainstorming, research, data gathering and analyses, storyline development, and infographics development were all completed. Mapping applications with web maps were also developed as needed. In addition, Economic Base Assessment, which is to complement Business and Industry Profile and Workforce Profile was completed. Staff began working on the Arts and Culture Profile and completed preliminary research activities. Staff updated regional profile web portal to better communicate, provide enhanced access, and accommodate the growing number of regional profiles published. Staff published the Regional Profiles overview flyer. Staff began initial best practices research on Tool C: Return on Investment/Impact Analysis Tool.			
		Participate and partner in planning process following the agreed upon project scope	Staff participated in the Montgomery County Land Bank Neighborhood Assessment project to provide data mapping, data analyses, and web mapping application development. Staff participated in the Dayton Riverfront Master Planning project to review the contents and provide inputs, publicize and assist during public meetings, and provide information such as funding resource information. Staff participated in the City of Dayton Choice Neighborhood Planning project to provide inputs. Staff provided data and mapping assistance to the NAACP Economic Development Committee.			
		Upon request, provide consultation, assistance, and planning services to local jurisdictions and other agencies	Staff provided various planning services (project planning, scope consultation, and data/mapping) upon request for the following projects: City of Clayton Comprehensive Plan update; City of Brookville Future Land Use Strategic Plan; City of Troy Downtown Riverfront Strategic Development Plan; GDRTA System Redesign; Miami Township (Montgomery County) Comprehensive Plan update; City of Riverside Economic Development Plan; Phoenix NEXT; and Harrison Twp Forest Park Area Plan.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		Provide status updates to MVRPC TAC and Board of Directors	Staff provided the first update at the September 2017 TAC and October Board meetings on the Equity Regional Profile, developed as part of Tool D Regional Assets and Economic Analysis. Staff provided the second update at the February 2018 TAC and March Board meetings featuring Business and Industry profile, Workforce Profile, and Economic Base Assessment tool.			
625	Public Information and Service		FTA/ FHWA/ ODOT/ MVRPC	97%	100%	
625.1	Public participation and media relations	Review MVRPC's Public Participation Policy for Transportation Planning per FAST Act requirements	The Public Participation Policy is in compliance with the FAST Act requirements.			
		Coordinate all necessary outreach regarding public participation meetings	Staff coordinated all elements regarding the public participation meetings for the following topics: Section 5310 projects - August 22, 2017, MVRPC Open House for Certification - August 29, 2017, and STP and TA project solicitation - November 8, 2017. The Executive Director continued including informational videos and text blog posts on the mvrpc.org website, the Executive Director's Update newsletter, and on social media. Topics included the Trail User Survey 2017 summary, local project (Shroyer Road Road Diet), Public Participation Meeting regarding MVRPC's re-certification, a transit update (in conjunction with the Greater Dayton Regional Transit Authority), and a biking update (in conjunction with Bike Miami Valley).			
		Coordinate with various consultants regarding public participation	No consultants were hired/responsible for the public participation elements during FY18. Staff worked with FHWA and FTA for materials related to the public participation meeting held for the MVRPC Re-certification and Open House.			
		Oversee and maintain website and highlight transportation issues	Staff updated the website with public meetings and other project and program information. Among other activities, staff continued to send Executive Director's updates. Staff developed new content for I75 Traffic Flow improvements. Transportation Safety updates and crash information were published along with the safety public education campaign. WebTELUS was updated and a new instructional / tutorial video was developed and added to the mvrpc.org website.			
		Update media contacts in Outlook	Media contacts were updated as new information was received.			
		Incorporate other entities' mailing lists	No additional mailing lists were incorporated this year. Various updates to the mailing lists were completed as new information was received. The staff reorganized the public information contacts for mailing lists to be more specific to topics of information requested.			
		Produce various Public Participation Summary booklets	No public participation meetings required a Public Participation Summary booklet.			
		Participate in project-oriented public meetings	Staff participated in all project-oriented public meetings. Staff also assisted with promoting and organizing ODOT's Access Ohio 2045 public participation meeting held at MVRPC on May 8, 2018. Staff members Kim Lahman, Laura Henry, Kjirsten Frank Hoppe, and Alexandra Growel received media training from Beth Whelley/Fahlgren-Mortine Inc. MVRPC staff assisted Chris Runyan and members from TRIP, the transportation research group, which released their annual assessment of Ohio's Transportation System at a press conference on June 21, 2018, at MVRPC. MVRPC was a company member of American Advertising Federation Dayton Chapter (AAF) and attended meetings throughout the year. Staff also attended Summit Up Dayton conference hosted by AAF.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		Explore and implement safety outreach campaign.	Various safety messages were promoted as part of the Street Smart pedestrian safety campaign. Newspaper ads, billboards, and tail of the bus ads ran during various times. GDRTA and PHDMC helped offset the costs. This campaign received an ODOT "Safety" Award and \$3,000 to continue expanding the safety campaign. An additional safety campaign focusing on seatbelt and child safety seat use, safe cycling, and motorcycle safety was developed by MVRPC staff. The campaign was co-supported by Dayton Daily News and reduced rates were secured for the newspaper ads. The Executive Director also presented the information to the OARC Executive Committee and offered the artwork / native files to any MPO / RPC that wanted to use them. The campaign will continue into FY2019 with expanded messages regarding distracted driving, slower speeds save lives, elderly driver safety tips, and don't drive impaired.			
		Participate in the Ohio Association of Regional Councils' Communications & Public Participation Subcommittee	No in-person meetings were held, but four (4) conference calls were held specifically regarding the 2018 Gubernatorial Forum which was held on Tuesday, July 10, 2018, in Columbus, OH. Both Mike DeWine and Richard Cordray spoke and answered questions from the OARC Policy Committee. MVRPC was a table sponsor at the event with 7 MVRPC Board members in attendance and MVRPC's Executive Director, Brian O. Martin co-emceeding the event.			
		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 staff of other MPOs with posting information and news. Staff published information about the Ohio Freight Conference and other events.			
667.1	RIDESHARE Program		FTA/ FHWA/ ODOT/ MVRPC	41%	100%	<i>This is a multi-year project. The actual completed is low due to delayed vanpool start ups. Three new vanpools have been formed through use of the start up subsidy and so the amount expended in future years will increase.</i>
667.11	RIDESHARE Program	Continue contract with MORPC to host a web-based, integrated ride matching service for commuters to generate match lists	The RIDESHARE website agreement continued via a contract with MORPC which holds the statewide contract with RideAmigos. The OARC Rideshare Subcommittee worked with RideAmigos over the last year to fine tune the website function. MVRPC added to our portion of the website a vanpool management tool to simplify vanpool matching process and integrate current vanpools into reporting software.			
		Provide quality computerized ride matching services (generate match lists)	In FY18, 194 new users registered to the Miami Valley Region of GohioCommute.com. 3148 total registered users are now in the Miami Valley Region (MVRPC) network. 131 trip plans were created to find matches. Each trip plan received approximately 30 match results listed in logical order, taking into account factors such as distance off commute route, schedule, and riders vs. drivers.			
		Employer contacts/presentations and campaigns	Staff continued to present/distribute Rideshare information to businesses and organizations throughout our coverage area including the following businesses: Ahresty, Reynolds & Reynolds, Kodak, WilmerHale, Vival Marketing, Soche, Woolpert, Digestive Specialists, Modern Woodmen of America, Schnieder Electric/TEC Sensors, Coca Cola, Payless Distribution, Consolidated Vehicle Converters, Messer Construction, University of Dayton, Ladd Distribution, Summit Industries, Kettering Municipal Court, Catholic Social Services of the Miami Valley, and Patrick Staffing. The City of Dayton also requested Rideshare materials to present to Amazon to attract them to build their company's new headquarters in the area. The RIDESHARE information was also featured in the following newsletters: Payless Distribution, Bike Miami Valley and Miami Township. Staff distributed Rideshare and Vanpool information during Sinclair Community College Employee Fair, South Metro Chamber business event, and Second Chance Employment Professionals Meeting.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		General advertising and outreach to promote RIDESHARE	Staff contracted with Origo Branding to modify the Gohio Commute video, which they had developed for MORPC, into a :30 TV ad for MVRPC. Advertising throughout the year included TV commercials, static and digital billboards, radio commercials, print ads in newspapers (Dayton Daily News, the Skywrighter, the Dayton City Paper), Dayton Magazine, social media, one-sheet fliers, and movie theater commercials. Advertisements on Link Bike Share bikes were designed to promote the Pedal Pals Bikepool program. From October 2 through October 6, 2017, MVRPC promoted Rideshare week on social media. Rideshare week highlighted the benefits of carpooling, vanpooling, and biking together to encourage others to try it. The Dayton Daily News ran a sponsored content article about Gohio Commute/Rideshare on March 23, 2018. A one-sheet flier highlighting carpooling, vanpooling, and bikepooling was included in goody bags distributed at the Drive Less Live More event (Dayton Dragons, Frazee Pavilion, and Stubbs Park). Staff purchased bike helmets and branded them with the Pedal Pals logo. They will be given away via a contest conducted by Bike Miami Valley. Staff attended the Association for Commuter Transportation Conference in July 2017 in New Orleans, LA. Staff presented an update on the Rideshare Program to the MVRPC Board of Directors on February 1, 2018. In anticipation of the 40th anniversary of the Rideshare Program, staff began preliminary planning for the development of Commuter Club Card and database survey mailer / e-mail. Staff coordinated with ODOT-7 and ODOT-8 about the upcoming US35 projects and began planning an outreach campaign which will include information on ridesharing to reduce vehicle congestion during the reconstruction projects. The URL US35commuting.com was purchased in anticipation of this outreach campaign.			
		Coordinate the "Drive Less Live More" Initiative	Drive Less Live More (DLLM) partners include Greater Dayton Regional Transit Authority and Five Rivers MetroParks. The partners conducted their various events which were promoted via the DLLM website (www.drivelesslivemore.org), DLLM Facebook page, Reach Magazine, the Dayton City Paper, and Dayton Daily News newspaper ads. MVRPC managed registration for all events. This allowed for the registration pages to be updated faster, to be accessible, and mobile-friendly. DLLM continued partnering with the Dayton Dragons and City of Kettering's Frazee Pavilion's to feature special carpool and bike parking for those who attended the events either in a carpool of four (4) or via bike. Additionally, City of Centerville's Stubbs Park featured special DLLM carpool parking for those who attended selected concert at the park as a carpool of four (4).			
		Coordinate the Guaranteed Ride Home Program	GRH information is included on the MVRPC website and a link to the information is listed on gohiocommute.com/mvrpc. It is also outlined on the paper applications and PDF application that are distributed. One participant redeemed the GRH on March 26, 2018.			
		Participate in RIDESHARE/ Air Quality OARC meetings	Staff participated in the OARC Rideshare/Air Quality subcommittee meetings on September 21, 2017, January 19, 2018, March 23, 2018, and June 22, 2018. In addition, staff participated in several conference calls throughout the year for special projects like the RideAmigos updates and are working on developing a standardized template for CMAQ project analysis.			
667.12	Vanpool Administration	Coordinate with vRide/ Enterprise Holdings to promote vanpooling	MVRPC contracted with RideAmigos to develop and enhanced vanpool component which will allow Enterprise Holding access to those Rideshare Program participants that have the MVRPC network designation (live, work or attend college in one of the counties MVRPC covers). Enterprise Holdings will serve as our "vanpool coordinator" since they will be able to readily see who could match with whom and possibly form a vanpool. Three software enhancement options were presented to the OARC RS/AQ subcommittee members and only OKI took advantage of this enhancement (along with MVRPC).			
		Participate in various transportation fairs with vRide/Enterprise Holdings, as requested	MVRPC staff and Enterprise representatives met with WPAFB representatives to discuss the vanpool program and their reporting requirements. A full page Q & A regarding vanpooling was printed in the weekly on-base newspaper (the Skywrighter) for six weeks. A similar Q & A page was added to the www.miamivalleyridesare.org website.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		Geocode/plot potential vanpoolers and help determine rendezvous points. Geocode/plot potential vanpoolers and help determine rendezvous points	No geocoding requests were received.			
		Administer the Vanpool Seat Subsidy Program with vRide/Enterprise	Three (3) new vanpools were formed in FY2018 and each received the \$500 per month subsidy. All 3 travel to WPAFB.			
667.2	Air Quality Awareness Program		FTA/ FHWA/ ODOT/ MVRPC	95%	100%	
667.21	Miami Valley Air Quality Awareness Program	"Air Pollution Advisories" issued in coordination with RAPCA	Nine (9) ozone APAs (Air Pollution Advisory) were issued between July 1, 2017 and June 30, 2018: Friday, May 25, Thursday, June 7, Friday, June 15, Saturday, June 16, Sunday, June 17, Monday, June 18, Thursday, June 28, Friday, June 29, Saturday, June 30. Notifications were provided to all regional media outlets, via broadcast e-mail, on MVRPC's website, and MVRPC's social media outlets, as well as U.S. EPA's EnviroFlash and AirNow. RAPCA measured four (4) exceedance days of the 2015 8-hour ozone standard (>70 ppbv) and one (1) exceedance day of the 2006 24-hour PM2.5 standard (>35µg/m <sup>3</sup> ) in FY2018; Saturday, Feb. 10, 2018 – PM2.5 (1 monitor exceedance); Friday, May 25 – ozone (4 monitor exceedances); Monday, May 28 – ozone (1 monitor exceedance); Thursday, June 7 ozone (2 monitor exceedances); Friday, June 15 ozone (2 monitor exceedances).			
		Coordinate with GDRTA, Clark County-Springfield TCC, Springfield City Transit, Miami County Transit and Greene CATS when the advisories are issued	Notifications were sent to CCSTCC and all regional transit agencies.			
		Continue to maintain the air quality website (www.miamivalleyair.org) to include ground-level ozone/PM 2.5 information and EnviroFlash option	MiamiValleyAir.org was maintained with information regarding air quality in the Region and includes a widget from the U.S. EPA website, Airnow.gov, to show current air quality conditions.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		General advertising and outreach using "It All Adds Up to Cleaner Air" materials including the locally produced items	MVRPC advertised the Air Quality Awareness program with the "It All Adds Up to Cleaner Air" message on poster and digital billboards, newspaper ads, bus ads, radio ad, tv ads, Dayton Magazine, streaming radio ads, and social media. On days when an Air Pollution Advisory was called, the message on the digital billboard would be changed to indicate an APA was issued for tomorrow (or today), as appropriate. ITS message signs around the Miami Valley were updated to include the APA notification, as appropriate. Local weathercasters covered all APA notifications and encouraged residents to modify behavior according to our guidelines. RAPCA representatives and MVRPC staff manned a phone bank on April 19, 2018, at the WKEF/WRGT studios and answered callers' questions regarding air quality and air pollution prevention. Callers also registered to win a prize pack of battery-powered yard equipment donated by Ace Hardware. The Dayton Daily News ran a sponsored content article regarding air quality/air pollution advisories on April 20, 2018. The Air Quality Awareness one sheet was included in goodie bags at the Dayton Dragons, Frazee Pavilion and Stubbs Park events. The one sheet was also distributed at Sinclair Community College's Employee Wellness event and South Metro Chamber of Commerce Business Event.			
		Special outreach efforts/special events that promote reducing air pollution	Air Quality Awareness Program information was included in the South Metro Chamber of Commerce member newsletter during June 2018. MVRPC celebrated Air Quality Awareness week during April 30 - May 4, 2018. MVRPC, NOACA, and MORPC worked together to develop a local campaign using the U.S. EPA's theme: Air Quality Where You Are. MVRPC staff attended the U.S. EPA Air Quality conference in Austin, TX, originally scheduled for August 2017, rescheduled in January 2018.			
		Coordinate with RAPCA regarding an "anti-idling campaign" focusing on schools	MVRPC continues their support of the "anti-idle campaign" with RAPCA. MVRPC maintains the information about the program on MiamiValleyAir.org. In FY18, RAPCA distributed 9 idle-free signs (Five Rivers Metroparks and Centerville-Washington Township Park District) and distributed Idle Reduction brochures in teacher's packet for the City of Dayton Children's Water Festival.			
		Participate in RIDESHARE / Air Quality OARC meetings	Staff participated in the OARC Rideshare/Air Quality subcommittee meetings on September 21, 2017, January 19, 2018, March 23, 2018, and June 22, 2018. Staff also met one-on-one with Brooke White, MORPC's new Air Quality Program Coordinator, to review what MVRPC has done in the past related to air quality outreach efforts.			
667.22	Enhanced Air Quality Forecasting	Contract with RAPCA / Forecasting Service / Consultant for enhanced, year-round air quality forecasting	RAPCA's APA forecasting program was in effect throughout the Fiscal Year. RAPCA issues an air pollution advisory when the ozone concentration is forecasted to be over 70 ppbv or the PM2.5 concentration is over 35 µg/m <sup>3</sup> . Due to the tighter 2015 ozone air quality standard, RAPCA has endeavored to increase sensitivity to weather conditions conducive to ozone formation, thereby enhancing public awareness and protection. While our region continued to measure relatively low levels of ozone and PM2.5, indicating the success of local, state and federal air pollution control programs, the region does exceed the ozone and PM2.5 standard on occasion. Nevertheless, the region has been recommended to U.S. EPA as an "attainment area" under the 2015 ozone air quality standard. 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, outreach and anti-idling program	Staff coordinates regularly with 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. 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 forecasts. The tightening of the ozone NAAQS also presents a forecasting and messaging challenge. We have a contract agreement with Sonoma Technology, Inc. (STI) to provide us with updated forecasting tools. This helps us to continue enhancing our air quality forecasting skills.			



TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
667.3	Alternative Transportation Program		FTA/ FHWA/ ODOT/ MVRPC	78%	100%	
667.31	Alternative Transportation Activities/ Outreach	Conduct outreach activities to encourage members to make their jurisdictions more walk and bike-friendly with special emphasis on creating more safe routes to schools and parks	Safe Routes to Parks national pilot project with Five Rivers Metroparks at Wolf Creek Trail & Wesleyan MetroPark, Yellow Springs Complete Streets workshop & plan involvement, Dayton Bike/Walk Committee involvement, Staff assisted the City of Dayton in application process for Bronze Level Walk Friendly Community status, Walking Wednesdays with Downtown Dayton Partnership and Public Health, Adventure Summit presentation on 'Tale of the Trails' and Trail Survey			
		Cross-promote the "Bike on Bus" program as part of "Drive Less Live More"	Ongoing. GDRTA materials were included in all MVRPC outreach events.			
		Distribute the multi-county bike map (5th edition) in conjunction with partner agencies.	Staff continued distributing 2017 (Fifth Edition) Bikeways Guide Map at public events including Miamisburg River Ride, Bike to Work Day, RTA events, etc. Delivered maps to bike shops and other outlets upon request. Mailed maps to the public upon request, primarily to requests submitted through <a href="http://www.miamivalleytrails.org">www.miamivalleytrails.org</a> from outside the Region. Mailed approximately 800 maps in FY2018.			
		Respond to questions and comments received through ( <a href="http://www.miamivalleytrails.org">www.miamivalleytrails.org</a> ), and create website content.	MVRPC staff received and responded to 58 "Contact Us" requests and questions. Trail Managing agencies received and responded to 31 "Report a Problem" submissions.			
		Implement recommendations of the Comprehensive Local-Regional Bikeways Plan Update	MVRPC in partnership with seven trail managing agencies conducted the quadrennial Trail User Survey & Count project in September 2017. Results and full survey report are available at the MVRPC web site here: <a href="https://www.mvrpc.org/transportation/bikeways-pedestrians/trail-user-surveys">https://www.mvrpc.org/transportation/bikeways-pedestrians/trail-user-surveys</a> . Over 1,000 surveys were taken electronically and were taken electronically and manually.			
		Partner with Bike Miami Valley to implement a regional Bike-Friendly Business program	Ongoing. Staff regularly participated in Bike Miami Valley's monthly Regional Advocacy Committee meetings.			
		Support Dayton Bike Share program and Bike Miami Valley, through board membership, technical assistance and research	Ongoing. MVRPC Executive Director serves on Bike Miami Valley Board. MVRPC staff regularly attended Bike Miami Valley's monthly Regional Advocacy Committee meetings. MVRPC staff participated in and supported BMV's educational/outreach efforts.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		Distribute the local version of the ODOT Share the Road Education kit branded for the Miami Valley				Staff made 'Share the Road' materials available to the City of Vandalia for use in their bikeway encouragement work.
		Coordinate a regional safety awareness campaign to address trends in regional crash data. Safety measures include distracted driving, pedestrian/auto crashes, and youth and senior driver concerns. The agency will continue to distribute bike and pedestrian light sets and bike bells to the public.				Staff continued to promote pedestrian and cycling safety through Street Smart Safety Campaign, display ads on bus sides and billboards in high crash areas. The campaign was co-sponsored by GDRTA and Public Health-Dayton & Montgomery County. The campaign received a "Safetys" award from ODOT to continue developing safety initiatives. Approximately 500 reflective pedestrian lights were distributed to transit riders and at pedestrian-related events and health fairs to promote visibility as a safety measure. Over 1,000 reflective sticker packets were distributed at health fairs, Bike to Work Day, Walk/Bike to School Days, and similar events. Approximately 150 Pocket First Aid kits were distributed at walking and biking events.
		In cooperation with Bike Miami Valley, conduct targeted outreach to trail-connected neighborhoods				Staff conducted a walking audit and workshop focused on neighborhood/transit stops-to-trail connections to the Wolf Creek Trail and Wesleyan Metropark in October 2017, and coordinated with Five Rivers MetroParks and Bike Miami Valley to host a community event and input session on Safe Routes to Parks for adjacent neighborhoods. Staff continued to be involved with the City of Dayton's bikeway improvements to Old North Dayton and connection to the Mad River Trail.
		Conduct walking audits for jurisdictions, schools, universities and employers				Staff conducted a walking Audit for the Safe Routes to Parks pilot project at Wesleyan MetroPark. Walking audits along 2 main streets were conducted for Yellow Springs Active Transportation Committee. Staff also participated in the City of Dayton's Walking Audit of North Main Street. Staff spoke as a guest lecturer at Miami University to promote walkability for Seniors' communities as a part of the Gerontology curriculum.
		Plan and convene a Safe Routes for Non-Drivers event				Staff began planning for a Health and Equity in Transportation training scheduled for August 2018, FY19.
		In cooperation with RAPCA, encourage jurisdictions to apply for Diesel-Emission Reduction grants				Ongoing, with MVRPC staff involvement in the Dayton Regional Green organization, chairing the Air Team, the Dayton Public School District applied for and received a US EPA 2017 Clean Diesel School Bus Rebate Grant.
		Lower speed outreach campaign.				This campaign was replaced with a seat belt safety campaign that included Child Passenger Safety and Bike Helmet Safety messages. Newspaper ads provided public awareness and outreach.

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		Develop an active transportation "dash board" feature for MVRPC web site to report on community progress in becoming more bike and walk friendly				Staff continued working with the website developers on mapping applications, and until those maps are working smoothly, the dashboard feature will not be developed. Staff continues to assist with the work of local jurisdictions to apply for Bike Friendly and Walk Friendly Community status.
667.32	Alternative Transportation Planning Activities	Assist transit agencies to plan for improved connectivity of routes between systems				Three transit agencies are maintaining connections across county lines that were established in previous years. In the summer of 2017, Warren County Transit began stopping at GDRTA's South Hub, creating a new connection between counties to the south of the Miami Valley.
		Provide technical assistance to member jurisdictions seeking to develop local complete streets policies				Staff provided many forms of assistance to the Village of Yellow Springs (Greene County). Staff planned and then delivered a Complete Streets Policy Workshop with the Village Council and Active Transportation Committee. The delivery was in September 2017 and included a walking audit of two principal corridors in the Village: Dayton Street and Xenia Avenue. As a follow-up, staff reviewed drafts of the Complete Streets policy and also addressed the Village Council about the workshop and the benefits of Complete Streets Policies. The Council adopted the policy in December 2017.
		Provide assistance to jurisdictions related to implementation of Regional Complete Streets Policy				Staff provided direct assistance to the City of Troy and the Village of Yellow Springs. Troy sought guidance on developing downtown wayfinding signage for bicyclists and pedestrians. The Village of Yellow Springs invited MVRPC staff to participate on the advisory committee for the Active Transportation Plan process. Staff attended four meetings of the advisory committee as well as the final plan public meeting.
		Staff the regional bikeways committee and participate with PHDMC on active transportation-related elements of the Community Health Improvement Plan				The Regional Bikeways Committee met on September 22 and December 8, 2017 and April 6 and June 29 of 2018.
		Continue to integrate local bike projects into the MVRPC GIS system				Staff continually updated the agency GIS database with local updates as they were planned and built.
		Develop or adapt a bike-friendliness report card to benchmark efforts outlined in the Bike Plan Update				No work performed on this element. The development of a dashboard will capture content of report card.
		Complete standardization of Montgomery County sidewalk GIS data				Completed in June of 2018. The GIS product is available on the MVRPC web site here: <a href="https://www.mvrpc.org/mapgallery/map.html?webmap=94b4dd0870cc44c8bbcb7869dbddc29">https://www.mvrpc.org/mapgallery/map.html?webmap=94b4dd0870cc44c8bbcb7869dbddc29</a>

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		Pursue "Bike Friendly Region" award from League of American Bicyclists.	This was investigated and determined inappropriate to pursue for the following reasons: the Bike Friendly Community criteria in use by the League of American Bicyclists are not geared toward a multi-county regions with both urban and rural land uses. Staff was advised against applying by LAB staff.			
		Assist ODOT in planning and designation of Ohio and US bicycle route	Staff worked closely with ODOT district Bike/Ped Coordinators to collect resolutions from local jurisdictions and complete the USBR approval process.			
		Facilitate regional e-bikes policy workgroup with trail managing agencies.	Staff participated in discussions on electric bikes (E-bikes) through numerous avenues. The regional Bikeways Committee directly addressed the issue at the September meeting in Vandalia, OH. Speakers Randy Ryberg and Laura Estandia discussed the pending legislation in Columbus at the Ohio Statehouse. Local bike vendor K&G bikes loaned an e-bike to Ryberg to provide a demo for any meeting participant to try a test ride. Staff joined other speakers at the MATAG conference in Columbus on an e-bike panel discussion. Finally, along with Bike Miami Valley and Five Rivers Metroparks, staff tracked the progress of the e-bike bill in Columbus. Since the change could add motorized vehicles with nonmotorized modes, the trail managing agencies have agreed to meet again to coordinate policies when the bill is law.			
		Conduct regional trail user survey	In partnership with eight trail managing agencies in seven counties, the 2017 Trail User Survey was completed in September of 2017. The complete report may be accessed from the MVRPC web site here: <a href="https://www.mvrpc.org/transportation/bikeways-pedestrians/trail-user-surveys">https://www.mvrpc.org/transportation/bikeways-pedestrians/trail-user-surveys</a>			
		Collect and maintain data related to on-street and trail counts.	Ongoing. MVRPC aggregates trail automated counter data from multiple trail managing agencies, as well as tube-counter data from short term bicycle counts. The full report of counter data can be found on the MVRPC web site here: <a href="https://www.mvrpc.org/transportation/traffic-count-program/bicycle-counting-program">https://www.mvrpc.org/transportation/traffic-count-program/bicycle-counting-program</a>			
		Collect enhanced data metrics, such as additional miles of trail, new access points, additional parking, etc.	Ongoing. These data are managed in the MVRPC bicycle facility GIS dataset.			
		Develop scope of services for Trail Network Economic Impact Study	Completed. An RFP was also drafted but not released. The next steps for garnering funding support to conduct the study itself are being considered. At the urging of the Trail Managing Agencies, a revised study design will be developed with the participation of the municipalities which are along the trail, as they are seen as the likely beneficiaries of trail-oriented economic development.			
		Identify large "population islands" that are proximate to the regional bike trails, but are currently not connected to the trails by a low-stress route.	As needed. No specific work done in this area.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		Conduct connectivity and time of detour studies for large population islands near parks and schools as the next phase of the Safe Routes to Play initiative				This phase of the Safe Routes to Play study was not undertaken. The final report on the Safe Routes to Play project was based on the first year of work and was not extended to a second year of projects.
		Offer assistance, as requested, to jurisdictions on using the LTS methodology at a local level to make their communities more bike-friendly by improving connections between neighborhoods, trails, jobs, schools and shopping via low-stress connections.				The LTS data was provided to the Village of Yellow Springs for the planning work on their Active Transportation Plan. Planning consultant Toole Design Group used the data in the development of the AT network for the village.
		Encourage and assist jurisdictions to include bicycle and pedestrian facilities in comprehensive plans, engineering transportation plans and thoroughfare plans.				Ongoing. The Regional Bikeways Committee meetings, held each quarter, created opportunities for host cities to highlight how they are planning for Active Transportation in their internal, ongoing planning processes. Hosts for this fiscal year were Vandalia, Troy, Yellow Springs and Springboro.
		Convene working groups to plan significant new trail projects that were identified in the Bike Plan Update				Ongoing. MVRPC continued to work most closely with Dayton and Trotwood on the Wolf Creek Trail gap; Dayton and Five Rivers on the "Flight Line" project and to a lesser degree with Centerville, Washington Township and Washington Centerville Park District on the Great-Little Trail.

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
674.1	<i>Administration of the Coordinated Public Transit-Human Services Transportation Plan</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	<i>29%</i>	<i>100%</i>	<i>These are multi-year projects. The work for the FY is complete; however, much work remains on completing the coordinated plans.</i>
674.11	<b>Coordinated Public Transit Human Services Transportation Plan</b>	Perform administrative and planning tasks for 5310 under contract with GDRTA	Ten vehicles, one Mobility manager position, and additional community improvement funds were applied for and awarded in September of 2017. Staff worked with GDRTA to order vehicles for local human services agencies, which were delivered in May of 2018. Planning is underway for the coming year's project solicitation.			
		Convene and facilitate quarterly regional coordination meetings	The Human Services Transportation Coordination Council met quarterly, on August 22 and November 14, 2017 and February 27 and May 29, 2018. Staff also coordinated a working group meeting around Scheduling Software needs.			
		Convene ad hoc working groups to address coordination issues and opportunities	Staff coordinated a working group meeting around Scheduling Software needs. MVRPC hosted two ODOT focus groups for the Driver Workforce Impact Study.			
		Assist in maintaining the informational website <a href="http://www.miamivalleyridefinder.org">www.miamivalleyridefinder.org</a>	Staff called 40 Human Service Agencies through the spring of 2018 to verify the information on the web resource was current.			
		Work with partners to implement the recommendations of the 2012 Update of the HSTC plan	Staff continued to promote and support strategies recommended in the HSTC plan including coordinated training opportunities and sharing information on driver hiring and retention practices, and program insurance.			
		Amend 2012 Plan Update to reflect approved projects	The 2012 Plan Update was amended by resolution of the MVRPC Board in October 2017. The Amendment lists the projects included for funding by 5310 and the sponsoring agencies.			
		Finalize scope for an update the Public Transit – Human Services Transportation Coordination Plan	The scope of the HSTC Plan Update was finalized through the winter and approved in the spring of 2018. An RFP was issued April 27, 2018 based on the approved scope of services.			
		Develop RFQ for consultant assistance to update select elements of the Public Transit – Human Services Transportation Coordination Plan	The RFP was posted from April 27-May 25 2018 on the MVRPC site, with links advertised with CTAA, APA-Ohio Chapter, National Association of Regional Councils (NARC), and ODOT.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
674.12	<b>Designated Recipient for Enhanced Mobility for Seniors and People with Disabilities (Section 5310)</b>	Implement approved regional Program Management Plan for Section 5310	Funding for Section 5310 was awarded in October 2017 according to the approved regional Program Management Plan. The vehicle procurement process was conducted in FY2018 by GDRTA, per that plan.			
		Perform 5310 administrative functions under contract with GDRTA	Assisted in routine communication with 5310 vehicle recipients on behalf of GDRTA. Planning for the next round of 5310 funding took place in FY2018. A competitive selection process is scheduled for Fall of 2018 to award FTA funds.			
		Identify high-priority pedestrian infrastructure projects to improve access to flex and fixed route transit service	No projects were identified in FY2018.			
		Participate in statewide 5310 forum to be convened by ODOT	Staff attended meetings with state counterparts.			
		Coordinate with ODOT to ensure that the process for managing the 5310 process is clear to agencies in our Region.	Staff worked with ODOT Office of Transit to continue the joint vehicle reporting. The reporting changed to a calendar year-based schedule in 2018 and staff has answered questions and sent reminders about the new reporting schedule as needed.			
		Manage award process for 5310 vehicle funding	Funding in the amount of \$741,428 was awarded to 5 agencies to purchase 10 vehicles, support the regional mobility manager position, and implement pilot programs to explore transit options via non-traditional sources such as Lyft.			
674.14	<b>Greater Region Coordination Pilot Project</b>	Hire new planner to focus on rural 5310 counties	Two planners were hired. The first person resigned after three weeks and a second individual was quickly hired to begin the work. The second planner has been capably filling the role since the start of February 2018.			
		Organize committees comprised of older adults and people with disabilities	The first council meeting was held and 30 participants with representation from each of the nine counties attended. Approximately 50 networking meetings were held with professionals who work with seniors and people with disabilities. Ongoing efforts are underway to recruit older adults and individuals with disabilities. Agency visits have been the main source of recruitment including: senior centers, veteran service agencies, disability service agencies, and county transportation planning meetings. Future efforts for recruitment will involve distributing flyers to individual agency members (directly and indirectly) to invite our target population to participate in planning meetings.			
		Initiate the creation of coordinated plans with the input of older adults and people with disabilities	Coordinated plan template was been received and reviewed. An outline of sections to be completed and percentage of overall plan has also been made. A Gantt chart has begun to be created to show a timeline with completion dates for each deliverable. Sections currently in progress include geographic area, population demographics, and inventory of transportation providers.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		Begin development of comparison chart of needs in the region's counties and across the region	Completed FY 2018 using a combination of all 9-county region's coordinated plans. Comparison chart includes gaps and goals.			
674.2	<i>Transit Exclusive Planning (GDRTA)</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	74%	75%	
674.2.1	Market Research	Title IV Survey, Existing & Choice Rider Survey	Title VI survey programmed for 2019. ABBG Rider Survey Completed in April 2018, 544 responses, 100% completed.			
674.2.2	Customer Education	Paratransit RideTime Product Training	IVR training for customers March 2018 through meetings, brochure, and mailed letter, completed			
674.2.3	Service Analysis	GIS, Route & Schedule Software Systems	Remix transit planning software service purchased (year 1 of 3) and service analysis performed for Feb. 2018 changes.			
674.2.4	Annual Planning & Zoning Workshop	Materials, Planning and Event Development	Dec. 2016 conference completed. Invoiced 8/23/17 for \$1087.20. No charges for 2017 conference.			
674.2.5	Coordinated Planning	Coordinate with MVRPC to develop a Transit Asset Management Plan and Public Transportation Agency Safety Plan.	GDRTA is developing an internal TAM Plan and expects to have that completed by 9-30-18 at which time a copy will be shared with MVRPC. We are about 60% complete and have not incurred any costs as the plan is being developed in house by existing staff.			
674.3	<i>Transit Exclusive Planning (Miami County Public Transit)</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	0%	0%	
674.3.1	Planning	Create updated long range financial plan (5 year)	Project is not being undertaken at this time.			
674.3.2	Coordinated Planning	Coordinate with MVRPC to develop a Transit Asset Management Plan and a Public Transportation Agency Safety Plan.	Project is being deferred until SFY19.			



TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
674.4	<i>Transit Exclusive Planning (Greene County Transit Board- Greene CATS)</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	106%	75%	
674.4.1	<b>Flex Route Planning</b>	Revised flex routes to include modifications to peak, evening, and weekend service	Flex Route revisions for additional peak and evening service complete and the service began operating in December 2016. Revisions for Weekend Service were finalized in July 2017 and operation began in September of 2017. Implementation, review, and revisions completed December 2017. Project complete.			
674.4.2	<b>Facility Planning</b>	Locate site and develop the design/engineering plans for new facilities	Site locations reviewed in SFY 2017 were deemed inadequate. The search for additional sites has been suspended with the Transit Board deciding to remain in a leased facility for the foreseeable future. Design/engineering plans for new facility complete.			
674.4.3	<b>Coordinated Planning</b>	Coordinate with MVRPC to develop a Transit Asset Management Plan and a Public Transportation Agency Safety Plan.	Conducted preliminary work for Transit Access Management Plan and submitted initial data requested to MVRPC. Work on Safety Plan not yet begun.			
697	<i>Work Program Administration</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	82%	100%	
697.1	<b>Work Program Administration</b>	Transportation program supervision	Technical supervision and program oversight was provided.			
		Committee staff support	Staff support was provided for the following board of directors meetings: September 7, October 5, November 2, December 7, February 1, March 1, May 3, and June 7.			
		Transportation Budget and Work Program	Draft work program and budget was completed and sent to ODOT March 1, 2018			
		Transportation Budget and Work Program Amendments	Final work program and budget was completed and sent to ODOT May 3, 2018. FY2018 budget revisions were submitted September 8, November 6, and December 11.			
		Progress Report	Staff produced the SFY2017 final completion report, which was approved by the board on September 7, 2017 and submitted to ODOT on September 8, 2017.			
		Coordination with ODOT and OARC	Coordination with ODOT and OARC was completed.			

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
		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.			



## RESOLUTION ADOPTING THE SFY2018 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, Springboro and Franklin Township 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 SFY2018 Transportation Work Program and Budget were adopted and amended by the Miami Valley Regional Planning Commission; and

**WHEREAS**, various reports listed in the SFY2018 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 **SFY2018 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 SFY2018.

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

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**Brian O. Martin, AICP**  
Executive Director

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**John W. O'Brien, Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission

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**Date**



# EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP  
mvrpc.org



**August 2, 2018**

## **MVRPC Touts Current Planning Studies During Ohio Transportation Planning Conference**

On July 17 and 18, MVRPC staff attended the 2018 Ohio Transportation Planning Conference in Columbus.

Attended by more than 400 transportation planners, the conference included over 25 educational sessions under the theme of “*Quantum Leaps: Advances in Transportation.*”



MVRPC was very active during this conference showcasing our diverse expertise and extensive experience in transportation planning. During four educational sessions, staff shared our innovative programs and projects with the audience, such as complete streets, road diets, human services transportation coordination, Greater Regional Mobility Initiative, bikeway and pedestrian planning, and transportation equity.

The Ohio Transportation Planning Conference is held every other year and is sponsored by Ohio Department of Transportation, Ohio Association of Regional Councils and many others.

## **Grants & Funding Resources**

On a monthly basis, MVRPC is highlighting several funding opportunities on our website that could benefit communities in the Region. We include a description, contact information and program links. We have also listed other valuable resources for finding funding opportunities. See more at: [mvrpc.org/grant-and-funding-opportunities](http://mvrpc.org/grant-and-funding-opportunities)

This month we are featuring information on:

Laura Bush 21st Century Librarian Program– Deadline: September 17, 2018.

Continuum of Care Program Competition (CoC Program)– Deadline: September 18, 2018.

If you need assistance with your grant pursuit or further research, please contact Martin Kim, Director of Regional Planning, at 937.223.6323 or [mkim@mvrpc.org](mailto:mkim@mvrpc.org).

## Health and Equity in Transportation Workshop

Would you like to help transform your community into a healthier and more equitable place?

If so, join us for the **Health and Equity in Transportation Workshop from 8:00 a.m. – 12:00 noon on Thursday, August 9, 2018**. The event is hosted by Greater Dayton Regional Transit Authority (GDRTA) and Miami Valley Regional Planning Commission (MVRPC). In this four-hour workshop, you will learn the causes of health disparities and chronic disease, as well as the role active transportation has in solving these issues. Participants will also learn strategies for improving access to active transportation in their community, as well as develop skills to better collaborate with public health and transit professionals.

The course offers continuing education credits and will be held on the second floor training room of the GDRTA's Transit Center (4 South Main St., Dayton, OH 45402). Enter from the Third Street doors, and alert the security desk that you need to use the gold elevator to the second floor. To register, go to <http://www.i-riderta.org/healthandequityintransportation>. Free parking is available at the Reibold Garage (25 W. 5<sup>th</sup> St.), courtesy of Public Health-Dayton & Montgomery County (PHDMC). For any other questions, contact Nathan Owens at 937.425.8374 or [nowens@greaterdaytonrta.org](mailto:nowens@greaterdaytonrta.org).

## New and Seasoned MVRPC Board of Directors Delegates, Alternates, and TAC Orientations

Following numerous retirements among our committee representatives in 2017, we now have many new faces on the Board of Directors and Technical Advisory Committees. There are 50 new delegates and alternates including 28 new representatives of TAC. During Orientation, we will cover the agency's scope, role, and principle techniques for conducting the work. We will be inviting TAC members first in time for their upcoming meeting on August 16, 2018 and then the Board of Directors prior to the upcoming September 6, 2018 meeting. Please be on the lookout for an email from Teresa Wise [twise@mvrpc.org](mailto:twise@mvrpc.org), Assistant to the Executive Director. Please respond quickly to Teresa with your date preferences.

## Sponsor and Volunteer Support is Needed for September 2, 2018 Tour de Gem

The Tour de Gem, Dayton Cycling Classic is designed to highlight the Region for cyclists of all ages and abilities. First, I encourage communities, in which the ride route travels through, to support the ride with sponsorship dollars and volunteers. As with any marathon or parade, the goal is to have local residents lining the route, engaged, and supporting the riders through our communities! Through review of the map of routes, 17 MVRPC member jurisdictions will have riders and supporters in their communities. Won't you please support this ride? Ride communities include Beaver Creek, Bellbrook, Carlisle, Centerville, Dayton, Fairborn, Farmersville, Franklin, Germantown, Kettering, Miamisburg, Moraine, Oakwood, Riverside, Springboro areas.

Second, volunteers are needed to help make this inaugural event a success. We need help providing support at the start and finish lines at Don Crawford Plaza at Fifth Third Field and everywhere in between. Volunteers must be at least 16 years of age. More specific and detailed information can be found here <http://bit.ly/tourdegemcc>.

## CarFit Event

Members of the MVRPC Board are invited to participate in a CarFit event following the September 6, 2018 board meeting. MVRPC staff in coordination with AAA is hosting an educational program in which a team of trained technicians and/or health professionals work with each participant to ensure they "fit" their vehicle properly for maximum comfort and safety. A CarFit check takes approximately 20 minutes to complete. To RSVP please email Kim Lahman at [Klahman@mvrpc.org](mailto:Klahman@mvrpc.org).

## Upcoming MVRPC Meetings

8/09/18 8:00 a.m.	Health and Equity in Transportation, RTA, 4 S. Main Street, Dayton, OH
8/15/18 4:00 p.m.	LRTP Amendment, Public Involvement Mtg: MVRPC, 10 N. Ludlow St. Ste 700, Dayton, OH
8/16/18 9:30 a.m.	Technical Advisory Committee: MVRPC, 10 N. Ludlow St. Ste 700, Dayton, OH
9/06/18 8:30 a.m.	Executive Committee: Dayton Realtors, 1515 S. Main St., Dayton, OH
9/06/18 9:00 a.m.	Board of Directors: Dayton Realtors, 1515 S. Main St., Dayton, OH