

BOARD OF DIRECTORS MEETING

October 4, 2018

9:00 AM

AGENDA

<u>Item</u>	<u>Topic</u>	<u>Page</u>	<u>Est. Time</u>	<u>Presenter</u>
I.	Introductions		9:00	J. O'Brien
II	Pledge of Allegiance		9:02	J. O'Brien
* III.	Approval of September 6, 2018 Meeting Minutes	1	9:03	J. O'Brien
IV.	Public Comment Period on Action Items		9:04	J. O'Brien
V.	MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS			
*	A. Recommended Adoption of Amendment to MVRPC's SFY2018-2021 Transportation Improvement Program (TIP)	5	9:05	P. Arnold
*	B. Recommend Adoption of Resolution Supporting the FAST Act Performance Management Targets	19	9:10	A. Parikh
*	C. FTA Transit Asset Management Plan Adoption	25	9:25	K. Frank Hoppe
*	D. 5310 Vehicle Project Management Plan Amendment	49	9:35	K. Lahman
VI.	INFORMATION ITEMS			
*	A. Update on FY2020 Dayton Development Coalition's Priority Development and Advocacy Committee (PDAC) Process	65	9:45	B. Daniel
**	B. Dayton Riverfront Plan – Five Rivers MetroParks		9:55	C. Scarff
** VII.	EXECUTIVE DIRECTOR'S REPORT		10:10	B. Martin
VIII.	ADJOURNMENT		10:15	J. O'Brien

* Attachment **Handout

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

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
BOARD OF DIRECTORS
MINUTES**

**Dayton Realtors
1515 S. Main St., Dayton, OH**

**September 6, 2018
9:00 AM**

Members/Voting Alternates

John Beals, City of Centerville
Michael Beamish, City of Troy
Becky Bennà, Five Rivers MetroPark
Katie Berbach, Tipp City
Dale Berry, Washington Township
Janet Bly, Miami Conservancy District
John Bruns, City of Union
Don Burchett, Moraine
Dick Church, City of Miamisburg
Georgene Dawson, DP&L
Chris Day, Preble County
Carolyn Destefani, Sugarcreek Township
Judy Dodge, Montgomery County
Mark Donaghy, GDRTA
Elmer Dudas, City of Springboro
Andy Fluegemann, ODOT District 8
Georgeann Godsey, Harrison Township
Art Haddad, Troy Chamber of Commerce
Brian Housh, Village of Yellow Springs
Matt Joseph, City of Dayton
Paul Keller, City of Fairborn
Tony Klepacz, City of Kettering
Sonny Lewis, City of Franklin
Sara Lommatzsch, City of Riverside
Dale Louderback, City of Xenia
Julia Maxton, SMRCOC
Mary McDonald, City of Trotwood
John Morris, Miami Township
Bob Morrison, Dayton Realtors
Chris Mucher, Miami Township, Greene Co.
John O'Brien, Miami County

Harold Robinson, City of West Carrollton
Amy Schrimpf, DDC
David Seagraves, City of Brookville
Arlene Setzer, City of Vandalia
Woody Stroud, Greene County Transit
Bill Vogt, City of Piqua
Deborah Wallace, Beavercreek Township

Other Alternates/Guests

Cassie Barlow, MVMAA
Kaye Borchers, Choice One Engineering
Tim Eggleston, Tipp City
Nathan Fischer, Woolpert
Dan Hoying, LJB Inc.
Paul Newman, Greene County Dev.
Quincy Pope, City of Trotwood
Chris Schmiesing, City of Piqua
Patrick Titterington, City of Troy

Staff Present

Paul Arnold
Bradley Daniel
Tim Gilliland
Alexandra Growel
Laura Henry
Kjirsten Frank Hoppe
Martin Kim
Kim Lahman
Laura Loges
Brian Martin
Ana Ramirez

I. INTRODUCTION

Chair O'Brien called the meeting to order. Self-introductions were made. The Pledge of Allegiance was recited.

II. APPROVAL OF JUNE 7, 2018 MEETING MINUTES

Ms. Lommatzsch made a motion to approve the minutes. Mr. Stroud seconded. The motion passed unanimously.

III. Public Comment Period on Action Items

None

IV. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

A. Recommended Adoption of Amendment to the 2040 Long Range Transportation Plan (LRTP)

Ms. Ramirez referred to the memorandum of the mailout regarding the amendment to the 2040 Long Range Transportation Plan (LRTP). Ms. Ramirez reviewed that this is required in order to establish conformity and reflect changes in scope or feasibility timeframe to existing LRTP projects being proposed for amendments in the SFY 2018-2021 Transportation Improvement Program (TIP) as a result of a recent court ruling. Ms. Ramirez stated that staff recommends adoption of the 2040 Long Range Transportation Plan (LRTP) amendment and referred to a resolution on page 9 of the mailout.

Mr. Joseph made a motion to recommend adoption. Mr. Vogt second the motion. The motion passed unanimously.

B. Recommended Adoption of Amendment to MVRPC's SFY2018-2021 Transportation Improvement Program (TIP)

Mr. Arnold referred to the 10th amendment to the SFY 2018-2021 TIP and the numerous changes made by MVRPC, ODOT and GDRTA. He referred to the packet showing the tables broken down by county as well as the statewide line item project tables. Mr. Arnold stated that staff recommends adoption of this TIP amendment and referred to a resolution on page 29 of the mailout.

Mr. Vogt made a motion to recommend adoption. Mr. Housh seconded the motion. The motion passed unanimously.

C. Recommend Approval of FAST Act Funds Availability Report and Project Solicitation Request

Mr. Arnold referred to the memorandum on page 31 of the mailout regarding the FAST Act Funds Availability Report and Project Solicitation Request. Mr. Arnold stated that a resolution was not necessary, but a vote for approval was. The table shows that \$16.088 million in STP and \$1.492 million in TA funds is available for this years' solicitations, as well as two years worth of CMAQ funds.

Ms. Wallace made a motion to recommend approval. Ms. Destefani second the motion. The motion passed unanimously.

D. Recommend Approval of updates to STP-CMAQ-TA Policies and Procedures

Mr. Arnold referred to the memorandum on page 35 of the mailout regarding the STP-CMAQ-TA Policies and Procedures. Mr. Arnold stated that staff recommends approval of the resolution on page 67 of the mailout.

Members had questions regarding the requirement of the Non-MPO jurisdictions to be a member of MVRPC. Mr. Arnold explained that in order to be eligible for the funds that they would have to be a member and keep their membership current during the funding/project process, which could take four to five years.

Mr. Mucher made a motion to recommend approval. Ms. Destefani second the motion. The motion passed unanimously.

E. Recommended Adoption of SFY2018 Transportation Work Program Completion Report

Mr. Kim referred to the memorandum on page 65 of the mailout regarding the SFY2018 Transportation Work Program Completion Report. Mr. Kim stated that staff recommends adoption of the resolution on page 89 of the mailout.

Mr. Donaghy made a motion to recommend adoption. Mr. Stroud seconded the motion. The motion passed unanimously.

V. INFORMATION ITEMS

A. Five Rivers MetroParks New Community Outreach Efforts and the upcoming Levy

Ms. Becky Benná with Five Rivers MetroParks presented on the new community outreach efforts, including their new slogan “Get Out & Explore Your MetroParks”. Ms. Benná also reviewed the upcoming Five Rivers MetroParks Levy and explained how it affects the funds available to Five Rivers MetroParks projects and their daily budget. Ms. Benná asked for everyone’s support on the levy and opened the floor for questions. This November, Five Rivers MetroParks is seeking support for a 1.8 mill renewal and 0.2 mill in expansion for a total of 2.0 mills. The renewal and expansion funding will help the park district return to slightly higher than its 2010 funding.

B. Miami Valley Military Affairs Association Strategic Impact

Ms. Barlow presented a PowerPoint presentation that reviewed the benefits and mission of Miami Valley Military Affairs Association (MVMAA). Ms. Barlow stated that the mission of MVMAA is to strengthen relationships with Miami Valley communities by assisting in meeting the needs of military personnel and their families. The association gets their funding through the annual golf outing and memberships. Ms. Barlow noted that all of the staff are volunteers, so all of the funding goes directly to benefit the military and their families. Ms. Barlow mentioned that they host get acquainted receptions so that our community off base can get to know the community on base and host events when there are special military visitors to introduce them to Miami Valley, as well as hosting award ceremonies.

VI. EXECUTIVE DIRECTOR'S REPORT

Mr. Martin thanked everyone for their presentations and stated how important the upcoming levy is to the area and Five Rivers MetroParks. Mr. Martin congratulated Ms. Wallace on her selection to the Greene County Women's Hall of Fame. Ms. Wallace mentioned that Ms. Barlow was being inducted into the Veteran's Hall of Fame this year. Mr. Martin reviewed the Executive Directors update, mentioning that the recent new Board and TAC members' orientation was well attended, Laura Henry's promotion and the staff outing on Monday, August 20, 2018 at the Dayton Dragons. Mr. Martin thanked everyone for their support of the recent resolutions and initiatives. Mr. Martin thanked the MVRPC staff for all of their work on these projects.

VII. ADJOURNMENT

Mr. O'Brien asked for a motion for adjournment. Mr. Joseph made a motion to adjourn. Ms. Wallace seconded the motion. The motion passed unanimously.

Brian O. Martin, AICP
Executive Director

John W. O'Brien
Chairperson

Date



MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: September 13, 2018
Subject: SFY2018-SFY2021 Transportation Improvement Program (TIP) Amendment #11

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 SFY2018-SFY2021 TIP amendment. The attached TIP Tables 4.1, 4.2 and 4.3 reflect the updated information for each specific project. Modifications to Statewide Line Item projects are shown on Table 4.6 and are provided for information only. A TIP terminology explanation chart of key abbreviations used in the highway/bikeway tables precedes Table 4.1.

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

Starting on October 1, 2018, TIP amendments must be developed in compliance with the transportation performance measure requirements of the FAST Act regarding transit assets. In June 2017, MVRPC's Board of Directors adopted a resolution adopting transit asset management (State of Good Repair) targets and MVRPC is currently coordinating with the three regional transit agencies on their individual Transit Asset Management Plans (TAMs). MVRPC is also working on a TAM for the 5310 program assets and the 5310 program TAM is expected to be adopted at the October 4, 2018 Board of Directors' meeting. There are currently 33 active projects in the TIP that address assets that are the subjects of TAMs (vehicles and facilities). The total cost of these projects is over \$182 million.

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 and 4.3.
- (3) Statewide Line Item Project table 4.6 (For information only)
- (4) Resolution Adopting Amendments to the SFY2018-2021 TIP

EXPLANATION OF ABBREVIATIONS USED IN TABLES 4.1 – 4.8

Project I.D. #

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

PID #

ODOT "Project Identification Number"

Air Quality Status

Identifies projects which were included
 in the LRTP air quality conformity analysis
 Upper Row = Project is Exempt or was Analyzed
 Lower Row = Build Year Scenario (2020, 2030 or 2040)

Phase of Work

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

LRTP Goal

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

FUND CODES, DESCRIPTION AND TYPICAL FUNDING SPLIT

Federal Allocation of ODOT or County Engineer Association Controlled Funds

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

Federal Allocation of MVRPC Funds

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

Other Funding Sources

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

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



Miami Valley Regional Planning Commission

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

Greene County Projects

COUNTY, ROUTE, SECTION:		GRE215-00.86		ODOT PID #	108836	MVRPC #	2152.5	PROJECT SPONSOR:	Xenia
DESCRIPTION: Columbus Street in Xenia over the North Branch of Shawnee Creek-Bridge rehabilitation.									
COMMENTS : New project, not in current TIP.									
TOTAL COST (000):		\$359	LET TYPE:	Local-let	A.Q. :	Exempt	LRTP GOAL:	G2-2	
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future	
ENG		STATE			\$2				
CON		LOCAL					\$18		
CON		STD					\$339		



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Table 4.2 RECOMMENDED SFY 2018 - SFY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Miami County Projects

COUNTY, ROUTE, SECTION: MIACR25A-18.16			ODOT PID # 105626		MVRPC # 2030.3	PROJECT SPONSOR: Miami County	
DESCRIPTION: CR 25A from 475' east of Indian Ridge Dr. to the Miami/Shelby County Line-Resurfacing.							
COMMENTS : Construction moved up to SFY2020 from SFY2021 based on request from project sponsor.							
TOTAL COST (000): \$490		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-2	
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG	STATE			\$6			
CON	LOCAL				\$205		
CON	STP				\$279		

COUNTY, ROUTE, SECTION: MIA075-19.01 L/R				ODOT PID # 94676	MVRPC # 1942.5	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: I-75 over Rush Creek-Remove and replace deficient structures and replace with new.							
COMMENTS : Construction delayed from SFY2022 to SFY2024 to reflect changes in Ellis.							
TOTAL COST (000): \$4,345		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2	
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG	NHPP					\$540	
ENG	STATE					\$61	
CON	NHPP						\$3,370
CON	STATE						\$374



Miami Valley Regional Planning Commission

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

Montgomery County Projects

COUNTY, ROUTE, SECTION:			MOT004-17.79/18.03		ODOT PID # 101849		MVRPC # 1849.5		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION:			SR 4 at Webster St.-Replace deteriorated bridge decks, paint substructure, investigate semi-integral abutment conversion and other miscellaneous patching of substructure units. SR 4 at Keowee St.-Replace expansion joint seals, replace failed flexible scupper connectors, patch superstructure.							
COMMENTS :			Construction delayed from SFY2023 to SFY2024 to reflect changes in Ellis.							
TOTAL COST (000):			\$5,431	LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future		
ENG		STATE	\$166							
ENG		NHPP				\$450				
ENG		STATE				\$113				
ENG		NHPP						\$150		
ENG		STATE						\$38		
CON		NHPP						\$3,611		
CON		STATE						\$903		

COUNTY, ROUTE, SECTION:		MOT - Jefferson Street Reconstruction		ODOT PID #	103170	MVRPC #	1897.2	PROJECT SPONSOR:	Dayton
DESCRIPTION:		Jefferson Street from Second Street to Fourth Street-Reconstruction including new sidewalks, curbs, driveway approaches, street lighting, parking meters, trees, catch basins and curb ramps.							
COMMENTS :		Construction moved up to SFY2020 from SFY2021 based on request from project sponsor.							
TOTAL COST (000):		\$2,291	LET TYPE:	Local-let	A.Q. :	Exempt	LRTP GOAL:	G2-2	
	PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future	
	ENG	STATE		\$25					
	ENG	LOCAL			\$62				
	CON	LOCAL				\$551			
	CON	STP				\$1,653			

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

Montgomery County Projects

COUNTY, ROUTE, SECTION: MOT070/075-14.00/18.24			ODOT PID # 82421		MVRPC # 876.3		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: I-70 from North Dixie Dr. to the Great Miami River and I-75 from Stop Eight Rd. to approximately 1 mile north of I-70-Overlay. Also, mill and fill ramps from I-70 to Airport Access Road.								
COMMENTS : Updated project name and description and increased Federal and State construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$5,473		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		STATE	\$46					
CON		IM			\$4,884			
CON		STATE			\$543			

COUNTY, ROUTE, SECTION: MOT741-03.62			ODOT PID # 90289		MVRPC # 1237.3		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: SR 741 from 0.01 miles north of SR 725 to the Miamisburg north corp. limit-Construction of curb and gutter, sidewalks, curb ramps, storm sewer, and pavement resurfacing, along with other related roadway items.								
COMMENTS : Added Federal and State R/W funds in SFY2019, decreased Federal HSIP construction funds and increased Federal STD, State and Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$3,321			LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-3	
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		STATE	\$113					
ROW		HSIP	\$506					
ROW		STATE	\$227					
ROW		HSIP		\$69				
ROW		STATE		\$91				
CON		HSIP			\$452			
ROW		HSIP			\$31			
CON		LOCAL			\$127			
CON		STATE			\$489			
ROW		STATE			\$69			
CON		STD			\$1,146			

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

Montgomery County Projects

COUNTY, ROUTE, SECTION: MOT070-07.08			ODOT PID # 97795		MVRPC # 1621.5	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: Kimmel Road over I-70-Replace bridge deck, convert to semi-integral abutments and patch structure.							
COMMENTS : Construction delayed from SFY2020 to SFY2021 to reflect changes in Ellis.							
TOTAL COST (000): \$1,973		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-2			
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG	NHPP	\$576					
ENG	STATE	\$88					
ENG	STATE	\$166					
ENG	NHPP	\$13					
ENG	STATE	\$1					
CON	NHPP					\$1,016	
CON	STATE					\$113	

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 : Construction delayed from SFY2021 to SFY2022 to reflect changes in Ellis.								
TOTAL COST (000): \$4,201		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		NHPP	\$195					
ENG		STATE	\$122					
ENG		NHPP		\$267				
ENG		STATE		\$67				
ENG		NHPP			\$57			
ENG		STATE			\$14			
CON		NHPP						\$2,782
CON		STATE						\$696



Miami Valley Regional Planning Commission

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

COUNTY, ROUTE, SECTION: MOT075-16.33 - SLI-032				ODOT PID # 102980	MVRPC # 1882.3	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: I-75 from Keenan Ave. to Stop Eight Rd.-Smooth seal.							
COMMENTS : Increased Federal and State construction funds to reflect changes in Ellis.							
TOTAL COST (000): \$1,334		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-2			
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG	STATE	\$31					
CON	NHPP			\$1,173			
CON	STATE			\$130			

COUNTY, ROUTE, SECTION: MOT675-05.31 - SLI-032			ODOT PID # 105395		MVRPC # 2039.5		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: I-675 at Loop Rd.-Replace bridge deck. Upgrade existing guardrail and end assemblies. Remover/replace railing, sidewalk/safety curb, and vandal fencing. Place new strip seal expansion joints. Paint structural steel. Patch abutments, pier columnt & caps, and backwalls using anodes and SCC. Correct slope protection. Replace steel rocker bearings with new elastomeric bearings at the abutments.								
COMMENTS : Added Federal and State PE funds in SFY2021 and construction delayed from SFY2023 to SFY2024 to reflect changes in Ellis.								
TOTAL COST (000): \$2,570			LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2	
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		STATE	\$80					
ENG		NHPP					\$315	
ENG		STATE					\$35	
CON		NHPP						\$1,926
CON		STATE						\$214

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

COUNTY, ROUTE, SECTION: D07 - BP/BH FY23 - SLI-032				ODOT PID # 105416	MVRPC # 2035.5	PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: Various bridges in Montgomery County-Paint the structural steel and reset bearings. Project will also include raising the approach slab, patching backwalls and structural steel repair.								
COMMENTS : Construction delayed from SFY2021 to SFY2023 to reflect changes in Ellis.								
TOTAL COST (000): \$2,190		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
	PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
	ENG	STATE		\$166				
	ROW	STATE		\$60				
	ROW	STATE				\$38		
	CON	NHPP						\$1,637
	CON	STATE						\$289

COUNTY, ROUTE, SECTION: MOT049-12.16 - SLI-032				ODOT PID # 106367	MVRPC # 2060.5	PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: SR 49 over the North Branch of Wolf Creek just north of US 40-Reface abutments using self consolidating concrete. Rebuild deck edges and corners of wingwalls. Correct flow of water so that it flows away from the abutments and fill in areas that are eroded along the abutments.								
COMMENTS : Construction delayed from SFY2021 to SFY2022 to reflect changes in Ellis.								
TOTAL COST (000): \$228		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL:		
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future	
ENG	STATE		\$55					
CON	NHPP						\$138	
CON	STATE						\$35	

COUNTY, ROUTE, SECTION: MOT070-06.71 - SLI-032				ODOT PID #	108041	MVRPC #	2119.8	PROJECT SPONSOR: ODOT District-7
DESCRIPTION: I-70 from SR 49N to Taywood Rd-Perform crack seal and pavement repairs.								
COMMENTS : Updated project name and limits and decreased Federal and State construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$405		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		STATE		\$41				
CON		NHPP			\$328			
CON		STATE			\$36			

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

COUNTY, ROUTE, SECTION: MOT075-16.83 - SLI-032				ODOT PID # 95398	MVRPC # 1555.5	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: I-75 at Timber Lane-Remove and replace bridge deck.							
COMMENTS : Construction delayed from SFY2021 to SFY2022 to reflect changes in Ellis.							
TOTAL COST (000): \$2,429		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-2			
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG	NHPP		\$268				
ENG	STATE		\$31				
ENG	NHPP			\$47			
ENG	STATE			\$5			
CON	NHPP						\$1,870
CON	STATE						\$208



**RESOLUTION AMENDING THE
SFY2018-SFY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

WHEREAS, all Federally funded transit and highway improvements within Greene, Miami and Montgomery County must be included in the region's Transportation Improvement Program (TIP) prior to the expenditure of Federal funds; and

WHEREAS, the SFY2018-SFY2021 Transportation Improvement Program was adopted on May 4, 2017; and

WHEREAS, MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for a SFY2018-SFY2021 TIP amendment; and

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

WHEREAS, this TIP amendment will not affect the regional air quality emission analysis of the SFY2018-SFY2021 TIP; and

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

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

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts **Amendment #11** to the SFY2018-SFY2021 Transportation Improvement Program as shown on the attached TIP Tables.

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

Brian O. Martin, AICP
Executive Director

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

Date



MIAMI VALLEY

Regional Planning Commission

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MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: September 13, 2018
Subject: Adoption of Resolution Supporting the FAST Act Performance Management Targets

The Fixing America's Surface Transportation Act (FAST Act) continues to place emphasis on the performance management approach first specified in the Moving Ahead for Progress in the 21st Century Act (MAP-21). It requires state DOTs, transit agencies, and MPOs to establish performance and outcome-based programs in several national priority areas.

While the various rules have different deadlines, generally, after a State DOT adopts targets for a particular rule, MPOs have 180 days from the date targets are established by a State to adopt their own targets or support the State's. The MPO deadline for adopting safety performance measure targets is February 27, 2019 and for measures regarding pavement, bridges, travel time reliability, freight travel time reliability, and emission reductions targets, the deadline is November 16, 2018. MVRPC has decided to support the State's targets for all applicable measures.

Exhibit 1 summarizes the safety measures and targets including the impact that a 1% annual reduction goal would have in the MVRPC area. Safety measures apply to all public roads and are adopted annually. Exhibit 2 summarizes measures and targets regarding pavement, bridges, travel time reliability, freight travel time reliability, and emission reductions. Measures described in Exhibit 2 generally apply to the National Highway System only and are adopted every four years.

A resolution to support the FAST Act performance management targets as established by ODOT is attached and staff recommends its adoption.

Attachments:

1. Summary of safety performance measures.
2. Summary of pavement, bridges, reliability, and CMAQ performance measures.
3. Resolution Supporting the FAST Act Performance Management Targets

Exhibit 1: Summary of Safety Performance Measures.

Safety Performance Measure	2013-2017 Baseline State	2018 Target State	2019 Target* State	2013-2017 Baseline MVRPC	2019 Target* MVRPC	Met Target or Progress?**
Number of Fatalities	1,083.4	1,051	1,062	77.0	75	No
Fatality Rate	0.93	0.91	0.91	0.89	0.87	No
Number of Serious Injuries	9,013.2	9,033	8,834	612.2	600	Yes
Serious Injury Rate	7.76	8.01	7.60	7.07	6.93	Yes
No. of Non-motorized Fatalities and Serious Injuries	852.8	840	836	66.4	65	Yes

* Using a 1% annual reduction goal from baseline conditions.

** First determination of progress would be made at the State level only, comparing 2018 targets to 2018 actuals. ODOT currently estimates that it will meet the targets for number of serious injuries and injury rate and make significant progress towards the number of Non-motorized Fatalities and Serious Injuries.

Exhibit 2: Summary of Pavement, Bridge, Reliability, and CMAQ Performance Measures.

State Target		MVRPC
NHS Pavement Condition	4 Year	2017 Baseline
Percentage of Interstate Pavements in Good Condition	50%	60.5%
Percentage of Interstate Pavements in Poor Condition	1%	0.0%
Percentage of Non-Interstate NHS Pavements in Good Condition	35%	23.6%**
Percentage of Non-Interstate NHS Pavements in Poor Condition	3%	2.3%
NHS Bridge Condition	4 Year	2017 Baseline
Percentage of NHS Bridges by deck area in Good Condition	50%	59%
Percentage of NHS Bridges by deck area in Poor Condition	5%	2%
NHS Travel Time Reliability	4 Year	2017 Baseline
Percent of person-miles traveled on the Interstate that are reliable	85%	98.9%
Percent of person-miles traveled on the Non-Interstate NHS that are reliable	80%	89.0%*
Interstate Truck Travel Time Reliability	4 Year	2017 Baseline
Interstate Truck Travel Time Reliability Index	<1.50	1.18
Total CMAQ Emission Reduction	4 Year	
VOC Total Emission Reduction	69 kg/day	NA
NOX Total Emission Reduction	537 kg/day	NA
PM2.5 Total Emission Reduction	36 kg/day	NA

* Concerns about reliability of source data

** Does not meet State's target for the measure



RESOLUTION SUPPORTING THE FAST ACT PERFORMANCE MANAGEMENT TARGETS

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 Franklin, Carlisle, 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 for the Dayton Metropolitan Area; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) required State Departments of Transportation (DOTs) and MPOs to set targets for safety, pavement, bridges, travel time reliability, freight travel time reliability, and emission reductions measures, and the Fixing America's Surface Transportation (FAST Act) reaffirms this requirement; and

WHEREAS, the Ohio Department of Transportation had to report annual targets for safety measures by August 31st, 2018; and

WHEREAS, the Ohio Department of Transportation had to report annual targets for pavement, bridges, travel time reliability, freight travel time reliability, and emission reductions measures by May 20th, 2018; and

WHEREAS, MPOs have 180 days to set targets following the above mentioned deadlines; and

WHEREAS, MVRPC working with the Ohio Department of Transportation (ODOT) has chosen to support ODOT's targets.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby supports ODOT's performance management targets as outlined in Exhibits 1 and 2 and agrees to plan and program projects that contribute to the achievement of such targets.

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

Brian O. Martin, AICP
Executive Director

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

Date



MEMORANDUM

To: Board of Directors

From: MVRPC Staff

Date: October 4, 2018

Subject: Adoption of the *Transit Asset Management Plan for the Miami Valley Regional Planning Commission* for Section 5310 Vehicle Management

The Fixing America's Surface Transportation Act (FAST Act) continues to place emphasis on the performance management approach first specified in the Moving Ahead for Progress in the 21st Century Act (MAP-21). The 2016 Transit Asset Management (TAM) Final Rule develops a framework for transit agencies to monitor and manage public transportation assets. Transit agencies are required to develop TAM plans and submit their performance measures and targets to the National Transit Database by October 2018. MVRPC is acting as a Group TAM Plan Sponsor for the agencies that receive 5310 funding and vehicles, but are not part of a Transit Agency's plan. In our region, Greater Dayton RTA, GreeneCATS, and Miami County Transit are responsible for preparing their own TAM Plans.

As the Group TAM Plan Sponsor, MVRPC staff has prepared a plan that includes inventory data on the vehicle fleets serving our local Human Service agencies, and analysis to determine which vehicles are in a State of Good Repair and which may need prioritized replacement. The TAM Plan for MVRPC is intended to work with the Program Management Plan for the *Enhanced Mobility for Seniors and Individuals with Disabilities* program (Section 5310) and is dependent on available funding.

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



Transit Asset Management Plan for the Miami Valley Regional Planning Commission

October 2018 (Revised 09/18/2018)

Introduction

In 2016, the Federal Transit Administration (FTA) published a rule, 49 CFR Part 625, to require public transit providers that receive Federal transit assistance to undertake certain transit asset management activities. Transit Asset Management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation. Asset management is a cornerstone of effective performance management. By leveraging data to improve investment decision-making, asset management improves reliability, safety, cost management, and customer service.

Maintaining transit assets, including rolling stock, infrastructure, equipment, and facilities, in a state of good repair is essential to maintaining safety, ensuring system reliability, and reducing long-term maintenance costs. In its 2010 National State of Good Repair Assessment, FTA found that more than 40% of bus assets and 25% of rail transit assets were in marginal or poor condition. There is an estimated backlog of \$50–\$80 billion in deferred maintenance and replacement needs, a backlog that continues to grow. Transit agency customers, policymakers, and public agencies are holding agency management accountable for performance and increasingly expect more business-like management practices. The magnitude of these capital needs, performance expectations, and increased accountability requires agency managers and accountable executives to become better asset managers.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), and the subsequent Fixing America's Surface Transportation (FAST) Act, mandated the establishment of a National Transit Asset Management (TAM) System that would develop a definition of "state of good repair;" required recipients and subrecipients of federal transit funding to develop transit asset management plans, and established state of good repair performance measure and reporting requirements.

To ensure compliance with the requirements of MAP-21, the FTA published a final rule on TAM planning requirements on July 26, 2016. The final rule included a transit-specific asset management framework for managing assets individually and as a portfolio of assets that comprise an integrated system. Within that framework, the FTA identified three potential roles in transit asset management planning:

1. Tier I Provider is a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit. Tier I providers must develop their own, individual TAM plan.
2. Tier II Provider is a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe. Tier II providers can develop their own individual TAM plan or can be included in a group plan developed by a sponsor agency.
3. Sponsor Agency is a State, a designated recipient, or a direct recipient that develops a group TAM for at least one tier II provider.

Miami Valley Regional Planning Commission is the Designated Recipient for FTA Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) funding and is therefore the Sponsor Agency for the various Tier II agencies that have received and operated 5310 funded vehicles. The group plan sponsor is responsible for setting unified targets for the plan participants. Participants must also provide the Sponsor with any information necessary and relevant to completing the original plan and any future revisions.

Tier II providers may only participate in one group plan and must provide written notification to MVRPC if they choose to opt-out and develop their own plan. Greater Dayton RTA, GreeneCATS, and Miami County Transit have all opted to develop their own plans.

Transit Asset Management Plan Requirements

MVRPC has developed this Regional Transit Asset Management Group Plan in accordance with the guidelines established by the FTA. Specifically, CFR 625.25 requires that all TAM plans include:

1. An inventory of the number and type of capital assets. The inventory must include all capital assets that the provider owns, except equipment with an acquisition value under \$50,000 that is not a service vehicle. (All service vehicles are included, regardless of value.) The inventory also must include third-party owned or jointly procured exclusive-use maintenance facilities, passenger station facilities, administrative facilities, rolling stock, and guideway infrastructure used by a provider in the provision of public transportation. The asset inventory must

be organized at a level of detail commensurate with the level of detail in the provider's program of capital projects.

2. A condition assessment of those inventoried assets for which a provider has direct capital responsibility. A condition assessment must generate information in a level of detail sufficient to monitor and predict the performance of the assets and to inform the investment prioritization.
3. A description of analytical processes or decision-support tools used to estimate capital investment needs over time. Decision support tool means an analytic process or methodology to help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or to assess financial needs for asset investments over time.
4. A project-based prioritization of investments.

In addition to required elements noted above, group plan sponsors must ensure the following:

1. Coordination with the development of the plan with each Tier II provider's Accountable Executive; and
2. That the completed group plan is made available to all participants in a format that is easily accessible.

Transit Asset Inventory

Tam Plan Inclusion – Open v. Closed Door Service

Per the FTA's interpretation, if a transportation provider's funding comes only via Section 5310, and none of the services provided are open to the public or segment of the public (seniors, disabled or low income), then the transit provider is exempt from the transit asset management rule. MVRPC contacted all 5310 recipients in its region to determine if they are considered open door by reviewing agency eligibility criteria for transportation purposes. If the agency had membership or client specific criteria above and beyond the definition of segment of the public, as a requirement to use transportation services the agency was deemed "closed door" and exempt from this plan. Below is a list of agencies with closed door transit operations.

Table 1: Agencies NOT Open Door

Providers:	Number of FTA Funded Vehicles held by "Closed Door" Agencies	Number of Non-FTA Funded Vehicles held by "Closed Door" Agencies	Number and Type of Vehicles in total fleet	Accessible Vehicles in the Fleet
Interfaith Hospitality Network of Greene County Women's Recovery Center	0	1	1 Minivan	No
Miami County YMCA	0	2	2 non-accessible vans	No
RT Industries	0	4	4 (1 school bus, 1 small bus, 2 mirco buses)	No
Tipp City Senior Center	6	10	19 (10 buses, 6 mini-buses, 3 MV-1 vehicles)	Yes
Rides To Work	0	0	None - Volunteer rides among members	N/A
Partners In Hope	0	0	2-3 Vehicles, referral from social services organization	No
Choices in Community Living	0	18	18 (four passenger cars)	No
Montgomery County Board of Developmental Disabilities	0	62	21 accessible vehicles	Yes
Places Inc.	0	50	50 accessible and specially modified school buses; 35 accessible vans	Yes
Resident Home Association (RHA)	0	13	13, consisting of vans and one maintenance van	Yes
South Community, Inc.	0	16	16, 10 full vans, 6 accessible vans	Yes
United Rehabilitation Services of Greater Dayton (URS)	1	3	1 5310 van (not open door), 2 15 passenger vans non-accessible, 1 minivan	No
	3	0	4 accessible transit vans	Yes

Providers:	Number of FTA Funded Vehicles held by "Closed Door" Agencies	Number of Non-FTA Funded Vehicles held by "Closed Door" Agencies	Number and Type of Vehicles in total fleet	Accessible Vehicles in the Fleet
Wesley Community Center, Inc. (WCCI)	4	0	5 (2 twelve passenger mini bus, 2 seven passenger mini-vans, 1 ten passenger mini bus)	Yes
YMCA of Greater Dayton	0	10	10 (mix of school buses and mini buses)	N/A
The Castle/ Friends at the Castle	0	1	1 (12 passenger mini bus)	Yes
Goodwill/Easter Seals of Miami Valley	0	40	40 (buses, sedans, mini buses)	Yes
Graceworks Lutheran Services	0	6	6 (2 shuttle buses, 2 handivans, 2 sedans)	Yes
Safehaven, Inc.	0	4	4	No
Dayton VA Medical Center	0	3	N/A (3 vehicles available for Dayton VA, fleet manager has more vehicles if needed for emergency purposes)	Yes
Universal Transportation Systems	Not Available	Not Available		
Eastway Corporation	5	9	23	No
American Cancer Association	0	0	30 total volunteers = 30 total cars	No
Elderly United of Springfield and Clark County, Inc.	1	0		
Total Vehicles	20	252		

Open Door Agencies

Open Door Agencies are those that provide regular shared-ride transportation services that are open to the general public or open to a segment of the general public defined

by age, disability, or low income. The following is a list of agencies with open door operations, and the vehicles associated with each agency.

Table 2: Open Door Agencies

Providers:	Number of FTA funded vehicles held by "Open Door" agencies	Number of Non-FTA funded vehicles held by "Open Door" agencies	Number and Type of Vehicles in total fleet	Accessible Vehicles in the Fleet
Xenia Adult Recreation and Service Center	6	14	20, all accessible, from mini-vans to 16 passenger vehicles	Yes
Yellow Springs Senior Center	0	3	3 sedans, plus volunteers sometimes use own vehicles	No
Toward Independence	7	8	13 accessible transit buses, 2 (15 passenger vans)	Yes
Deardoff Senior Citizens Center (does not have vehicles) + Franklin Township (has the vehicles)	2	1	3, modified accessible vans/trucks	Yes
Warren County Community Services	3	7		Yes
City of Kettering - Lathrem Senior Center	3	4	6, consisting of 3 accessible vans and 3 sedans	Yes
Rec West Enrichment Center	1	2	3 (2 vans, 1 sedan)	Yes
Vandalia Senior Center/ City of Vandalia	0	1	1	No
Brookville Area Handivan Ministry	0	7	7 (4 sedans, 3 vans)	Yes
Total Vehicles	22	47		

Data Collection

The data collected from Participating Tier II Agencies includes information on each asset such as mileage, funding source, ownership and description of the asset, and vehicle condition ranking. The forms used to collect data, in the summer of 2018, were developed in Microsoft Excel and were easily completed by systems and electronically sent to MVRPC. In addition, the providers report on their vehicles every 6 months using an Ohio Department of Transportation FormStack form, the *Specialized Transportation (5310) Program Vehicle Monitoring Report*. The report form is found at <https://odot.formstack.com/forms/vehiclemonitoringreport>, and copies of the reports relevant to the MVRPC Region are sent back to the MPO.

Vehicle Types

MVRPC is using the same vehicle typology as the Ohio Department of Transportation, as many of our local agencies still use older vehicles that were funded by ODOT. MVRPC does not fund all of these vehicle types with our regional Section 5310 funding. The vehicles operated by the Participating Agencies included the following:

- Automobile (AO)
- Modified Minivan (MMV)
- Standard Minivan (SMV)
- Dedicated Mobility Vehicle (MV-1)
- Converted Van (CV)
- Light Transit Narrow Body Vehicle (LTN)
- Light Transit Vehicle (LTV)

Condition Assessments

In an effort to determine the State of Good Repair (SGR) that truly reflects the condition of the asset, MVRPC uses a three-factor analysis to determine SGR for rolling stock. The factors include useful life, useful mileage, and condition assessment. Each factor uses a 1-5 scale and utilizes the useful life and miles taken from Table 3. Taking an average of the three factors allows MVRPC to identify rolling stock that may not have met its useful life but due to extremely high mileage or adverse operating conditions may no longer be fit for its intended purpose. Conversely, a vehicle exceeding its useful life may have low mileage and is in good condition and is fit for its intended purpose.

Useful Life Assessment

The Useful Life can mean either the expected life cycle of a capital asset or the acceptable period of use in service before the vehicle would be disposed of by the funding authority. The Useful Life Ranking is set as follows:

- 0-1 year old vehicles = “5” Ranking
- 1-3 year old vehicles = “4” Ranking
- 3-4 year old vehicles = “3” Ranking

- 4-5 year old vehicles = “2” Ranking
- >5 year old vehicles = “1” Ranking

Useful Miles Assessment

Useful Miles takes the current mileage of a vehicle and calculates a ranking using the following scale:

- 0-25,000 Miles = “5”
- 25,001-75,000 Miles = “4”
- 75,001–100,000 Miles = “3”
- 100,001-125,000 Miles = “2”
- >125,001 Miles = “1”

Vehicle Condition Assessment

Rolling stock assessments are conducted by transit management or operations supervisors using a scale of 1 to 5. To conduct a proper vehicle assessment the inspector is required to not only assess the physical vehicle, but also review the maintenance file. The reviewer will identify preventive maintenance inspections as well as maintenance repairs classified as minor or major repairs. Major repairs include substantial work to engine and drivetrain, electrical, body, lift replacement or computer. Minor repairs may include brakes, alignment, minor lift repairs, and other lower cost repairs not associated with preventive maintenance.

Rolling Stock Condition Ranking

- 5 - Excellent - brand new - no major problems exist - only routine maintenance
- 4 - Good - elements are in good working order - requiring only nominal or infrequent minor repairs (greater than six months between repairs)
- 3- Fair - requires frequent minor repairs (less than six months between repairs) or frequent major repairs (more than six months between major repairs)
- 2- Poor - requires frequent major repairs (less than 6 months between major repairs)
- 1 - Bad - in poor condition - continued use presents potential problems

Definitions

Minor Repairs: repairs resulting in minimal out of service time (Oil changes and preventive maintenance inspections should not be included). Examples include:

- Windshield wipers
- Tire repair/replace
- Replace mirror
- Repair seat cover
- Adjust lift
- Replace starter
- Replace battery

- Add fluids
- Brakes

Major Repairs: extensive work as a result of an accident, engine or transmission failure, extensive computerized systems repairs, extensive suspension work.

Condition Assessment Rating Scale

By taking an average of the above rating factors for each vehicle, MVRPC is able to come up with a ranking for each of the vehicles in the Region.

4.8-5.0	Excellent - No visible defects, new or near new condition, may still be under warranty if applicable
4.0-4.7	Good - Defective or deteriorated component(s), but is overall functional
3.0-3.9	Adequate - Moderately deteriorated component(s), but has not exceeded useful life
2.0-2.9	Marginal - Defective or deteriorated component(s) in need or replacement; exceeded useful life
1.0-1.9	Poor - Critically damaged component(s) or in need of immediate repair; well past useful life

Table 3: Vehicle Condition Assessment and Rankings – FTA Funded Vehicles

Transportation Provider Name	Year	Vehicle Type	Source of Funding	Mileage	COND SGR	UL SGR	UM SGR	AVG. SGR	SGR STATUS ≤2.5
Franklin Township	2016	Dedicated Mobility Vehicle (MV-1)	FTA 5310	59218	4	4	4	4	
Franklin Township	2014	Light Transit Narrow Body Vehicle (LTN)	FTA 5310	2631	5	4	5	4.67	
Warren County Community Services	2013	Light Transit Narrow Body Vehicle (LTN)		33901	5	3	5	4.33	
City of Kettering Warren County Community Services	2009	Light Transit Vehicle (LTV)	ODOT	63416	3	1	4	2.67	
	2010	Modified Minivan (MMV)		124706	4	1	2	2.33	NON-SGR
City of Kettering	2010	Modified Minivan (MMV)	ODOT	104593	4	1	2	2.33	NON-SGR
City of Kettering	2010	Modified Minivan (MMV)	ODOT	96539	4	1	3	2.67	
Rec West Enrichment Warren County Community Services	2016	Modified Minivan (MMV)	ODOT	20979	4	4	5	4.33	
	2012	Standard Minivan (SMV)		77557	5	1	3	3	
Wesley Community Center	2013	Modified Minivan (MMV)		45991	4	2	4	3.33	
Wesley Community Center	2016	Light Transit Vehicle (LTV)		22820	5	5	5	5	
Wesley Community Center	2016	Light Transit Vehicle (LTV)		16519	5	5	5	5	

Transportation Provider Name	Year	Vehicle Type	Source of Funding	Mileage	COND SGR	UL SGR	UM SGR	AVG. SGR	SGR STATUS ≤2.5
Wesley Community Center	2010	Modified Minivan (MMV)		109860	3	1	2	2	NON-SGR
Xenia Adult Recreation and Services Center	2016	Dedicated Mobility Vehicle (MV-1)	FTA 5310	24290	4	4	5	4.33	
Xenia Adult Recreation and Services Center	2016	Dedicated Mobility Vehicle (MV-1)	FTA 5310	27758	4	4	4	4	
Xenia Adult Recreation and Services Center	2016	Dedicated Mobility Vehicle (MV-1)	FTA 5310	28889	4	4	4	4	
Xenia Adult Recreation and Services Center	2016	Dedicated Mobility Vehicle (MV-1)	FTA 5310	22864	4	4	5	4.33	
Xenia Adult Recreation and Services Center	2016	Dedicated Mobility Vehicle (MV-1)	FTA 5310	29414	4	4	4	4	
Xenia Adult Recreation and Services Center	2016	Dedicated Mobility Vehicle (MV-1)	FTA 5310	28346	4	4	4	4	
Fairborn Senior Citizen Assoc.	2016	Converted Van (CV)	FTA 5310	30952	4	4	4	4	
Beavercreek Senior Center	2016	Light Transit Vehicle (LTV)	FTA 5310	31617	5	5	5	5	
Beavercreek Senior Center	2018	Light Transit Vehicle (LTV)	FTA 5310	5157	5	5	5	5	

Table 4: Vehicle Condition Assessment and Rankings – Non-FTA Funded Vehicles

Transportation Provider Name	Year	Vehicle Type	Funding Source	Mileage	COND. SGR	UL SGR	UM SGR	AVG. SGR	SGR STATUS <=2.5
Rec West Enrichment	2003	Automobile (AO)	Donation	109396	2	1	2	1.67	NON- SGR
City of Kettering	2008	Automobile (AO)	City or Municipal Funds	120205	3	1	2	2.00	NON- SGR
City of Kettering	1999	Converted Van (CV)	Private Foundation	34878	3	1	4	2.67	
City of Kettering	1999	Converted Van (CV)	Private Foundation	32961	3	1	4	2.67	
Rec West Enrichment	2010	Converted Van (CV)	Other	113091	3	1	2	2.00	NON- SGR
City of Kettering	2003	Light Transit Vehicle (LTV)	City or Municipal Funds	96189	3	1	4	2.67	
Vandalia Senior Center/ City of Vandalia	2008	Automobile (AO)	City or Municipal Funds	86887	3	1	3	2.33	NON- SGR
Beavercreek Senior Center	2009	Light Transit Vehicle (LTV)	City or Municipal Funds	123937	3	1	3	2.33	NON- SGR
Beavercreek Senior Center	2011	Standard Minivan (SMV)	City or Municipal Funds	106675	4	1	2	2.33	NON- SGR
Beavercreek Senior Center	2014	Dedicated Mobility Vehicle (MV-1)	City or Municipal Funds	47651	4	3	4	3.67	

Transportation Provider Name	Year	Vehicle Type	Funding Source	Mileage	COND. SGR	UL SGR	UM SGR	AVG. SGR	SGR STATUS <=2.5
Warren County Community Services	2016	Converted Van (CV)		27888	5	4	4	4.33	
Warren County Community Services	2007	Converted Van (CV)		94869	4	1	3	2.67	
Warren County Community Services	2008	Standard Minivan (SMV)		143689	3	1	1	1.67	NON- SGR
Warren County Community Services	2008	Converted Van (CV)		134444	3	1	1	1.67	NON- SGR
Warren County Community Services	2007	Converted Van (CV)		117144	3	1	2	2.00	NON- SGR
Warren County Community Services	2015	Converted Van (CV)		30752	5	4	4	4.33	
Warren County Community Services	2017	Light Transit Vehicle (LTV)		4576	5	5	5	5.00	

Decision Support Tools

Based on the three-factor analysis for Rolling Stock, MVRPC is able to calculate annual benchmarks for use in planning, and to be submitted to FTA as part of the NTD reporting cycle. Given this scale, the Miami Valley Region is able to document that the vehicles used by 5310 Provider Agencies are generally within a State of Good Repair, with an average condition rating above 2.5.

Table 5: State of Good Repair Summary

Vehicle Class	FTA	Non FTA	Total	NON SGR Total	NON SGR %
Automobile (AO)	0	3	3	3	100%
Modified Minivan (MMV)	6	0	6	3	50%
Standard Minivan (SMV)	1	2	3	3	100%
Dedicated Mobility Vehicle (MV-1)	7	1	8	0	0%
Converted Van (CV)	1	8	9	3	33%
Light Transit Narrow Body Vehicle (LTN)	2	0	2	0	0%
Light Transit Vehicle (LTV)	5	3	8	1	13%
Totals	22	17	39	13	

Performance Targets

The summary and performance targets for reporting are listed below.

Table 6: Performance Targets – Useful Life Benchmark

Assets	Performance Target	Vehicle Age <ULB	Vehicle Age >ULB	Total	2018 Baseline	Target ULB
Automobile (AO)		0	3	3	100%	4 years 100k
Modified Minivan (MMV)		1	5	6	83%	4 years 100K
Standard Minivan (SMV)		0	3	3	100%	4 years 100k
Dedicated Mobility Vehicle (MV-1)		8	0	8	0%	4 years 100k
Converted Van (CV)		3	6	9	67%	4 years 100k
Light Transit Narrow Body Vehicle (LTN)		2	0	2	0%	5 years 100k
Light Transit Vehicle (LTV)		5	3	8	38%	5 years 100k
	No more than 45% to exceed ULB in 2019	19	20	39	51%	

Table 7: Alternate Performance Target - SGR Based Benchmark

2018 Baseline Performance Measure	Total Vehicles	NON SGR Total	2018 Baseline NON SGR %
Totals	39	13	33%
Performance Target 2019	Vehicles with SGR >2.5	No more than 25%	

The above performance targets are based on the limited ability of MVRPC to predict what local agencies will apply for replacement vehicles and be able to provide local match funding.

Investment Prioritization

Through the inventory and condition assessment process, MVRPC is able to generate a listing of capital assets in need of replacement or rehabilitation. In an effort to achieve an increased level of State of Good Repair (SGR) and assure transit riders and transit employees that the vehicles they are riding or operating are safe and reliable, MVRPC will annually generate a Priority Asset List to guide future investment decisions. Other factors may have an impact on the ability to replace the assets on the Priority list, but knowing the deficiencies would give MVRPC the ability to plan more effectively for the years to come.

Vehicles In Need Of Replacement

The following Table shows a list of assets scoring the lowest average condition assessment based on the three-factor analysis for rolling stock. Any vehicle with a score below 2.5 is included.

Table 8: Priority Replacement

Transportation Provider Name	Year	Vehicle Type	Manufacturer Model	AVG. SGR	SGR STATUS <=2.5
Beavercreek Senior Center	2009	Light Transit Vehicle (LTV)	Ford F350	2.33	NON-SGR
Beavercreek Senior Center	2011	Standard Minivan (SMV)	Dodge Caravan	2.33	NON-SGR
City of Kettering	2010	Modified Minivan (MMV)	Dodge Grand Caravan SE	2.33	NON-SGR
City of Kettering	2008	Automobile (AO)	Chevy Impala	2.00	NON-SGR
Rec West Enrichment	2003	Automobile (AO)	Chevy Impala	1.67	NON-SGR
Rec West Enrichment	2010	Converted Van (CV)	Ford Econoline	2.00	NON-SGR

Transportation Provider Name	Year	Vehicle Type	Manufacturer Model	AVG. SGR	SGR STATUS <=2.5
Vandalia Senior Center/ City of Vandalia	2008	Automobile (AO)	Chevy Uplander	2.33	NON- SGR
Warren County Community Services	2010	Modified Minivan (MMV)		2.33	NON- SGR
Warren County Community Services	2008	Standard Minivan (SMV)	Dodge Caravan	1.67	NON- SGR
Warren County Community Services	2008	Converted Van (CV)	Chevy Uplander	1.67	NON- SGR
Warren County Community Services	2007	Converted Van (CV)	Chevy Uplander	2.00	NON- SGR
Wesley Community Center	2010	Modified Minivan (MMV)	Braun	2.00	NON- SGR

5310 Program Management Plan

MVRPC Adopted a Program Management Plan for the Section 5310 Specialized Transportation program in 2013. This program provides funding for traditional vehicles for our Region's Human Services transportation fleet. By considering the result of the annual Priority Asset List when applicants request 5310 funding, MVRPC staff will have a strengthened platform for determining investment priority. The staff will also take the following language, from the 5310 PMP, into consideration:

"Priority projects may be identified by the Regional Coordination Council and funded without a competitive selection process, as is permitted under FAST Act. These projects could be conducted by a Direct Recipient or by an eligible sub-recipient, or through contract with a third party. The Regional Coordination Council could identify the appropriate implementing agency, or could develop a Request for Qualifications which would be publicly advertised.

In the case of the 55% floor for traditional capital projects, funding priorities are as follows:

- First priority: replacement of 5310 vehicles which have outlived their useful life. Documentation that a current vehicle has met the useful life criteria will be required. Agencies requesting replacement vehicles will need to document that their current fleet is meeting mileage and passenger

minimums and that the agency is an active participant in the coordination process.

- Second priority: expansion vehicles to address unmet needs which have been identified and documented by a currently participating agency or by the Coordination Council. Agencies requesting expansion vehicles will have to document that their current vehicles were meeting mileage and passenger minimums and that the agency was an active participant in the coordination process. Agencies will have to demonstrate they have the administrative capacity to expand services.
- Third priority: expansion vehicles to address an unmet need that has been identified and documented by an agency that is not currently participating in the 5310 program, or by the Coordination Council. If the Council identifies an unmet need, and no currently participating agency can meet that need, the Council can solicit a new entity to meet that need. Newly participating agencies would have to demonstrate that they have the administrative capacity to provide services and develop a service plan.

First Priority vehicles will not be subject to competitive selection. Second and third priority request may compete against like applications, if competitive selection is deemed appropriate by the Coordination Council. All projects must be identified in the Coordinated Plan.”

The Transit Asset Management Plan will guide MVRPC’s investment prioritization to maintain the Regions fleet of 5310 vehicles safe and in a state of good repair.

Communications

MVRPC has met with ODOT’s Office of Transit regarding preparation of the TAM Plan, and to ensure that the MPO’s plan coordinates with but does not overlap the State’s group plan. MVRPC has met with or coordinated over the phone with all the participating Transportation Providers regarding the data collected for the TAM Plan and the use of the data to establish performance targets. The signatures of the Accountable Executives for each agency are attached.

The Transit Asset Management Plan will be posted on the MVRPC website, www.mvrpc.org, to ensure public access.

Appendix A: Authorization of Accountable Executives

Authorization of the Accountable Executive, typically each participating agency's chief executive, is required for the TAM Plan. The performance targets established annually will apply equally to all participants in the group plan. The annual targets do not need to be approved by the Accountable Executives, though they may be consulted.

MVRPC Executive Director

Brian O. Martin, Miami Valley Regional Planning Commission

Date

Appendix A: Participating Agency Directors

Beavercreek Senior Center	Date
City of Kettering	
Fairborn Senior Citizen Association	
Franklin Township	
Rec West Enrichment	
Vandalia Senior Center/ City of Vandalia	
Warren County Community Services	

Appendix A: Participating Agency Directors

Wesley Community Center

Xenia Adult Recreation and Services Center



**RESOLUTION TO ADOPT THE METROPOLITAN PLANNING AREA'S TRANSIT ASSET
MANAGEMENT PLAN FOR SECTION 5310 VEHICLE MANAGEMENT**

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 Moving Ahead for Progress in the 21st Century Act (MAP-21) required a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and the Fixing America's Surface Transportation Act (FAST Act) reaffirms this requirement; and

WHEREAS, the Miami Valley Regional Planning Commission (MVRPC) is the Designated Recipient for the *Enhanced Mobility for Seniors and Individuals with Disabilities* program (Section 5310), managing the inventory of vehicles and funding for the MPO region; and

WHEREAS, MVRPC is therefore the Sponsor Agency for the various Tier II agencies that have received and operate 5310 funded vehicles; and

WHEREAS, MVRPC has prepared a Transit Asset Management Group Plan and has coordinated with the Accountable Executives for each Tier II agency listed in the plan to authorize said plan.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission adopts the *Transit Asset Management Plan for the Miami Valley Regional Planning Commission*.

Brian O. Martin, AICP
Executive Director

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

Date

MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: October 4, 2018
Subject: Amendment to the 2013 FTA Section 5310 Project Management Plan

The Miami Valley Regional Planning Commission is responsible for awarding program funds to ensure that transportation options for seniors and people with disabilities will be maintained and improved. The primary method for achieving this goal is to provide financial support for accessible vehicles to non-profit agencies and government entities which supplement the service available through the public transit systems in Montgomery, Greene, Miami and northern Warren counties (the *Enhanced Mobility for Seniors and Individuals with Disabilities* program).

In 2013, a Program Management Plan (PMP) was developed to meet federal requirements and facilitate MVRPC's management and administration of the *Enhanced Mobility for Seniors and Individuals with Disabilities* program. The PMP serves as a guide to the general public and prospective applicants and describes policies and procedures for administering the program

In 2014, the Greater Dayton Regional Transit Agency (GDRTA) became a partner in administering the 5310 program and began acting as the purchasing agent for the program. Participating agencies committed in the application process to provide the down payment which is twenty percent of the value of the vehicle being purchased at the time vehicles were picked up.

The proposed policy change found on page nine of the PMP describes the partnership and responsibilities which fall under GDRTA. It states a requirement for agencies receiving 5310 vehicles **to pay the local match in full at the time the vehicle is ordered**. This amendment will assist in improving efficiency in the transfer of vehicles from GDRTA to the requesting agencies, in the prevention of vehicles not being claimed by agencies, and eliminate the need for GDRTA to carry the financial burden for each local match prior to the vehicles' arrival.

A copy of the FTA 5310 Project Management Plan and resolution are attached for your consideration.

The resolution will modify the PMP and agency policy regarding the timing for the payment of the 20% local share.



Program Management Plan
Federal Transit Administration (FTA) Section
5310: Enhanced Mobility for Seniors and
Individuals with Disabilities

Miami Valley Regional Planning Commission

(MVRPC) Revised 09/14/2018

a) Introduction, Philosophy, Goals & Objectives

The philosophy underlying the Miami Valley Regional Planning Commission's (MVRPC's) role as Designated Recipient for *Enhanced Mobility for Seniors and Individuals with Disabilities* (Section 5310) is to increase transportation options for people with disabilities and older people through the coordination and expansion of the efforts and resources of public transit agencies, human services agencies and private providers of public transportation services. The goal is to provide greater access to the community, including access to employment for people with disabilities and older residents.

Section 5310 under MAP-21 will include more eligible activities to enhance mobility for seniors and people with disabilities. These activities include: (1) former New Freedom activities - improvements that exceed the requirements of the Americans with Disabilities Act (ADA); (2) public transportation projects to improve access to fixed-route transit; (3) public transit projects expressly designed for seniors and people with disabilities, where transit is insufficient, inappropriate or unavailable; and (4) alternatives to public transportation that assist seniors and people with disabilities. "Public transportation projects to improve [seniors' and disabled persons'] access to fixed-route transit" is a newly eligible use of Section 5310 funds. This includes completion of pedestrian infrastructure projects including sidewalks, curb cuts, and concrete pedestrian pads at bus stops, if those improvements reduce the dependence of people with disabilities on paratransit by improving access to fixed route service.

MAP-21 requires that 55 percent of Section 5310 funds be spent on capital projects that address transportation needs of seniors and persons with disabilities. These capital projects include vehicles, to be used primarily by non-profits, which serve the special transportation needs of the elderly and individuals with disabilities. Also eligible are certain types of communication and scheduling equipment, including mobile data terminals and radio equipment. As was the case under SAFETEA-LU, all Section 5310 projects must be derived from locally developed, coordinated public transit-human services transportation plans.

MVRPC has and will encourage coordination through direct stakeholder involvement, sharing of information and best practices, promoting referrals among agencies and coordinated effort to secure local, state and federal funds to provide these services. Effort will be made to avoid duplication of service and to address gaps in service by encouraging coordination of existing resources and cooperative efforts to secure additional resources. In addition, efforts will be made to coordinate screening and training of drivers, purchase of vehicles and other administrative functions. In parallel with the roll-out of Section 5310, the Greater Dayton RTA is developing a One Call, One Click concept to better utilize the regional fleet of transit and human services vehicles and drivers. The goal of that project is to provide information, referral and trip brokerage services, first in Montgomery County, and later to the greater Miami Valley Region.

The new regional allocations for 5310 will allow us to reinforce that effort at coordination by ensuring that gaps in service are filled in a coordinated fashion.

Effort will be made to ensure that projects funded through 5310 are sustainable, even if FTA *Enhanced Mobility for Seniors and Individuals with Disabilities* funding becomes unavailable at a future date. All projects will be derived from the locally-developed *Public Transit – Human Services Transportation Coordination Plan for Greene, Miami, Montgomery and Northern Warren Counties* which was last updated in 2012 and will be updated in the future in synch with the Region's *Long Range Transportation Plan*.

b) Roles and Responsibilities

The MVRPC has requested that the Governor of the State of Ohio designate the MVRPC to receive and dispense FTA section 5310 funds in Greene, Miami, Montgomery and northern Warren counties. The MVRPC will be responsible for notifying eligible local entities of the

available funding, developing and administering a funding process, verifying applicant eligibility, developing and forwarding an annual Program of Projects (POP), developing and revising this Program Management Plan, certifying that grant distribution is fair and equitable, and certifying that all projects are derived from the locally developed coordinated plan. By taking the lead in the project selection process, MVRPC helps ensure fair and equitable distribution of funds across the Region.

MVRPC convenes and manages the Regional Transportation Coordination Council, and that body will be involved in the process for distributing funding throughout the Region. All, or a portion of, the available funding may be awarded through a competitive selection process, depending on the needs identified by the Council and availability of funding. However, the Coordination Committee reserves the right to identify specific high-priority projects and to decide how to best fund these priority projects.

Grantees who have projects selected, and who are current 5307 recipients, have been granted the authority to apply directly to FTA for 5310 funds. In addition, those 5307 Direct Recipients will also apply on behalf of non-5307 recipients in their service area for 5310 funds and will ensure that those entities meet all applicable certifications and assurances. A Supplemental Agreement will be provided to the 5307 Direct Recipients detailing their right to apply directly for funds and their role in assisting entities which are not Direct Recipients of FTA funds.

Documentation stating that the Designated Recipient allows and encourages the Direct Recipients to apply directly to FTA will be provided to each Direct Recipient. The documentation will indicate the name of the applicant, the amount and type of funding, capital or operating that has been approved, including the match and total project cost. Each 5307 applicant who applies directly to FTA will attach this document to their grant application. In addition, MVRPC will pin the Enhanced Mobility for Seniors and Individuals with Disabilities application of any Direct Recipient which applies directly to FTA, if such pinning is required by the FTA. This division of responsibilities will ensure a fair selection process and also utilize the 5307 recipients existing systems and expertise to ensure that FTA requirements, certifications and assurances are met.

Previous Related Responsibilities

In order to establish the long-term goals and objectives of the 5310 program MVRPC maintains the *Coordinated Transit- Human Services Plan*. The original planning effort resulted in the adoption of a Coordinated Plan and the establishment of regional and sub-regional level Transportation Coordination Committees. These committees will help develop and revise short and long term goals for the 5310 program.

In 2006, the MVRPC established a funding partnership with transit agencies from three affected counties to develop the required *Coordinated Transit – Human Services Plan*. In 2008, MVRPC's Technical Advisory Committee and Board of Directors, made up of representatives of jurisdictions, non-governmental organizations and private sector representatives, approved the original Coordinated plan and will approve the updates of that Coordinated Plan as necessary. Updates will occur approximately every four years, in synch with updates of the MVRPC Long Range Transportation Plan. Extensive outreach was conducted to public transit providers, private providers of public transportation, human services agencies, people with disabilities, seniors and the general public as part of the original plan development and the update of the plan in 2011 and 2012. A Regional Coordination Council made up of representatives from those sectors meets quarterly to provide ongoing input into the coordination process and to set priorities for improving transportation options in the Miami Valley.

c) Coordination

The 5310 project selection process will emphasize coordination, access and mobility management at all levels in order to provide enhanced transportation services to the target populations. The Designated Recipient acts as a facilitator for information sharing and creates opportunities for coordination through the establishment of committees, the hosting of informational meetings, and through distribution of local and federal funds. Coordination and mobility management are promoted through sharing best practice information with the Human Services Transportation Coordination contact list of nearly 500 individuals and agencies. This list is updated on an ongoing basis and new stakeholders are added as they are identified.

Sub-committees and task groups also will be used to discuss potential projects, encourage coordination and reach target populations. Other less formal coordination efforts are already occurring between and among public transit and human service agencies to better serve the needs of all transportation disadvantaged populations in the Region. The process of developing the coordinated plan has encouraged discussions that have resulted in increased communication and coordination among agencies.

Coordination activities that predate the availability of current MAP-21 5310 funding include the Coordinated Outreach for Areawide Specialized Transportation (COAST) and the Senior Transportation Expansion Project (STEP) in Montgomery County, and the Coordinated Agency Transportation System (CATS) in Greene County. A Regional Coordination Council was formed in 2008 for the purpose of continuing the coordination efforts that are already underway, and for further developing opportunities identified in the Coordinated Plan. This Council will be one forum for developing coordinated project applications for Section 5310 projects.

There have also been multiple joint driver training efforts, a program to distribute used GDRTA accessible vehicles, a dialysis transportation study and many other efforts. In addition, the MVRPC was the Designated Recipient for the 5316 (JARC) and 5317 (New Freedom) programs from 2008 until 2012. During that time, MVRPC managed the project solicitation and selection processes, and allocated all available funding in a timely fashion..

The MVRPC has also encouraged coordination by maintaining the directory of transportation providers and transportation purchasers that was created as part of the original coordinated planning process. The MVRPC has provided information about potential coordination partners to parties interested in applying for Section 5310 funding. The original static directory has now been replaced with a searchable online resource, www.miamivalleyridefinder.org

Since the annual Program of Projects for Section 5310 will be approved by both the MVRPC Technical Advisory Committee and the MVRPC Board of Directors, local elected officials and jurisdictional technical staff will be aware of and involved in the ongoing coordination process. MVRPC will continue to engage local officials during the project implementation process.

d) Eligible Subrecipients

Entities considered eligible subrecipients under federal guidelines for the Section 5310 are eligible for funding in the Greater Dayton UZA. Eligibility requirements are no more restrictive than the Federal Eligibility requirements. Subrecipients can include: duly formed private non-profits, government authorities, operators of public transportation services, including private providers of public transportation.

Potential recipients will be invited to become involved in the Regional Coordination Committee and their participation will be one criteria that will be considered when making award decisions.

e) Local Share and Local Funding Requirements

The MVRPC will follow federal guidelines for determining eligible local matching share. The local policy will be no more restrictive than the federal policy. During the application process, applicants will be required to specifically identify the source of match funds. Matching funds may include local tax revenue, private foundation funds, private sector contributions, and non-DOT federal funds including, but not limited to: TANF, Agency on Aging Title III B, Medicaid, Veterans' Care, and Vocational Rehabilitation funds intended to support transportation. Individual project sponsors are responsible for securing the match commitment, which must be documented with a signed letter of commitment when applications are submitted. The MVRPC will verify that the proposed match is legitimate under federal policy and is within the scope of the proposed project. Chapter 6 of our Coordinated Plan provides descriptions of various sources of transportation funding, many of which are eligible sources of the required match. In-kind match will be allowed, but only if the in-kind contribution is an integral part of the proposed project and the value of that match is documented and supported, and represents a cost which would otherwise be eligible under the program.

Expenditure of other federal funds for transportation outside of the scope of a proposed project cannot be applied as credit for local match in the FTA grant.

f) Project Selection Criteria and Method for Distributing Funds

Funds will be fairly and equitably distributed either through a competitive selection process, through a sub-committee of the Regional Coordination Council, or by recommendation of MVRPC staff. Project selection criteria will be developed based on the guidance provided in MAP-21 circulars for Section 5310 and the priorities identified in the local Coordinated Plan. Special emphasis will be placed on evidence of efforts to coordinate among public transit, human services and private providers of public transportation services. All projects will be judged by their capacity to improve access to the community for the target populations.

The process will be open and transparent and every effort will be made to reach multiple agencies that provide services to the primary target populations, assuring equity of access to the benefits of the grant programs among eligible groups, as required by Title VI of the Civil Rights Act. Since the development of the local coordinated plan, the MVRPC has compiled and updated a database of approximately 500 interested stakeholders, representing all segments of the study area, including advocates for people with disabilities, the elderly and minority populations. Funding opportunities will be communicated to that database, as well as through public notices and press releases in major newspapers, Spanish language newspapers and newspapers targeted to minority communities, per the MVRPC's public participation policy.

Section 5310 permits, but does not require a competitive selection process. Each year, the Regional Coordination Council will determine whether a competitive selection should be conducted, or whether funds should be allocated by the committee to projects that have been identified by that committee.

In the case of a competitive selection, funding requests will be submitted to the MVRPC, which will rank the projects according to criteria which are clearly communicated to potential recipients, with special emphasis on coordination, improved access, and on consistency with the locally-developed Public Transit- Human Services Transportation Coordination Plan.

When a competitive selection process is used, a detailed application workshop outlining the development of strong, competitive project applications will be offered. The workshop, *"How to Complete the Application,"* will be broadly advertised and offered to all interested applicants. Assistance in developing strong proposals will be offered to all applicants, with special attention to the needs of minority and Disadvantaged Business Enterprises. When a competitive selection process is used, projects will be ranked depending on the strength of the proposals

and the likely impact of the proposed project on priorities identified in the Coordinated Plan. Funds will be distributed to adequately fund the highest ranked project first, and as many other high-ranking projects as possible, in order of their ranking.

Priority projects may be identified by the Regional Coordination Council and funded without a competitive selection process, as is permitted under MAP-21. These projects could be conducted by a Direct Recipient or by an eligible sub-recipient, or through contract with a third party. The Regional Coordination Council could identify the appropriate implementing agency, or could develop a Request for Qualifications which would be publicly advertised.

In the case of the 55% floor for traditional capital projects, funding priorities are as follows:

- First priority: replacement of 5310 vehicles which have outlived their useful life. Documentation that a current vehicle has met the useful life criteria will be required. Agencies requesting replacement vehicles will need to document that their current fleet is meeting mileage and passenger minimums and that the agency is an active participant in the coordination process.
- Second priority: expansion vehicles to address unmet needs which have been identified and documented by a currently participating agency or by the Coordination Council. Agencies requesting expansion vehicles will have to document that their current vehicles were meeting mileage and passenger minimums and that the agency was an active participant in the coordination process. Agencies will have to demonstrate they have the administrative capacity to expand services.
- Third priority: expansion vehicles to address an unmet need that has been identified and documented by an agency that is not currently participating in the 5310 program, or by the Coordination Council. If the Council identifies an unmet need, and no currently participating agency can meet that need, the Council can solicit a new entity to meet that need. Newly participating agencies would have to demonstrate that they have the administrative capacity to provide services and develop a service plan.

First Priority vehicles will not be subject to competitive selection. Second and third priority request may compete against like applications, if competitive selection is deemed appropriate by the Coordination Council. All projects must be derived from needs identified in the Coordinated Plan.

Note: Evidence that the local coordinated plan was developed in cooperation with stakeholders, including individuals with disabilities utilizing transportation services, is provided through the MVRPC Public Participation Policy http://docs.mvrpc.org/Public_Participation_Policy.pdf and is available in the summary of Public Participation as part of the final Coordinated Plan.

g) Annual Program of Projects Development and Approval Process

Section 5310 permits, but does not require a competitive selection process. Each year, the Regional Coordination Council will determine whether a competitive selection should be conducted, or whether funds should be allocated by the committee to identified agencies in order to address regional priorities that have been identified by the Council.

If a competitive selection is determined to be warranted, the MVRPC will advertise the availability of Section 5310 funding and issue a call for projects to the HSTC interest database of nearly 500 agencies and individuals and through the MVRPC Technical Advisory Committee and Board of Directors.

An open house will be held for all interested parties to explain the application process, types of eligible projects, goals of the program, selection criteria, timetables, available funding, local match guidelines and performance monitoring requirements at the start of each application cycle. All information will also be available on the MVRPC website to allow for access to those materials by agencies unable to attend the open house.

h) Administration, Planning and Technical Assistance

The MVRPC staff will administer the competitive selection process, publish the Program of Projects. The MVRPC will provide oversight to the selected projects, per FTA guidelines, or will delegate that responsibility to a Direct Recipient through a Supplemental Agreement.

In addition, MVRPC staff members will provide ongoing technical assistance to agencies which provide transportation to the target populations. This assistance includes, but is not limited to: the sharing of best practices, the facilitation of meetings among agencies, assistance in developing recordkeeping and reporting capabilities, and assistance in grant applications to secure additional local, state, federal and private funds. The MVRPC also makes its expertise in GIS and mapping available to transit agencies and human services transportation providers on an as requested basis. The MVRPC website <http://www.mvrpc.org/> will be a repository for information and documents related to the Section 5310 program and to the coordinated planning process and will continue to be used to disseminate information about the programs and local coordination activities.

i) Transfer of funds

MVRPC will allow for transfer of funds in accordance with FTA guidelines. Safeguards will be followed to ensure that any transferred funds are used for Section 5310 projects, not to supplement 5307. Funds transferred to another FTA program must be tracked, managed and reported separately within the consolidated grant. Any funds transferred must be used in accordance with the guidelines of the receiving program.

The appropriate scope codes assigned by FTA will be used to identify Section 5310 projects. A letter will be sent to inform the FTA regional administrator of any transfer of funds and the fiscal year of apportionment, the amount of funds to be transferred, and the selected projects for which they will be used.

Once the applications have been selected for funding, MVRPC will allow current 5307 recipients the option of applying directly to FTA for 5310 funds. A signed Memorandum of Understanding will be provided to 5307 recipients detailing the roles and responsibilities of each party. MVRPC will also write a letter to FTA listing the projects that were approved for funding. The letter will indicate the name of the applicant, the amount and type of funding that has been approved, including the match and total project cost. The letter will also indicate whether the project can be applied to the required 55% which is to be devoted to "traditional" 5310 projects. Each 5307 applicant who chooses to apply directly to FTA will be required to attach this letter to their grant application in TEAM. Finally, 5307 recipients will be reminded to use the appropriate scope code in their 5307 TEAM application to indicate a Section 5310 project.

The Greater Dayton Regional Transit Agency (GDRTA) is a partner in administering the 5310 program and acts as the purchasing agent for the program. In addition, GDRTA will maintain continuous control of Section

5310 vehicles throughout the useful life of the vehicle by way of a lease arrangement with participating agencies. Participating or subrecipients will make a one-time payment equal to 20% of the value of the vehicle being purchased. The local match will need to be paid in full before the vehicle is ordered. When a vehicle reaches the useful life criteria established by FTA, the vehicle will be titled over to the operating agency which can continue using the vehicle or properly dispose of said vehicle.

j) Private Sector Participation: Private sector providers of public transportation services were actively invited to participate in the Coordinated Planning Process through timely public notices that were placed in local newspapers announcing all public involvement meetings and through direct invitation to those meetings. Full access to decisions made based on the Coordinated Plan will be available through the MVRPC and on the agency website.

Representatives of several private providers attended public meetings for the Coordinated Plan development. As part of the development of the Coordinated Plan, private providers were identified and surveyed concerning their capacity, service area, fares etc. and that information was inventoried in the final planning document.

Private providers have been encouraged to continue their involvement and to develop or participate in project applications if they so desire. Several private sector providers are members of the Regional Coordination Council, and the quarterly meetings are open to the public and any transportation-related agency. New private transportation providers will be added to the Human Services Transportation contact list upon request. Private sector providers of public transportation can participate in the 5310 program as subcontractors, but not as subrecipients.

k) Civil Rights

The Miami Valley Regional Planning Commission will comply with regulations to the end that no person shall, on the ground of race, color, sex, age, creed, handicap, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program from employment or activity for which it receives federal financial assistance either directly or indirectly from the federal departments, and other federal, state and local government sources as well as any and all national, regional, and local private funds; and hereby gives assurance that it will in all phases and levels of program and activities, act affirmatively to achieve equal opportunities for participation by actively seeking out qualified people for due consideration for availability and job opportunities and encouraging the involvement of the socially and/or physically disadvantaged population in all phases of the program.

In all cases, this assurance shall obligate this agency, the Miami Valley Regional Planning Commission, for the period during which the federal, state and local financial assistance are extended to it.

This assurance is given in consideration of and for the purpose of obtaining either directly or indirectly any and all federal grants, loans, contracts, property, or discounts, or other federal financial assistance extended after the date hereof to Miami Valley Regional Planning Commission by the United States federal departments and any and all other governmental agencies — including installment payments after such date on account of applications for financial assistance which were approved before such date; and any and all sources of private funding.

Miami Valley Regional Planning Commission recognizes and agrees that such financial assistance will be extended in reliance on the representations and agreements made in this assurance, and that the United States Government as well as state and local Civil Rights Commissions duly recognized shall have the right to seek judicial enforcement of this assurance. This assurance is binding on Miami Valley Regional Planning Commission, its successors, transferees, subrecipients and assignees.

The MVRPC will monitor subrecipients first by requiring a signed agreement outlining the expectations for subrecipients regarding Title VI, EEO and DBE. Civil Rights obligations will be addressed in the pre-application workshop. The application itself asks for information about the demographics of the target population, including ethnicity and income. Assistance in developing competitive proposals will be offered and given to all applicants, with special attention to minority applicants or applicants which serve a significantly minority demographic. In the case of 5307 recipients who apply directly for 5310 and funds, those agencies have in place the appropriate civil rights, DBE, and other assurances required by the FTA.

The MVRPC, or the Direct Recipient, will require demographic information, including ethnicity of riders and staff in required quarterly project reports. Subrecipients will be asked to report all project measures in a manner to include an ethnic breakdown of the population served. A process will be developed to solicit any complaints based on perceived discrimination based race, color, or national origin.

Additionally, subrecipients are required to certify compliance to MVRPC concerning a number of assurances, including:

- 1) Equal Employment Opportunity
- 2) Nondiscrimination on the Basis of Disability
- 3) Disadvantaged Business Enterprise Program; and
- 4) Compliance with Title VI of the Civil Rights Act of 1964

l) Section 504 and ADA Reporting

The MVRPC agrees to comply with the requirements of 49 U.S.C. §5301 (d) which state the federal policy that elderly individuals and individuals with disabilities have the same right as other individuals to use public transportation services and facilities, and that special efforts will be made in planning and designing those services and facilities to implement transportation accessibility rights for elderly individuals and individuals with disabilities.

The MVRPC will monitor subrecipients first by requiring a signed agreement outlining the expectations for subrecipients regarding Section 504 and ADA reporting. In the case of 5307 recipients who apply directly for 5310 and funds, those agencies have the appropriate ADA-related policies and procedures.

The MVRPC will require demographic information, including disability status of riders required quarterly project reports. Subrecipients will be asked to report all project measures in a manner to include both a disability and an ethnic breakdown of the population served. A process will be developed to solicit any complaints based on perceived discrimination based on disability status.

Actual reporting will be done through the local 5307 recipients for all projects in their service areas.

m) Program Measures

The reporting and data collection measures for the Section 5310 Program will be prescribed in the grant agreements with subrecipients. Subrecipients will be required to collect the following specific data:

- Services provided that impact the availability of transportation services for individuals with disabilities as a result of the Section 5310 projects implemented in the current reporting year. Examples include geographic coverage, service quality, or service times.
- Number of calls for information about transportation for elderly individuals and individuals with disabilities and the actual or estimated successful referrals of those calls will be requested.
- Additions or changes to the environmental infrastructure (e.g. transportation facilities, sidewalks, etc.) technology, or vehicles that impact the availability of transportation services as a result of Section 5310 projects implemented in the current reporting year.
- Actual or estimated number of rides (as measured by one-way trips) provided for individuals with disabilities or seniors as a result of the projects implemented in the current reporting year.

n) Designated Recipient Program Management

This Program Management Plan (PMP) describes the Miami Valley Regional Planning Commission's policies and procedures for administering the Federal Transit Administrations (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program. This PMP is designed to meet federal requirements and facilitate MVRPC's management and administration of the Enhanced Mobility for Seniors and Individuals with Disabilities Program. It will also serve as a guide to the general public and prospective applicants and to assist FTA in its oversight responsibilities by documenting MVRPC's policies and procedures for administering these programs.

MVRPC has assigned a staff person as project manager for its Program Management Plan. This staff person, or his designee, will be responsible for reviewing and processing all reports, plans and certifications required to be submitted under these regulations. MVRPC will review information provided by the subrecipients of 5310 funds on a quarterly basis, at a minimum. A quarterly progress report form is being developed to document the program measures for Enhanced Mobility for Seniors and individuals with Disabilities and as enumerated in (m) above.

The MVRPC project manager, or his designee, will establish and maintain a point of contact with each subrecipient and will monitor compliance through review of required quarterly reports, telephone inquiries and periodic site visits. When the subrecipient is a 5307 Direct Recipient, many of the required FTA monitoring safeguards will be in place at the Direct Recipient level and will be utilized to monitor compliance.

Accounting Systems, Financial Management, and Reporting

MVRPC has an established accounting and reporting system that meets or exceeds FTA requirements for financial management. In addition, all subrecipients must assure the MVRPC that each has fiscal control and accounting procedures that will permit preparation of the required reports as well as a level of expenditures adequate to establish that such funds are used consistent with the rules and requirements of the program. These systems will also allow for the accurate, current, and complete disclosure of all financially assisted activities, the establishment and maintenance of accounting records which are supported by source documents and which adequately identify the source and application of funds provided, the

effective control and accountability of cash, real and personal property, and other assets; the comparison of actual expenditures with budgeted amounts, allowing for the development of performance or productivity data and unit cost information, where appropriate; the application of OMB cost principles, agency program regulations, and the terms of subrecipient's grant agreement to determine the reasonableness, allowability, and allocability of costs; and a procedure for minimizing the time elapsing between the receipt of Federal funds and local disbursement.

All subrecipients receiving operating assistance will be required to report financial and operating data on a quarterly and annual basis. Milestone reports are also required for all capital and planning grants. Eligible Direct Recipients have in place accounting systems, financial management procedures and reporting capabilities adequate to meet the requirements of FTA.

All subrecipients receiving capital assistance are required to keep appropriate property control records on all equipment and real property. Federal Office of Management and Budget and Federal Transit Administration guidelines are used in meeting this reporting requirement.

Procurement, Property Management, vehicle use, maintenance and disposition

Eligible 5307 Transit authorities will manage capital from procurement until disposition using FTA required processes and management reviews.

Audits and Close-Outs

Subrecipients are responsible for securing organization-wide or grant specific audits. All audits performed on subrecipient under the Enhanced Mobility for Seniors and individuals with Disabilities program shall be in accordance with Office of Management and Budget, Circular A-133. The closeout of Enhanced Mobility for Seniors and individuals with Disabilities grants will occur after the MVRPC has received, reviewed, and accepted any final grant reports, and notified the grantee of such acceptance.

The legally authorized auditing body for all subrecipient (units of local government - cities, counties, towns, etc.) is the State Auditor. Subrecipients that contract with private companies for transit service must require that these companies provide them with their annual audit. The grantee is responsible for reviewing all sub-contractors' audit reports and appropriately resolving and reporting any findings.

The MVRPC or the appropriate Direct Recipient will perform a project closeout with subrecipients within 90 days after all funds are expended and all work activities for the project are completed. The MVRPC will initiate program of project (POP) closeout with FTA within 90 days after all work activities for the POP are completed. MVRPC will electronically submit a final Financial Status Report (SF 269A), final budget, and final POP via the TEAM system at the time of closeout. Direct Recipients of FTA funds can also complete this closeout process for projects awarded to the Direct Recipient or within the Direct Recipient's service area.

Subcontractors are required to submit a project activity narrative and status reporting with each invoice. Programs status is reviewed frequently and a comprehensive status report is prepared semi-annually. Program status reports for FTA grants are provided quarterly.

o) Other provisions

While the MVRPC will be the Designated Recipient of funds, it does not operate vehicles or provide direct transportation service. In approving grants to subrecipients, the MVRPC will require certifications and assurances from subrecipients that they will comply with other Federal requirements such as environmental protection, Buy America provisions, pre-award and post-delivery reviews, restrictions on lobbying, prohibition on exclusive school transportation, and drug and alcohol testing, as appropriate. Depending on the nature of the

project, MVRPC will require reporting on the relevant actions taken to comply with the federal requirements listed above as part of quarterly reporting.

In cases when a competitively selected project involves a Direct Recipient of FTA funds, that entity will apply for funds directly and monitor the project. Those agencies are familiar with and in compliance with FTA requirements as part of the 5307 process. We are also entering into supplemental agreements with the 5307 recipients in our area to complete the FTA grant process for any competitively-selected project in their service area regardless as to whether the 5307 recipient is directly involved in the project. The 5307 recipient will then provide the appropriate oversight and monitor FTA requirements through the life of the project.

**RESOLUTION TO AMEND THE 2013 PROJECT MANAGEMENT PLAN ADMINISTERED FOR
FEDERAL TRANSPORTATION ADMINISTRATION SECTION 5310 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 (ODOT) 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 Miami Valley Regional Planning Commission was named by the Governor of Ohio as the Designated Recipient for the Enhanced Mobility for Seniors and Individuals with Disabilities program (Section 5310) for the MPO region; and

WHEREAS, the federal surface transportation bill, Fixing America's Surface Transportation Act (FAST Act) provides a regional allocation for the *Enhanced Mobility of Seniors and Individuals with Disabilities* program (Section 5310) to be administered by the United States Department of Transportation, Federal Transit Administration (FTA); and

WHEREAS, FTA regulations require that each urbanized area create a locally developed Coordinated Public Transit-Human Services Transportation Plan prior to the award of these funds and that original plan was adopted in 2008 and the update of that plan was adopted in 2012 by the Board of Directors of the Miami Valley Regional Planning Commission; and

WHEREAS, MVRPC staff developed a Program Management Plan (PMP) which describes the MVRPC's policies and procedures for administering the FTA Section 5310 *Enhanced Mobility of Seniors and Individuals with Disabilities* program. The PMP serves as a guide to the general public and prospective applicants and to assist FTA in its oversight responsibilities by documenting MVRPC's policies and procedures for administering this program; and

WHEREAS, MVRPC seeks to include in the PMP, the requirement of 5310 vehicle subrecipients to make a down payment equal to twenty percent of the value of vehicle(s) being purchased. This local match would be paid at the time the vehicle(s) is ordered by the regional administrator and purchasing agent, Greater Dayton Regional Transit Authority.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission authorizes the amendment of the Program Management Plan to include the requirement for selected subrecipients of the Section 5310 *Enhanced Mobility of Seniors and Individuals with Disabilities* program to pay the mandated twenty percent local match at the time of ordering vehicle(s).

Brian O. Martin, AICP
Executive Director

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

Date



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MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: September 13, 2018

Subject: FY2020 Dayton Development Coalition's Priority Development and Advocacy Committee (PDAC) Process

The Miami Valley Regional Planning Commission is working with other organizations throughout the Miami Valley to identify projects that may be eligible for federal and state funding. We will be working with the Dayton Regional PDAC, which has developed a process to evaluate projects and establish a list of regional priorities and recommended projects that aid the community in speaking with one voice when pursuing funding opportunities. Solicitation for new projects will start September 24th, and through a committee decision, the top projects will be forwarded on to pursue funding opportunities.

The purpose of this process is to establish a list of projects which benefit the Miami Valley to be submitted as requests for funding. The intent of this process is to present the list in a timely fashion in a format that is useful and contains projects that are mature and potentially eligible for funding.

MVRPC is the lead agency for review and ranking of Transportation and Government Services projects. Transportation projects include surface, air, rail, transit, and pedestrian transportation-related projects. Government Services projects include criminal justice, first responders, community and neighborhood infrastructure, and K-12 education projects. The Transportation and Government Services review panel will evaluate proposed projects by the importance of the project and by the impact it will have in the Region. The list of recommended priorities will then be sent to the MVRPC Board of Directors for final review and adoption followed by submittal to the Dayton Regional PDAC. The schedule of the PDAC process is included on the following page.

Dayton Development Coalition's Proposed Project Priority Process Time Line

2018-2019

September 2018	Circulate draft changes in last year's process, timetable, and definitions.
September 2018	Confirm Review Panel members.
September 2018	Announcement of process details to potential project sponsors.
September 24, 2018	Begin project solicitation.
October 18, 2018	Seminar for Jurisdictions.
November 9, 2018	Deadline for project submissions.
November 9-December 28, 2018	MVRPC Staff review and ranking of projects.
November 19-December 7, 2018	Online Public Involvement by DDC.
December 28, 2018	MVRPC Staff release of draft rankings.
January 4, 2019	Project sponsor meeting.
January 10, 2019	PDAC Review Panel meeting.
January 17, 2019	Priority list submitted to MVRPC's TAC for review.
February 7, 2019	Priority list submitted to Board for final review and adoption.
February 2019	Full Priority Development and Advocacy Committee meet to make final recommendations.
March 2019	Process results seek funding.