

**Miami Valley Regional Planning Commission  
Technical Advisory Committee (TAC) Meeting  
Thursday August 20, 2020  
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 – Roll Call		9:30	S. Goff
* II.	Approval of July 16, 2020 Meeting Minutes	1	9:35	S. Goff
III.	Public Comment Period on Action Items		9:36	S. Goff
IV.	<b>MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS</b>			
	A. Recommended Adoption of Amendment to MVRPC's SFY 2021-2024 Transportation Improvement Program (TIP)	3	9:40	P. Arnold
	B. Recommended Approval of FAST Acts Funds Availability Report and Project Solicitation Request	17	9:50	P. Arnold
	C. Recommended Approval of Updates to the STP-CMAQ-TA Policies and Procedures	21	9:55	P. Arnold
	D. Recommended Approval of MVRPC TRAC Projects for CY2020	51	10:00	B. Daniel
V.	<b>INFORMATION ITEMS</b>			
	A. 2050 Long Range Transportation Plan – Project Submission Deadline		10:10	A. Parikh
* VI.	<b>EXECUTIVE DIRECTOR'S REPORT</b>	57	10:15	B. Martin
VII.	<b>ADJOURNMENT</b>		10:30	S. Goff

\* Attachment/ \*\*Handout/\*\*\*On Committee Center

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

**\*\*The NEXT MEETING is September 17, 2020\*\***

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**Meeting ID: 839 1425 0124**



**MIAMI VALLEY REGIONAL PLANNING COMMISSION  
TECHNICAL ADVISORY COMMITTEE  
JULY 16, 2020 – VIA Teleconference  
MINUTES**

**MVRPC  
10 N. Ludlow Street, Ste. 700, Dayton, OH**

**July 16, 2020  
9:30 AM**

**Members/Alternates**

Kathy Bartlett, City of Riverside  
Russell Bergman, City of Huber Heights  
Joe Brzozowski, City of Dayton  
Alisha Burcham, City of Moraine  
Ken Collier, Greene County Transit  
Barry Conway, City of Franklin  
Dan Corey, Warren Co. TID  
Rob Cron, City of Vandalia  
Chad Dixon, City of Springboro  
Jade Downey, Miami County Transit  
Stephanie Goff, Greene County Engineer  
Paul Gruner, Montgomery County Engineer  
Jason Hartshorn, Perry Township  
Amy Havenar, City of Piqua  
Paul Huelskamp, Miami County Engineer  
Max McConnell, Beavercreek Township  
Dominic Miller, City of Xenia  
Don O'Connor, Miami Conservancy District  
Brandon Policicchio, Greater Dayton RTA  
Carrie Scarff, Five Rivers Metro Parks  
William Singer, City of Englewood  
John Sliemers, City of Kettering  
Keith Smith, ODOT District 8  
Nick Smith, City of Beavercreek  
Justin Sommer, Troy Area Chamber of Commerce  
Doug Spitler, City of Oakwood  
Keith Steeber, City of Dayton

**Guests**

Mike Avellano, Woolpert  
Nathan Fischer, Woolpert  
Mike Hafner, TEC Engineering, Inc.  
Jay Hamilton, Mead and Hunt  
Tom Lyons, Fishbeck  
Ben Wiltheiss, ODOT D7

**Staff Present**

Serena Anderson  
Brenda Bailey  
Brad Daniel  
Carlton Eley  
Darrin Hall  
Laura Henry  
Tawana Keels  
Aaron Lee  
Matt Lindsay  
Teresa Lombardelli  
Mike Lucas  
Brian O. Martin  
Ami Parikh  
Ana Ramirez  
Stacy Schweikhart  
Milo Simpson  
Alex Wilkinson  
Rob Uhlhorn

**I. INTRODUCTION**

Chairperson, Stephanie Goff called the meeting to order. Roll call was taken.

**II. APPROVAL OF MAY 21, 2020 MEETING MINUTES**

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

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

**None**

#### **IV. RPC (REGIONAL PLANNING COMMISSION) ACTION ITEMS**

##### **A. Approval of Resolution: Ensuring Equity, Diversity, and Inclusion in all MVRPC Staff, Committee, and Board of Directors Actions and Supporting Racism as a Public Health Emergency.**

Mr. Martin reviewed the memo on page 5 of the mailout, supporting racism as a Public Health Emergency.

Mr. O'Connor made a motion to amend the Resolution to state: Ensuring Equity, Diversity, and Inclusion in all MVRPC Staff, Committee, and Board of Directors Actions and Addressing Racism as a Public Health Emergency.

Mr. Conway seconded the motion. The motion passed unanimously.

Mr. Gruner made a motion to recommend sending the resolution to the Board of Directors, with the amended title. Ms. Scarff seconded the motion. The motion passed unanimously.

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

##### **A. Recommended Adoption of Amendment to MVRPC's SFY 2021-SFY 2024 Transportation Improvement Program (TIP)**

Mr. Daniel referred to the amendment to the SFY 2021-2024 TIP and the numerous project 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. Daniel stated that staff recommends adoption of this TIP amendment and referred to a resolution on page 21 of the mailout.

Mr. Nick Smith made a motion to recommend adoption. Mr. Huelskamp seconded the motion. The motion passed unanimously.

#### **VI. INFORMATION ITEMS**

##### **A. Institute for Livable and Equitable Communities - Update**

Mr. Martin and Ms. Schweikhart gave a PowerPoint presentation updating the Institute for Livable and Equitable Communities.

Mr. Martin announced the addition of Carlton Eley as the new Equity Regional Initiative Manager.

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

Mr. Martin reviewed the ED's update for July 2020. Mr. Martin recognized some MVRPC staff for their recent contributions and promotions. Mr. Martin stated that he was very happy that the agency was able to complete the staff performance reviews and make the staff raises effective July 1<sup>st</sup>.

Mr. Martin stated that the MVRPC staff has been busy this summer and the reflects in the information provided in the presentations.

#### **VIII. ADJOURNMENT**

Ms. Goff asks for a motion to adjourn the meeting. Ms. Scarff made the motion to adjourn. Mr. Huelskamp 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 11, 2020  
**Subject:** SFY2021-SFY2024 Transportation Improvement Program (TIP) Amendment #3

Over the last few months MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for an SFY2021-SFY2024 TIP amendment. The attached TIP Tables 4.1, 4.2, 4.3 and 4.4 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. 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, 4.2, 4.3 and 4.4
- (3) Statewide Line Item Project table 4.6 (For information only)
- (4) Resolution Adopting Amendments to the SFY2021-2024 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  
 DBT -Debt Service

### **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

#### **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 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

## Greene County Projects

<b>COUNTY, ROUTE, SECTION:</b> GRE048-01.27			<b>ODOT PID #</b> 106219		<b>MVRPC #</b> 2091.2	<b>PROJECT SPONSOR:</b> Beavercreek		
<b>DESCRIPTION:</b> Factory Road from Creekside Trail to Nutter Park-This project will widen the roadway to three lanes with curb, gutter, storm sewer, and sidewalks on both sides of the roadway. This project will connect into the widening work that is planned on Factory Road as a part of the US 35 Superstreet improvements. The proposed sidewalks will connect into the Creekside Trail bikeway, and a pedestrian refuge island is planned where the Creekside Trail crosses Factory Road.								
<b>COMMENTS :</b> Decreased Local construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$1,741			<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3	
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STATE	\$8					
ROW		STATE	\$60					
ENG		LOCAL	\$85					
ROW		LOCAL	\$50					
CON		CMAQ			\$578			
CON		LOCAL			\$960			

<b>COUNTY, ROUTE, SECTION:</b> GRE - Broad Street Enhancement, Ph. 2			<b>ODOT PID #</b> 108266		<b>MVRPC #</b> 2135.2	<b>PROJECT SPONSOR:</b> Fairborn		
<b>DESCRIPTION:</b> Broad Street from the Fairborn south corp. limit to Pierce Drive-Resurfacing and narrowing of the roadway to provide wider sidewalks and a bike path. A road diet (4 lanes to 3 lanes) will be performed between Dayton Drive and Pierce Drive. Decorative items like street trees, street lighting, and planters will be included.								
<b>COMMENTS :</b> Increased Local construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$7,734		<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>SFY2021</b>	<b>SFY2022</b>	<b>SFY2023</b>	<b>SFY2024</b>	<b>Future</b>
ENG		STATE	\$18					
ENG		LOCAL			\$331			
ROW		LOCAL			\$88			
CON		LOCAL				\$6,947		
CON		TA				\$350		

**Table 4.1 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Greene County Projects**

COUNTY, ROUTE, SECTION:			GRE009-01.60		ODOT PID # 111451		MVRPC # 2258.2		PROJECT SPONSOR: Beavercreek	
DESCRIPTION: North Fairfield Road from Plantation Place to Shakertown Road-Widen existing two lane section to a three lane section to provide a center two-way left turn lane. The project includes installation of curb and gutter, storm sewer, an 8' wide sidepath along the east side and a 5' wide sidewalk on the west side of the roadway.										
COMMENTS : Construction delayed from SFY2023 to SFY2025 based on request from project sponsor.										
TOTAL COST (000):		\$3,247		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future		
ENG		LOCAL	\$375							
ROW		LOCAL		\$250						
CON		CMAQ						\$1,835		
CON		LOCAL						\$786		

<b>COUNTY, ROUTE, SECTION:</b> GRE - Yellow Springs Multi-Modal FY23				<b>ODOT PID #</b> 113724	<b>MVRPC #</b> 2410.4	<b>PROJECT SPONSOR:</b> Yellow Springs		
<b>DESCRIPTION:</b> High Street in Yellow Springs at Dayton Street-Install curb extensions at all corners to visually narrow the street and reduce travel speeds, shortening crossing distances at crosswalks and improving visibility of pedestrians to motorists. Dayton Street in Yellow Springs from Enon Road to Elm Street-Construct a sidepath together with the existing sidewalk to separate bicyclists from motor vehicles. Upgrade intersection crossings to emphasize pedestrian/bicycle presence.								
<b>COMMENTS :</b> New project, not in the current TIP.								
<b>TOTAL COST (000):</b> \$1,809		<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>SFY2021</b>	<b>SFY2022</b>	<b>SFY2023</b>	<b>SFY2024</b>	<b>Future</b>
ENG		HSIP		\$91				
ENG		STATE		\$15				
ROW		STATE		\$60				
ENG		HSIP			\$62			
CON		HSIP				\$1,529		
ROW		HSIP				\$52		

# Miami Valley Regional Planning Commission

Table 4.2 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

## Miami County Projects

COUNTY, ROUTE, SECTION: MIA041-09.49			ODOT PID # 108662		MVRPC # 2147.4	PROJECT SPONSOR: Troy		
DESCRIPTION: SR 41 from the west side of Ridge Avenue intersection to Market Street-Undertake safety improvements. Improvements under consideration include restriping Main Street (SR 41) between Market and Oxford from a 4 lane to 3 lane section to allow for deeper angled parking on one side of the street, reconstruction of Main Street between Adams and Ridge to provide at least one 12' through lane in each direction, provision of a westbound right turn lane at Elm, signal upgrades and removals as appropriate, and reconstruction of sidewalk/curb lawn as needed.								
COMMENTS : Increased Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$6,696		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STATE	\$17					
CON		HSIP			\$2,540			
CON		LOCAL			\$3,704			
CON		STD			\$435			

COUNTY, ROUTE, SECTION:			MIA041-10.32		ODOT PID #		110253		MVRPC #		2187.4		PROJECT SPONSOR:		Troy	
DESCRIPTION:			West Main Street from Ridge Avenue to I-75-Widening of the street to include at least one 12' through lane in each direction, reconstructing the sidewalk and curb lawn along the corridor, considering safety upgrades to entrances of commercial properties between Dorset Road and I-75, upgrading the signal at Dorset Road intersection, upsizing a water main along a portion of West Main Street and improving the stormwater system along the corridor.													
COMMENTS :			Decreased Federal STD construction funds and increased Local construction funds to reflect changes in Ellis.													
TOTAL COST (000):			\$7,558		LET TYPE:		Local-let		A.Q. :		Exempt		LRTP GOAL:		G2-3	
PHASE		FUND		PRIOR		SFY2021		SFY2022		SFY2023		SFY2024		Future		
ENG		STATE		\$32												
ROW		STATE		\$40												
ENG		LOCAL				\$487										
ROW		LOCAL						\$641								
CON		LOCAL										\$3,040				
CON		STD										\$350				
CON		STP										\$2,968				

Table 4.2 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

## Miami County Projects

<b>COUNTY, ROUTE, SECTION:</b> MIA036-11.56			<b>ODOT PID #</b> 112504		<b>MVRPC #</b> 2345.4		<b>PROJECT SPONSOR:</b> Piqua	
<b>DESCRIPTION:</b> US 36 from Scott Drive to Kienle Drive in Piqua-Upgrade signals at US 36 and Home Depot and US 36 and Kienle with polycarbonate heads, backplates, pedestrian features, and improved pavement markings. Upgrade ADA accommodations at both intersections and retime signals on US 36 between Scott and Kienle Drives.								
<b>COMMENTS :</b> Added Local PE funds in SFY2021, decreased Federal construction funds and added Local construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$279		<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>SFY2021</b>	<b>SFY2022</b>	<b>SFY2023</b>	<b>SFY2024</b>	<b>Future</b>
ENG		STATE	\$107					
CON		HSIP		\$148				
CON		LOCAL		\$15				
ENG		LOCAL		\$9				

COUNTY, ROUTE, SECTION:			MIA014-01.20		ODOT PID #	113816	MVRPC #	2413.5	PROJECT SPONSOR:	Miami County
DESCRIPTION: Troy-Sidney Road over Spring Creek-Replace structurally deficient bridge with minimal approach work.										
COMMENTS : New project, not in the current TIP.										
TOTAL COST (000):		\$590	LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-2			
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future		
ENG		STATE		\$3						
ROW		STATE		\$30						
CON		LOCAL					\$51			
CON		STD					\$506			

# Miami Valley Regional Planning Commission

Table 4.3 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

## Montgomery County Projects

COUNTY, ROUTE, SECTION: MOT - Ridgeway Road Bridge			ODOT PID # 108706		MVRPC # 2148.5		PROJECT SPONSOR: Kettering	
DESCRIPTION: Ridgeway Road over Dorothy Lane-Complete replacement of structurally deficient bridge.								
COMMENTS : Increased Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$3,026		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STATE	\$15					
ROW		STATE	\$20					
CON		LOCAL		\$990				
CON		NHPP		\$2,000				

<b>COUNTY, ROUTE, SECTION:</b> MOT - Brookville SRTS Infrastructure			<b>ODOT PID #</b> 110783		<b>MVRPC #</b> 2204.4		<b>PROJECT SPONSOR:</b> Brookville	
<b>DESCRIPTION:</b> Johnsonville-Brookville Road from Blue Pride Drive to Westbrook Road-Upgrade three intersection crosswalks with high visibility markings, one proposed cross walk with high visibility markings and rectangular rapid flashing beacon and sidewalk connection.								
<b>COMMENTS :</b> R/W funding source changed from Federal to Local to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$336			<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3	
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STA	\$38					
ROW		LOCAL		\$25				
ENG		STA		\$13				
CON		STA			\$261			

**Table 4.3 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Montgomery County Projects**

COUNTY, ROUTE, SECTION: MOT235-00.22L			ODOT PID # 99860		MVRPC # 1749.5	PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: SR 235 at SR 4-Raise structure, new deck, convert to semi-integral abutments, paint superstructure and seal concrete surfaces.								
COMMENTS : Increased Federal and State construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$4,536		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		NHPP	\$195					
ENG		STATE	\$122					
ENG		NHPP	\$267					
ENG		STATE	\$67					
ENG		NHPP	\$57					
ENG		STATE	\$14					
ROW		STATE	\$19					
CON		NHPP		\$2,627				
CON		STATE		\$1,167				

# Miami Valley Regional Planning Commission

Table 4.4 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

## Warren County Projects

COUNTY, ROUTE, SECTION:			WAR - Franklin Signals, Phase 2			ODOT PID # 100187		MVRPC # 1866.6		PROJECT SPONSOR: Franklin	
DESCRIPTION: Riley Boulevard at E. Fourth Street, Riley Boulevard at E. Sixth Street and E. Sixth Street (SR 123) at Anderson Street-Reconstruction of 3 traffic signals with equipment conforming to current standards including vehicular detection and battery backup. The traffic signal operation will be managed by the City using proposed fiber optic interconnect cable communication.											
COMMENTS : Increased Federal and Local construction funds to reflect changes in Ellis.											
TOTAL COST (000):		\$1,178	LET TYPE:		Traditional	A.Q. :		Exempt	LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future			
ENG		STATE	\$18								
ENG		LOCAL	\$118								
CON		CMAQ		\$729							
CON		LOCAL		\$313							

COUNTY, ROUTE, SECTION: WAR073-03.66			ODOT PID # 113717			MVRPC # 2409.4		PROJECT SPONSOR: Warren County	
DESCRIPTION: SR 73 at I-75-Improvements to the interchange including dual left turn lanes to the SB entrance ramp, right turn lane on the NB exit ramp, side mounted signal heads on the SB exit ramp, right turn lane to Sharts Drive and a multiuse path along the south side of SR 73 to Conover Drive.									
COMMENTS : New project, not in current TIP.									
TOTAL COST (000): \$3,416		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3			
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future	
ENG		HSIP		\$295					
ENG		STATE		\$53					
CON		HSIP			\$2,564				
ENG		HSIP			\$197				
CON		STATE			\$285				
ENG		STATE			\$22				

# Miami Valley Regional Planning Commission

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

<b>COUNTY, ROUTE, SECTION:</b> MOT - Dayton Children's SRTS Coordinator - SLI-004				<b>ODOT PID #</b> 113594	<b>MVRPC #</b> 2407.7	<b>PROJECT SPONSOR:</b> Dayton	
<b>DESCRIPTION:</b> Dayton Children's Hospital-Funding for local coordinator.							
<b>COMMENTS :</b> New project.							
<b>TOTAL COST (000):</b> \$40		<b>LET TYPE:</b> Non-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-1	
<b>PHASE</b>	<b>FUND</b>	<b>PRIOR</b>	<b>SFY2021</b>	<b>SFY2022</b>	<b>SFY2023</b>	<b>SFY2024</b>	<b>Future</b>
CON	SRTS		\$40				

COUNTY, ROUTE, SECTION: GRE235-03.79 - SLI-012				ODOT PID # 113708	MVRPC # 2408.6	PROJECT SPONSOR: ODOT District-8		
DESCRIPTION: SR 235 at Dayton-Yellow Springs Road-Rebuild the traffic signal.								
COMMENTS : New project.								
TOTAL COST (000): \$253		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-3		
	PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
	ENG	HSIP		\$32				
	ENG	STATE		\$1				
	CON	HSIP			\$220			

<b>COUNTY, ROUTE, SECTION:</b> MOT - 48 Signal Timing Analysis - SLI-012				<b>ODOT PID #</b> 113743	<b>MVRPC #</b> 2412.4	<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> SR 48 from Wampler Road to Westbrook Road-Signal timing analysis.							
<b>COMMENTS :</b> New project.							
<b>TOTAL COST (000):</b> \$35		<b>LET TYPE:</b> Non-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G1	
<b>PHASE</b>	<b>FUND</b>	<b>PRIOR</b>	<b>SFY2021</b>	<b>SFY2022</b>	<b>SFY2023</b>	<b>SFY2024</b>	<b>Future</b>
ENG	HSIP		\$35				

COUNTY, ROUTE, SECTION: MOT - 75 - VAR - SLI-012				ODOT PID # 113782	MVRPC # 2411.4	PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: I-75 from the southbound exit to Neff Road to the northbound exit to Austin Boulevard-Install wrong way signs that use radar technology.								
COMMENTS : New project.								
TOTAL COST (000): \$1,718		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future	
ENG	PRIVATE		\$166					
CON	HSIP			\$1,552				



**RESOLUTION AMENDING THE  
SFY2021-SFY2024 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 SFY2021-SFY2024 Transportation Improvement Program was adopted on May 7, 2020; and

**WHEREAS**, MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for a SFY2021-SFY2024 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 SFY2021-SFY2024 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 #3** to the SFY2021-SFY2024 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

\_\_\_\_\_  
**Chris Mucher, 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 10, 2020  
**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 – SFY2021-SFY2026" shows the status of regionally controlled federal transportation funds over the next six-year period. The report shows that staff anticipates a short-range fund balance of \$14.1 million (\$12.6 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 SFY2021-SFY2026 Estimate				
SFY2021-SFY2026 Estimate	Funding Categories			
	STP	CMAQ	TA	Total
Budget Estimates (Available For Allocation)	\$70,628,652		\$7,466,287	\$78,094,939
Previously Committed	\$58,010,229	\$22,928,570	\$5,995,677	\$86,934,476
Currently Available For Allocation	\$12,618,423		\$1,470,610	\$14,089,033





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## MEMORANDUM

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

**From:** MVRPC Staff

**Date:** August 10, 2020

**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 2019 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.

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.



2020

APPLICATIONS DUE  
OCTOBER 8, 2020



*Surface Transportation Program*  
*Congestion Mitigation/Air Quality*  
*Transportation Alternatives*

*September 2020*



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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 9, with applications being due on October **8** at MVRPC. **Project sponsors are limited to submitting up to 4 total applications for STP, CMAQ and TA funding. On years when an STP Resurfacing Program set aside is available, 2 applications**

**for this program may be submitted.** 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 as well as the funds for any 100% locally funded phases. **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 \$12.3 million of STP funding annually. Of this amount, 90% (approximately \$11.1 million) is a required STP allocation and the remaining 10% (approximately \$1.2 million) 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 included this year* ~~suspended until next 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 SFY2021 or SFY2022 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.** Local jurisdictions are required to indicate on the application that a field visit took place (date of visit), measurements were taken, and ADA compliance of ramps within the project verified. Submitting documentation to MVRPC or ODOT is not required but should be kept in case compliance is ever questioned. 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 \$1.23 million of TA funding annually. Of this amount, 63% (approximately \$770,000) is a required TA allocation and the remaining 37% (approximately \$461,000) 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 Stacy Schweikhart, MVRPC Director of Strategy and Engagement. Mrs. Schweikhart 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 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: <https://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.

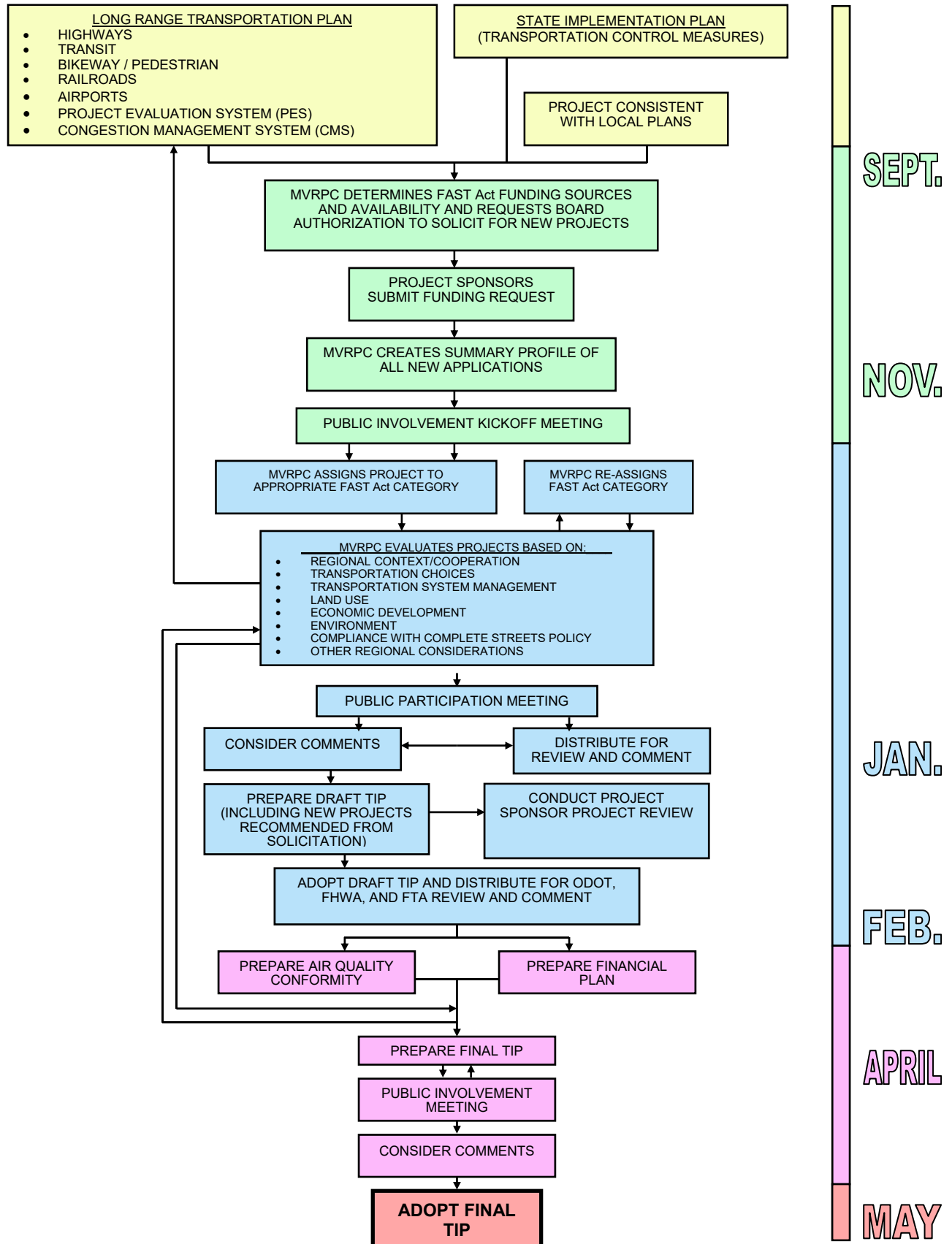
Once the draft scores from the project evaluation system are compiled, some projects may be reassigned to a different funding category. A final analysis would then be completed based upon the above criteria. In order to assure timely obligation of funds, annual TIP programming priority will be determined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

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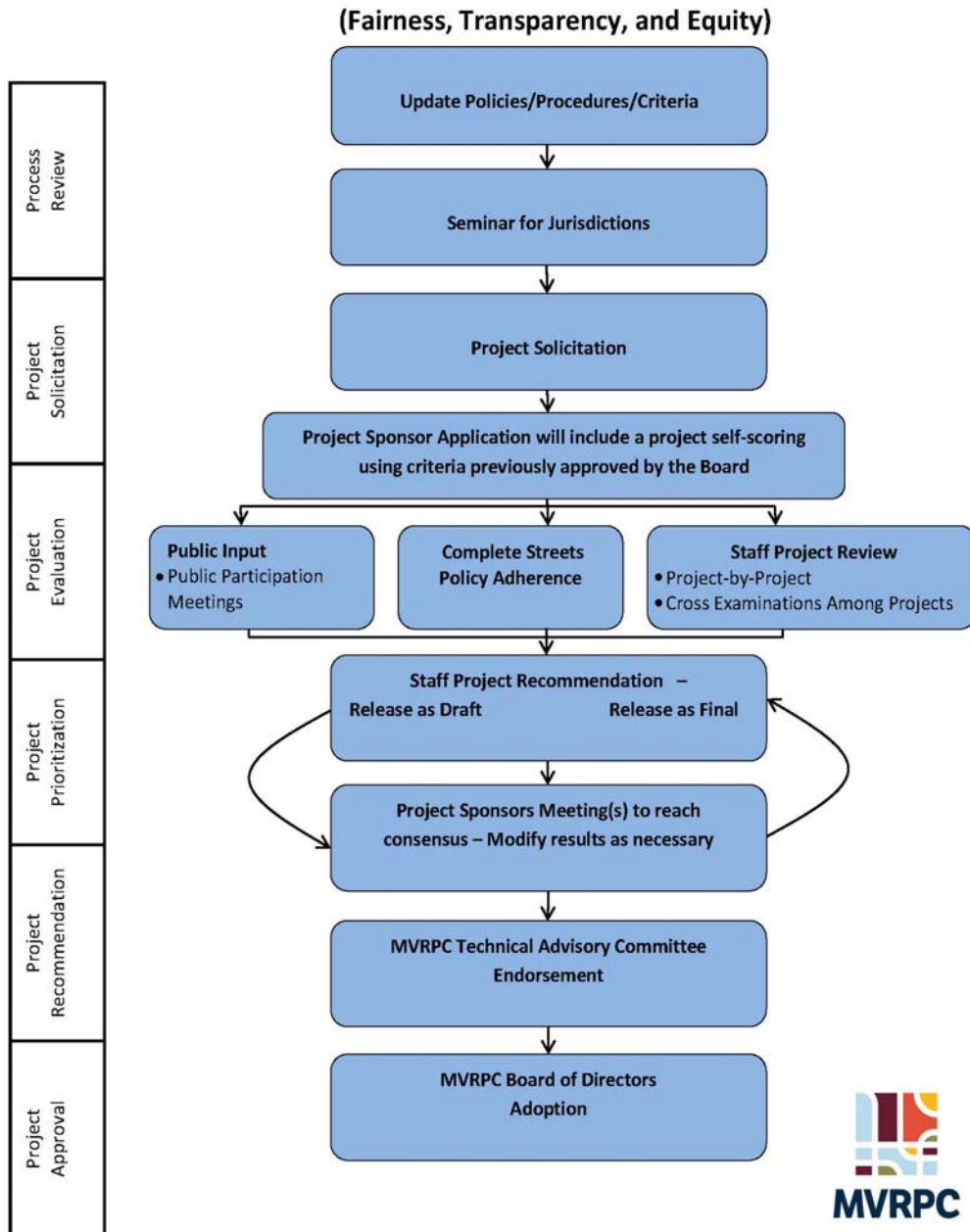
## Appendix A — MVRPC's TIP DEVELOPMENT PROCESS



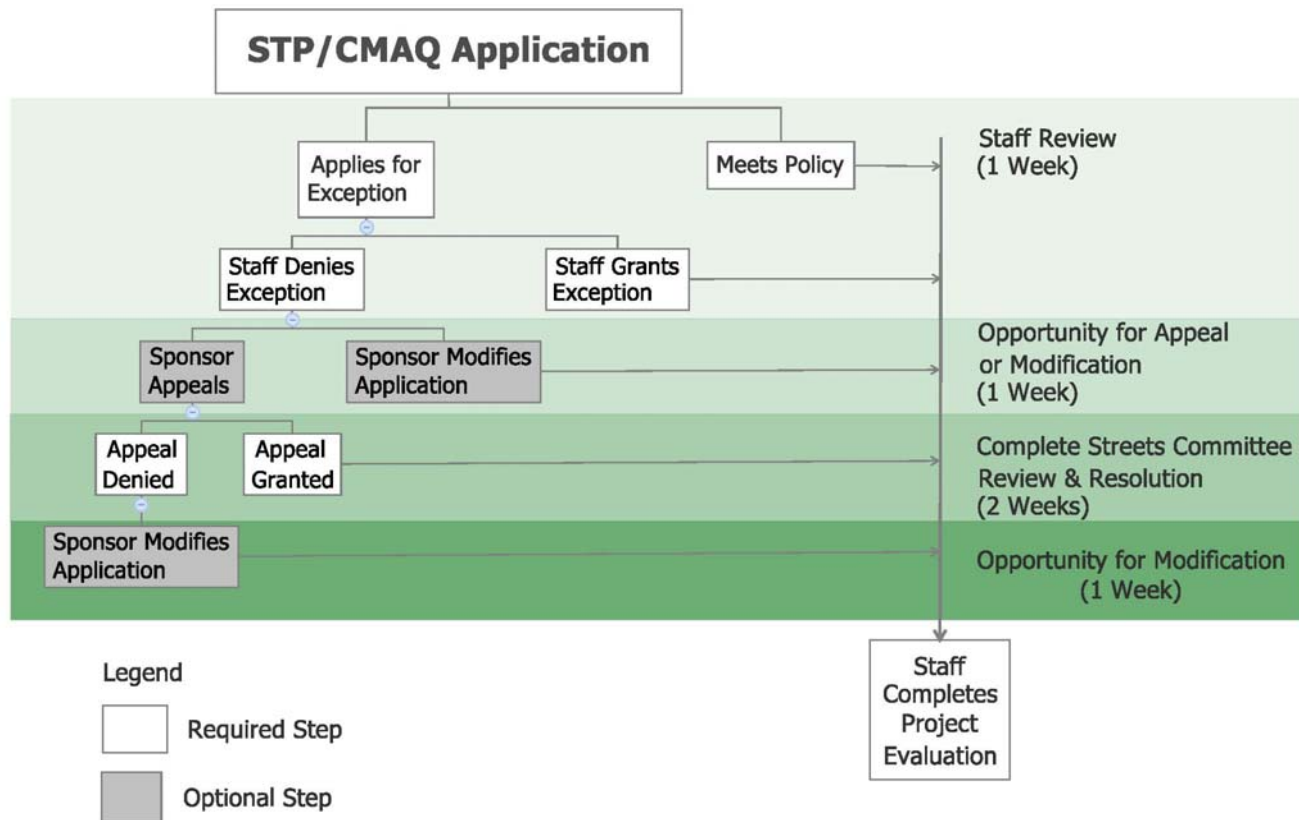
A-1

## 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
CAAA	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 Various Right-of-Way Topics**

**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.

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: ODOT has also created a webpage with current applicable ADA design standards and resources which will be updated regularly with links and resources:

<http://www.dot.state.oh.us/Divisions/Engineering/Roadway/Pages/ADA.aspx>

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: Documentation of ADA compliance by field evaluation is required. The ODOT ADA Rights of Way Inventory Manual for evaluating existing facilities may assist in the field evaluation:

[https://www.mvrpc.org/sites/default/files/final\\_odot\\_ada\\_rights\\_of\\_way\\_inventory\\_manual.pdf](https://www.mvrpc.org/sites/default/files/final_odot_ada_rights_of_way_inventory_manual.pdf)

4.) Construction of ADA Curb Ramps on MVRPC funded resurfacing projects

Q: Does a resurfacing project require upgrading curb ramps to ADA standards?

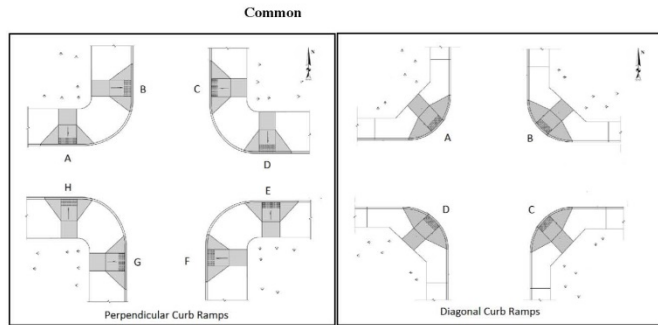
A: Yes. Resurfacing is considered an alteration that requires curb ramps to be constructed or modified to ADA compliance. Due to the quick timeline associated with common resurfacing projects, ADA curb ramps must be upgraded prior to the application of funding.

**Note: Including the reconstruction of curb ramps on a resurfacing project will require the curb ramp work to be included in the Environmental evaluation. This will require survey of the locations to establish existing R/W lines, design of the proposed curb ramp, and review of the information. This process will usually cause delay unintended for these types of projects and funding and is therefore not to be included.**

## Optional

### Curb Ramp Evaluation Form Curb Ramp Layouts

Intersection Location:	Date:
Surveyors / Reviewer:	
Describe each curb ramp's location (if not a common lay out, 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 <i>running</i> slope of 8.33% or less? (B)	Y	N	Y	N	Y	N	Y	N
3	Does CR have a <i>cross</i> 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? <i>If the CR has flared sides, skip this question. (K)</i>	Y	N	Y	N	Y	N	Y	N
12	If diagonal-type CR, is bottom landing at least 48" long and contained in crosswalk? <i>If not diagonal-type CR, skip this question. (L)</i>	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 12:1 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**

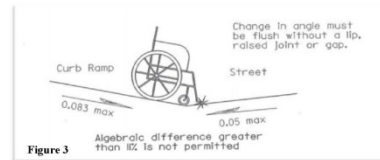


Figure 3

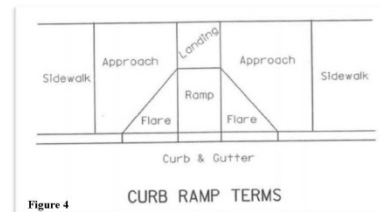


Figure 4

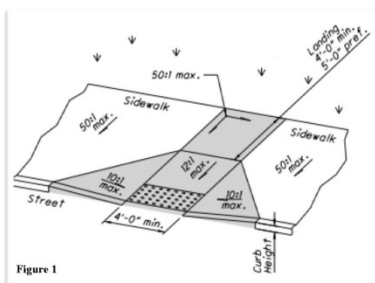


Figure 1

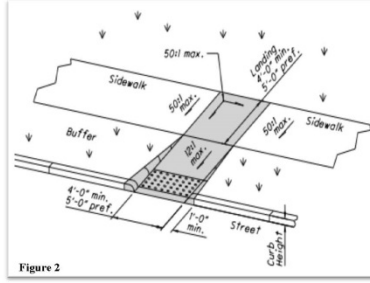


Figure 2

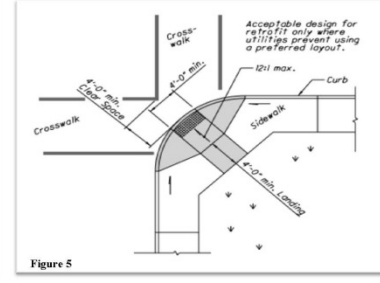


Figure 5

## **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



## **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 and to suspend the STP Resurfacing Program set aside; 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.

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

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

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Date





## MEMORANDUM

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

**From:** MVRPC Staff

**Date:** August 20, 2020

**Subject:** Recommended Approval of MVRPC TRAC Projects for CY2020

Formed in 1997, by request of the Ohio Department of Transportation (ODOT), the Transportation Review Advisory Council (TRAC) is a permanent body of predominantly non-ODOT personnel, which administers the project ranking and selection process for all major new projects in Ohio. To learn more about the TRAC please visit their web site at: <http://www.dot.state.oh.us/trac/Pages/Default.aspx>.

Metropolitan Planning Organizations (MPOs) such as MVRPC have several responsibilities to fulfill for a project to be considered by the TRAC. The TRAC can only fund projects that are included in the MPO's Long Range Transportation Plan (LRTP). Therefore, the MPO must list the project in their LRTP. The TRAC also takes into consideration regional and local priorities by requesting MPOs to submit project priority lists. In addition, all projects need to be approved, reviewed, or commented on by the appropriate MPO.

In an effort to provide the TRAC a project priority list, the MVRPC Board adopted its *Policies and Procedures for Considering Major New Capacity Projects* (available at [www.mvrpc.org](http://www.mvrpc.org)) and MVRPC staff has completed its review of the single CY2020 TRAC project submitted this year in accordance with the Policy. The project we received is an excellent project and the entire Miami Valley strongly supports the completion of this project. Due to the fact that this is an existing TRAC project, MVRPC staff is forwarding this project to the MVRPC TAC and Board of Directors as a priority project for final approval prior to submittal to the TRAC.

Based upon the process summarized above, staff recommends the approval of the CY2020 MVRPC Recommended TRAC project list as shown in Exhibit 1.



## Exhibit 1

<b><i>MVRPC's Recommended TRAC Project for CY2020</i></b>	
	<b><i>Project Status</i></b>
<b>GRE-35-5.84 US 35 Valley/Trebein Interchange</b> - The elimination of the existing at-grade intersection at US 35 and Valley/Trebein Road through the construction of a new interchange to improve safety.	<b>Priority</b>





## RESOLUTION APPROVING THE MVRPC PRIORITIES FOR MAJOR NEW CAPACITY PROJECTS FOR CY2020

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

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

**WHEREAS**, staff has evaluated the one MVRPC area CY2020 TRAC application based upon the adopted policy.

**NOW, THEREFORE, BE IT RESOLVED**, that MVRPC's Board of Directors hereby adopts the CY2020 major new capacity project list as shown in Exhibit 1.

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

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

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

\_\_\_\_\_  
Date



# EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP  
mvrpc.org



**MIAMI VALLEY**

Regional Planning Commission

Shaping Our Region's Future Together

**August 1, 2020**

## **MVRPC Welcomes Carlton Eley as the new Regional Equity Manager**



Carlton Eley is an accomplished expert on the topic of equitable development. Carlton is a former civil servant whose career with the U.S. Environmental Protection Agency (EPA) spanned twenty years. At EPA, he created and managed a portfolio on equitable development for thirteen years, and he was the first urban planner hired by EPA's Office of Environmental Justice.

Carlton is credited for elevating equitable development to the level of formal recognition within U.S. EPA as an approach for encouraging sustainable communities. He was appointed by the President of the American Planning Association (APA) to serve as Chair of the Social Equity Task Force. Also, he re-energized APA's focus on social equity by publishing a Planning Advisory Service Memo in March 2017 that was release to APA's 45,000 members.

He has managed national workshops; coordinated national recognition programs; conducted community technical assistance; and published multiple articles that explore the intersection of equity and community planning. Carlton nominated State Representative Harold Mitchell, Jr. and the ReGenesis Project for the 2015 National Planning Excellence Award for Advancing Diversity and Social Change (in Honor of Paul Davidoff).

In 2003, Carlton participated in the Ian Axford (New Zealand) Fellowship in Public Policy. Following the fellowship, he wrote a chapter on Wellington, New Zealand for the book, *Local Sustainable Urban Development in a Globalized World*. Carlton has served on community advisory service teams for Pamlico County, NC; Princeville, NC; Gary, IN; Birmingham, AL; and the Vecht River Valley in the Netherlands. His technical assistance work, professional writing, and public engagement efforts have earned citations from the American Planning Association; the National Organization of Minority Architects; and former U.S. Representative Julia Carson.

Since 2005, Carlton has offered numerous lectures on equitable development, including presentations in New Zealand; British Columbia; and the United Arab Emirates. Carlton has a B.A. in Sociology/Social Work Curriculum from Elizabeth City State University and a M.S. in Urban and Regional Planning from the University of Iowa.

As Regional Equity Initiative Manager, Carlton will lead equity initiatives agency-wide and in collaboration with our members and strategic partners. He will also serve as the Agency's Title VI leader and expert diversity, inclusion and equity administrator. Carlton will be responsible for complex projects related to social justice and systemic inequities focused on revision of policies and transformation of systems.

## 2020 Census Update – The Count Continues!

The 2020 Census is underway and the count continues across the Miami Valley. Gauge your community's participation by visiting [2020census.gov/en/response-rates.html](https://2020census.gov/en/response-rates.html).

Because of the COVID-19 pandemic, the Census Bureau has extended its operations, allowing residents to self-respond by filling out the Census form through October 31, 2020. There is still time to be counted and we are encouraging residents across the Region to “avoid the knock” by responding anytime online by visiting [my2020census.gov/](https://my2020census.gov/), over the phone by calling 1-844-330-2020, or through the mail.



MVRPC is a Census Affiliate Organization and provides assistance to U.S. Census Bureau's various programs. For more information about the 2020 Census, visit our Resource page at <https://www.mvrpc.org/data-mapping/census-data-center/2020-census-resource-page>.

## Electric Vehicle Charging Station Funding

Ohio EPA [recently opened applications](#) for funding Level 2 Electric Vehicle Charging Stations under the VW settlement Fund. Jurisdictions in Greene, Montgomery, and Warren Counties are eligible to receive 100% reimbursement for new charging sites up to \$7,500 per port. There are a number of eligibility requirements for such projects, but the main criteria are that the proposed site be publicly available at least 16 hours per day and not be used for employee or fleet vehicle charging. Sites with nearby amenities, including libraries, shopping or food services, will be more competitive. For the three counties there is a total of \$345,000 available for such projects through this program; we want to make sure Ohio EPA gets enough applications to spend those dollars in our Region.

MVRPC is an eligible applicant and we are interested in working with members to develop a regional application for project sites at your administration buildings, rec centers and other publicly owned properties. We recognize there may be interest but not sufficient staff time to develop individual applications across the region. MVRPC staff will work with member staff to coordinate site visits with representatives of Dayton Power & Light and EV equipment installers to develop qualified estimates for your projects. Interested members should contact Matt Lindsay at [mlindsay@mvrpc.org](mailto:mlindsay@mvrpc.org) or 937.531.6548 for more details. Please let Matt know of your interest by August 14<sup>th</sup>.

## Current and Upcoming Opportunities for Public Involvement

MVRPC will promote several opportunities in the coming weeks for the public to provide feedback as we develop transportation and transit plans for our Region. Though each plan is unique to its respective focus area, together they will help to shape the way those who live and work in the Miami Valley will travel throughout our Region for decades to come.

## Greater Region Transportation Coordination Plan

The **Greater Region Mobility Initiative (GRMI)** is an effort led by the Miami Valley Regional Planning Commission (MVRPC) in cooperation with the Ohio Department of Transportation (ODOT) Office of Transit.

The purpose of the GRMI is to improve coordination among transit providers to enhance options for non-drivers within the eight counties of Champaign, Miami, Clark, Montgomery, Darke, Preble, Greene and Shelby. MVRPC acts as the Regional Coordinating Agency (RCA) on behalf of ODOT, to provide these counties the opportunity to participate in this regional approach and support their efforts to expand and enhance transit services within their communities.

**Greater Miami Valley Region Transportation Coordination Plan** identifies community transportation resources, compiles statistics of the target population, identifies transportation needs and outlines strategies to fill in the gaps and reduce duplications in service.

The REVISED FINAL DRAFT of the Greater Miami Valley Region Transportation Plan will be available for review and comment beginning August 3, 2020. In lieu of an in-person public meeting, all documents are available for public review and comments on [www.mvrpc.org/grmi](http://www.mvrpc.org/grmi) . Comments on the plan will be accepted through September 2, 2020.

### **2050 Long Range Transportation Plan Update**

The Miami Valley Regional Planning Commission (MVRPC) will hold a virtual Public Participation Meeting regarding the **2050 Long Range Transportation Plan Update**. The Long Range Transportation Plan is a long-range (20+ year) strategy and capital improvement program developed to guide the effective investment of public funds in multi-modal transportation facilities. The Plan is updated every five years and is prepared by MVRPC in cooperation with local and state officials, and other coordinating agencies.

The meeting will take place via zoom but If you are unable to attend information on the **2050 Long Range Transportation Plan Update** will also be available for public review on MVRPC's website at <https://plan2050.mvrpc.org/outreach/>, or at MVRPC's offices in Downtown Dayton.

### **Wednesday, August 19, 2020 5:00 pm to 6:00 pm**

<https://us02web.zoom.us/j/83248393179>

Meeting ID: 832 4839 3179

One tap mobile

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+13126266799,,83248393179# US (Chicago)

### **Access Ohio 2045**

The State of Ohio's long-range transportation plan, called **Access Ohio 2045**, is nearing completion and is available for public review and comment. To download Access Ohio 2045, go to [Access.Ohio.gov](http://Access.Ohio.gov). The Regional and State Plans work together to shape the transportation future of the Miami Valley.

Access Ohio 2045 will guide Ohio's transportation policies and investment strategies for the next 20 years. This Plan was developed based on input from the public and subject matter experts. After reviewing the Plan, please share your feedback by participating in a brief survey at [PublicInput.com/AccessOhio2045](http://PublicInput.com/AccessOhio2045) by August 31, 2020.

### **Grants & Funding Resources**

On a monthly basis, MVRPC highlights several funding opportunities on our website that could benefit our member communities. 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:**

- Choice Neighborhoods Planning Grants–Deadline: September 14, 2020
- Economic Development Research and National Technical Assistance – Deadline: September 30, 2020

**Attached is the latest grant funding opportunities specifically regarding COVID-19:****This time we are featuring information on:**

- Greene Giving Pandemic Relief Fund – Deadline: none listed
- Ohio EMS COVID-19 Grant – Deadline: December 30, 2020

If you need assistance with your grant pursuit or further research, please contact Kathryn Youra Polk, Senior Planner, at 937.223.6323 or [kyoura.polk@mvrpc.org](mailto:kyoura.polk@mvrpc.org).

**Upcoming MVRPC Meetings**

Most meetings are being cancelled or shifted to teleconference. Please check the agency calendar on [mvrpc.org](http://mvrpc.org) or contact Teresa to find out the status of your meeting. All upcoming TAC and Board meetings will be on Zoom.

August 6 <sup>th</sup> 8:30 a.m.	Executive Committee/ <b>CANCELLED</b>	
August 6 <sup>th</sup> 9:00 a.m.	Board Meeting	VIA Teleconference
August 13 <sup>th</sup> 9:30 a.m.	Miami Valley Disaster Recovery Impacted Jurisdictions	VIA Teleconference
August 13 <sup>th</sup> 1:00 p.m.	Electric Vehicle Charging Equipment Regional Application	
For additional information, contact Matt Lindsay at <a href="mailto:mlindsay@mvrpc.org">mlindsay@mvrpc.org</a> or 937.531.6548		
August 13 <sup>th</sup> 1:00 p.m.	Great Miami River Watershed Network	VIA Teleconference
Pre-registration required <a href="https://us02web.zoom.us/join/https://us02web.zoom.us/meeting/register/tZwsduuqrTwoGtVJBm0-kNMdGwHu8dfOrzeN">https://us02web.zoom.us/meeting/register/tZwsduuqrTwoGtVJBm0-kNMdGwHu8dfOrzeN</a>		
August 19 <sup>th</sup> 5:00 p.m.	2050 Long Range Transportation Plan Update	VIA Teleconference
August 20 <sup>th</sup> 9:30 a.m.	Technical Advisory Committee	VIA Teleconference
August 25 <sup>th</sup> 10:00 a.m.	HSTC/GRMI Coordinated Council Meeting	VIA Teleconference
August 25 <sup>th</sup> 2:30 p.m.	Regional Equity Initiative Meeting	VIA Teleconference