

BOARD OF DIRECTORS MEETING

August 1, 2019

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. Beals
II.	Pledge of Allegiance		9:02	J. Beals
* III.	Approval of June 6, 2019 Meeting Minutes	1	9:03	J. Beals
IV.	Public Comment Period on Action Items		9:04	J. Beals
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.	Recommended Adoption of HSTC Plan	23	9:10	K. Frank Hoppe
* C.	Recommended Adoption of CY2019 Transportation Review Advisory Council (TRAC) Projects	35	9:25	B. Daniel
VI.	INFORMATION ITEMS			
*** A.	Greater Miami Valley Region Transportation Coordination Plan		9:35	K. Lahman
*** B.	Sustainable Business Plan		9:45	K. Lahman
** VII.	EXECUTIVE DIRECTOR'S REPORT		9:55	B. Martin
* •	MVRPC's Requested Role in the Recovery	39		
* •	Livable and Equitable Communities	43		
VIII.	ADJOURNMENT		10:05	J. Beals

* Attachment **Handout ***Available on Committee Center

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

****The NEXT MEETING is September 5, 2019****

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

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

**June 6, 2019
9:00 AM**

Members/Voting Alternates

John Agenbroad, City of Springboro
John Beals, City of Centerville
Michael Beamish, City of Troy
Becky Benná, Fiver Rivers Metro Parks
Dale Berry, Washington Township
John Bruns, City of Union
Donald Burchett, City of Moraine
Nancy Byrge, City of Huber Heights
Richard Church, City of Miamisburg
Chris Day, Preble County
Mark Donaghy, Greater Dayton RTA
Elmer Dudas, City of Springboro
Andy Fluegemann, ODOT D8
Georgeann Godsey, Harrison Township
Sarah Hall, MCD
Brian Housh, Village of Yellow Springs
Matt Joseph, City of Dayton
Paul Keller, City of Fairborn
Tony Klepacz, City of Kettering
Tom Koogler, Greene County
Sara Lommatzsch, City of Riverside
Dale Louderback, City of Xenia
Brian Morris, Franklin Township
John Morris, Miami Twp., Montgomery County
Chris Mucher, Miami Township Greene County
Harold Robinson, City of West Carrollton
Steve Ross, Bath Township
Chris Schmiesing, City of Piqua
Arlene Setzer, City of Vandalia
Gary Shoup, Montgomery County Engineer's Office
Greg Simmons, Miami County

Woody Stroud, Greene County Transit
Terri Studebaker, Village of Pleasant Hill
Ronald Thuma, Monroe Township
Patrick Titterington, City of Troy
Zach Upton, City of Beavercreek
Bill Vogt, City of Piqua
Debborah Wallace, Beavercreek Township
Ben Wiltheiss, ODOT D7

Other Alternates/Guests

Gerry Chadwick, Tour de Gem
Sheila Crane, Abolition Ohio
Rodney Creech, Preble County
Kelley Everett, American StructurePoint
Day Hoying, LJB
Bailey Johnson, Abolition Ohio
Sandy Roark, TEC Engineering
Joe Schmeltzer, American Structure Point
Tony Talbott, Abolition Ohio
Cara Tilford, Sugarcreek Township

Staff Present

Paul Arnold
Tim Gilliland
Laura Henry
Martin Kim
Natalie Kroger
Kim Lahman
Matt Lindsay
Teresa Lombardelli
Brian Martin
Melat Musie
Ana Ramirez
Rob Uhlhorn

The Miami Valley Regional Planning Commission Executive Committee met on June 6, 2019 at 9:00 a.m. at Dayton Realtors. All members and news media were notified of the meeting pursuant to the Sunshine Law.

I. INTRODUCTIONS

Chairperson Beals called the meeting to order. Self-introductions were made. The Pledge of Allegiance was recited.

II. APPROVAL OF MAY 2, 2018 MEETING MINUTES

Ms. Wallace made a motion to approve the minutes. Mr. Upton seconded. The motion passed unanimously.

III. PUBLIC COMMENT PERIOD ON ACTION ITEMS

None

IV. RPC (REGIONAL PLANNING COMMISSION) ACTION ITEM

A. Recommended Adoption of Amendment to MVRPC's Areawide Water Quality Management Plan for Rural Sanitary Sewer

Mr. Lindsay provided the background information to the committee on pending Facility Planning Area (FPA) updates for Palestine-Hollansburg Joint Sewer District (PHJSD) and Village of West Milton and Village of Ludlow Falls. Both updates have their origins in projects to construct new sanitary sewers in small rural villages that have been served by Household Sewage Treatment Systems (HSTS) or "septic systems." Both projects have reached the stage of applying for an Ohio EPA permit.

Mr. Lindsay stated that staff recommends adoption of this amendment and referred to a resolution on page 11 of the mailout.

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

V. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

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

Mr. Arnold referred to the 16th amendment to the SFY 2018-2021 TIP and the numerous changes made by MVRPC and ODOT. He referred to the packet showing the tables broken down by county, as well as the statewide line item project tables. Mr. Arnold stated that staff recommends adoption of this TIP amendment and referred to a resolution on page 27 of the mailout.

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

VI. INFORMATION ITEMS

A. Human Trafficking in Ohio

Mr. Martin introduced Ms. Sheila Crane, with Abolition Ohio. Ms. Crane then introduced Tony Talbott who gave a PowerPoint presentation on Human Trafficking in Ohio.

Mr. Talbot discussed what Human Trafficking is: "Human beings are compelled to work for little or no pay and are unable or unwilling to leave". Mr. Talbot stated there are three types of trafficking, Adult Sex, Minor Sex and Labor Trafficking.

Mr. Talbot spoke about the red flag indicators of potential trafficking for youths and adults. Mr. Talbot stated that the best way to defend against Human Trafficking is to educate yourself, spread the word and get involved.

B. Accessibility Analysis for Basic Services

Mr. Uhlhorn reviewed a PowerPoint presentation on the Accessibility Analysis for Basic Services.

Mr. Uhlhorn mentioned that everyone needs basic services, such as groceries, medical care, and community centers. Mr. Uhlhorn stated that the focus was to analyze the access for general population and target population groups by different transportation modes.

Mr. Uhlhorn reviewed the factors that impacted various population groups and the overall results of the study.

C. Projected Evaluation System (PES) Review: Committee Solicitation

Ms. Ramirez gave a PowerPoint presentation on the PES Update Committee Solicitation.

Ms. Ramirez gave an overview of the Committee's purpose which is to update criteria to better reflect the type of projects that are being funded by MVRPC, and address recent the concerns of project sponsors. She stated it would incorporate a performance management approach.

Ms. Ramirez stated that the Committee would be made up of MPO, TAC or Board members and alternates, and would be supplemented by Staff, Subject Experts, and be Representative of the Region.

Ms. Ramirez asked that anyone interested in participating on this Committee to please contact her.

VI. EXECUTIVE DIRECTOR'S REPORT

Mr. Martin thanked the Executive Committee and the review committee for his performance evaluation.

Mr. Martin reviewed the June 6th Executive Director Update.

Mr. Martin stated that the top candidate for the Director of Strategy & Engagement position is Stacy Schweikhart from Kettering she has verbally accepted the offer. A formal letter will be sent to her this week. Mr. Martin stated he is looking forward to introducing her to the Board at the next meeting in August.

Mr. Martin reminded the Board that the Executive Committee and Board meetings for July 4th have been cancelled.

Mr. Martin introduced Gerry Chadwick with Tour de Gem and invited everyone to participate again this year. Mr. Chadwick announced that this year the Tour de Gem will serve as a fundraiser for tornado victims. The Tour de Gem will be held on Sunday, September 1, 2019.

VII. ADJOURNMENT

Ms. Wallace made a motion for adjournment. Mr. Upton seconded the motion. The motion passed unanimously.

Brian O. Martin, AICP
Executive Director

John J. Beals
Chairperson

Chris Mucher
1st Vice Chairperson

Date



MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: July 10, 2019
Subject: SFY2018-SFY2021 Transportation Improvement Program (TIP) Amendment #17

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, 4.3 and 4.4 reflect the updated information for each specific project. Modifications to Statewide Line Item projects are shown on Table 4.6 and are provided for information only. A TIP terminology explanation chart of key abbreviations used in the highway/bikeway tables precedes Table 4.1.

Transportation Performance Management

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.

Starting on May 20, 2019, TIP amendments must be developed in compliance with the transportation performance measure requirements of the FAST Act for pavement condition, bridge condition, National Highway System (NHS) travel time reliability, freight travel time reliability and emissions reduction measures. In October 2018, MVRPC's Board of Directors adopted a resolution supporting ODOT's performance management targets for all the performance measures under each rule, applicable to the MVRPC MPO region, as outlined in the FAST Act. Ohio's targets reflect a review of historical data and trends for each performance measure. 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 set by the Ohio Department of Transportation (ODOT).

Pavement Condition

Of the currently active projects (98), funded with STP, CMAQ, and TA funds, between SFY 2019 and SFY 2023, 8 projects assist in improving pavement conditions on the NHS. All 8 projects are applicable only to the non-interstate NHS pavements, and are funded with STP funds. The total cost of these 8 projects is nearly \$12.3 million, which includes all phases of the projects and all funding sources. In addition to these projects, there are 17 pavement condition improvement projects with a total cost of \$46.3 million on the interstate system and 18 pavement condition improvement projects with a total cost of nearly \$19.2 million on the non-Interstate NHS system that are funded with ODOT controlled funds.

Bridge Condition

There are currently no bridge improvement projects on the NHS funded with MVRPC regionally controlled funds. There are 54 bridge improvement projects with a total cost of \$82.7 million on the NHS that are funded with ODOT controlled funds.

NHS Travel Time Reliability

Of the currently active projects (98), funded with STP, CMAQ, and TA funds, between SFY 2019 and SFY 2023, 3 projects assist in improving travel time reliability on the NHS. All 3 projects are applicable only to the non-interstate NHS. The total cost of these projects funded with STP and CMAQ funds is a little over \$6.7 million, which includes all phases of the projects and all funding sources. In addition to these projects, there might be additional travel time reliability improvement projects on the interstate system or projects with a larger scope on the non-interstate NHS as a part of ODOT funded TIP projects. Such projects tend to require larger investments, and are typically funded by ODOT.

Freight Travel Time Reliability

There are currently no freight travel time reliability improvement projects funded with MVRPC regionally controlled funds. Freight travel time reliability improvement projects are only applicable to the interstate system of the NHS, and might exist as a part of ODOT funded TIP projects. Since State DOTs have jurisdiction over the interstate system, and since such projects tend to require larger investments, they are typically funded by ODOT.

CMAQ Project Emissions Reduction

Of the currently active projects (98), funded with STP, CMAQ, and TA funds, between SFY 2019 and SFY 2023, 27 projects are MVRPC CMAQ-funded projects that would assist in reducing on-road mobile source emissions in the MVRPC MPO region. The cost of these 27 projects is nearly \$40 million, which includes all phases of the projects and all funding sources. An additional 4 projects, with a total cost of nearly \$53.6 million, are funded through ODOT's CMAQ program.



MIAMI VALLEY

Regional Planning Commission

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The table below summarizes the number of projects and their total cost under each performance management rule.

Rule	No. of Projects	Total Cost
Pavement Condition	43	\$77.8 million
Bridge Condition	54	\$82.7 million
NHS Travel Time Reliability	3	\$6.7 million
Freight Travel Time Reliability	0	N/A
CMAQ Emissions Reduction – MVRPC	27	\$40 million
CMAQ Emissions Reduction – ODOT CMAQ	4	\$53.6 million
Total CMAQ Emissions Reduction	31	\$93.6 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, 4.3 and 4.4.
- (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: GRE235-10.75/11.10				ODOT PID # 100826	MVRPC # 1861.5	PROJECT SPONSOR: ODOT District-8		
DESCRIPTION: SR 235 at 3,100' east of the Montgomery/Greene County Line-Rehabilitate bridge by zone painting, replacing bearings and updating guardrail. SR 235 at 1,260' east of the Montgomery/Greene County Line-Rehabilitate bridge by replacing the existing superstructure.								
COMMENTS : Added Federal and State PE funds in SFY2020 to reflect changes in Ellis.								
TOTAL COST (000): \$5,440		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future	
ENG	NHPP		\$344					
ENG	STATE		\$252					
ENG	NHPP			\$24				
ENG	STATE			\$6				
ENG	NHPP				\$36			
ENG	STATE				\$9			
CON	NHPP					\$3,815		
CON	STATE					\$954		

COUNTY, ROUTE, SECTION: GRE040-01.27			ODOT PID # 100924		MVRPC # 1792.2		PROJECT SPONSOR: Beavercreek	
DESCRIPTION: Kemp Rd. from Grange Hall Rd. to Meadowcourt Dr.-Widening from 2 to 3 lanes to include a center turn lane with curb and gutter and new storm sewer. An 8' wide sidepath will be included along the north side of the road and a 5' wide sidewalk will be included along the south side of the road.								
COMMENTS : Increased Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$3,390		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		STATE	\$49					
ROW		STATE	\$8					
ENG		LOCAL		\$140				
ROW		LOCAL			\$100			
CON		LOCAL				\$2,105		
CON		STP				\$988		

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

Greene County Projects

COUNTY, ROUTE, SECTION: GRE - Colonel Glenn Enhancement, Ph.1			ODOT PID # 106312		MVRPC # 2072.7	PROJECT SPONSOR: Fairborn		
DESCRIPTION: Colonel Glenn Highway in Fairborn from the WCL to North Fairfield Road-Installation of a shared-use path, drainage infrastructure, decorative walls, gateway columns, street lighting, decorative lighting and landscaping.								
COMMENTS : Increased Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$2,093		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-1		
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		LOCAL		\$18				
ROW		STATE		\$4				
CON		LOCAL					\$1,721	
CON		TA					\$350	

COUNTY, ROUTE, SECTION: GRE001-01.83			ODOT PID # 106319		MVRPC # 2094.7		PROJECT SPONSOR: Fairborn	
DESCRIPTION: Colonel Glenn Highway from University Boulevard to Old Yellow Springs Road-Installation of new sidewalk, pedestrian crossings with ADA compliant curb ramps, signal improvements, construction of retaining walls, and installation of lighting for pedestrian facilities.								
COMMENTS : Increased Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$2,961			LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-1	
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		LOCAL				\$100		
CON		CMAQ						\$920
CON		LOCAL						\$1,941

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 : Increased Federal construction funds and deleted Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$359		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		STATE			\$2			
CON		STD					\$357	

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

Greene County Projects

COUNTY, ROUTE, SECTION: GRE675-00.00			ODOT PID # 94254		MVRPC # 1762.3		PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: I-675 from the Montgomery/Greene County Line to approximately 4,600' west of North Fairfield Road-Resurfacing and pavement repair. Project also includes bridge overlays, approach slabs, and joint work on mainline and overhead bridges within these limits.								
COMMENTS : Increased State construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$26,436			LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2	
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		STATE		\$143				
CON		NHPP				\$23,377		
CON		STATE				\$2,915		



Miami Valley Regional Planning Commission

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

Miami County Projects

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 : Added Federal and State PE funds in SFY2019, decreased Federal and State PE funds in SFY2021 and construction moved up from SFY2024 to SFY2022 to reflect changes in Ellis.										
TOTAL COST (000):		\$4,243	LET TYPE:		Traditional	A.Q. :		Exempt	LRTP GOAL: G2-2	
	PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future		
	ENG	NHPP		\$140						
	ENG	STATE		\$17						
	ENG	NHPP			\$268					
	ENG	STATE			\$30					
	ENG	NHPP					\$41			
	ENG	STATE					\$5			
	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: MOT070-06.71				ODOT PID # 100961	MVRPC # 1819.3	PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: I-70 from Dayton-Greenville Pike (SR 49) to just west of SR 48-Overlay.								
COMMENTS : New project, not in current TIP.								
TOTAL COST (000): \$7,342		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future	
ENG	STATE		\$132					
CON	NHPP					\$6,489		
CON	STATE					\$721		

COUNTY, ROUTE, SECTION: MOT675-04.00			ODOT PID # 100967		MVRPC # 1821.3		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: I-675 from Paragon Rd. to the Montgomery/Greene County Line-Overlay.								
COMMENTS : Construction moved up to SFY2021 from SFY2022 to reflect changes in Ellis.								
TOTAL COST (000): \$5,377		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		STATE	\$124					
CON		NHPP					\$4,728	
CON		STATE					\$525	

COUNTY, ROUTE, SECTION: MOT035-15.07			ODOT PID # 100990		MVRPC # 1824.3		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: US 35 from just west of I-75 to just west of Smithville Rd.-Overlay.								
COMMENTS : New project, not in current TIP.								
TOTAL COST (000): \$5,214		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		STATE	\$28					
CON		NHPP					\$4,149	
CON		STATE					\$1,037	

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

Montgomery County Projects

COUNTY, ROUTE, SECTION:		MOT - Dryden Rd. South Resurfacing		ODOT PID #	108105	MVRPC #	2120.3	PROJECT SPONSOR:	Moraine
DESCRIPTION:		Dryden Road from South Dixie Drive to Kreitzer Road-Milling and resurfacing of the roadway including roadway striping.							
COMMENTS :		Decreased Federal construction funds and increased Local construction funds to reflect changes in Ellis.							
TOTAL COST (000):		\$857	LET TYPE:	Traditional	A.Q. :	Exempt	LRTP GOAL:	G2-2	
	PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future	
	ENG	STATE		\$3					
	ENG	LOCAL			\$44				
	CON	LOCAL				\$595			
	CON	STP				\$215			

COUNTY, ROUTE, SECTION: MOT - Brookville SRTS Infrastructure			ODOT PID # 110783		MVRPC # 2204.4		PROJECT SPONSOR: Brookville	
DESCRIPTION: Johnsonville-Brookville Road from Blue Pride Drive to Westbrook Road-Upgrade three intersection crosswalks with high visibility markings, one proposed cross walk with high visibility markings and rectangular rapid flashing beacon and sidewalk connection.								
COMMENTS : New project, not in current TIP.								
TOTAL COST (000): \$336		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		STA				\$38		
ENG		STA					\$13	
ROW		STA					\$25	
CON		STA						\$261

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

Montgomery County Projects

COUNTY, ROUTE, SECTION: MOT040-13.33 (I-70/I-75 Logistics)			ODOT PID # 98794		MVRPC # 1676.2	PROJECT SPONSOR: Montgomery Co. TID		
DESCRIPTION: US 40 from Airpark Boulevard to Peters Pike-Improve US 40 to a five-lane cross section and improve the interchange at the Airport Access Road and US 40.								
COMMENTS : R/W delayed from SFY2019 to SFY2020 and construction delayed from SFY2021 to SFY2022 to reflect changes in Ellis. \$9,753,672 TRAC funding for construction uncommitted at this time.								
TOTAL COST (000): \$11,594			LET TYPE: Traditional		A.Q. : Analyzed		LRTP GOAL: G2-3	
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG		LOCAL	\$19					
ENG		STATE	\$12					
ENG		STD	\$47					
ENG		STATE	\$333					
ENG		STD	\$666					
ENG		LOCAL		\$278				
ENG		LOCAL			\$46			
ENG		STATE			\$28			
ENG		STD			\$111			
ROW		LOCAL				\$100		
ROW		STATE				\$40		
ROW		STD				\$160		
CON		TRAC						\$9,754



Miami Valley Regional Planning Commission

Table 4.4 RECOMMENDED SFY 2018 - SFY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Warren County Projects

COUNTY, ROUTE, SECTION: WAR123-29.40				ODOT PID # 110740		MVRPC # 2202.2		PROJECT SPONSOR: Franklin	
DESCRIPTION: SR 123 at Franklin Community Park Driveway/Franklin Elementary Driveway-Realign the Community Park driveway to a 90 degree intersection opposite the new drive to the Hampton Bennett Early Childhood Center. Construction of a new traffic signal with crosswalks, pedestrian crossing signalization and emergency vehicle preemption. This proposed signal will be connected with the downtown signals via fiber cable. The existing sidewalk on the southern/western side of SR123 will be extended to the new proposed intersection traffic signal.									
COMMENTS : New project recently approved by the Board. Federally funded phase occurs beyond the TIP.									
TOTAL COST (000): \$881		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-3			
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future	
ENG		STATE			\$85				
ENG		LOCAL					\$21		
CON		LOCAL						\$232	
CON		STP						\$542	



Miami Valley Regional Planning Commission

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

COUNTY, ROUTE, SECTION: D07 - BP FY21 - SLI-032				ODOT PID # 105405	MVRPC # 2200.5	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: Various bridges in Montgomery County-Paint the structural steel.							
COMMENTS : New project.							
TOTAL COST (000): \$2,225		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-2			
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG	STATE			\$103			
CON	STATE					\$2,122	

COUNTY, ROUTE, SECTION: D07 - BS FY20 (A) - SLI-032				ODOT PID # 106372	MVRPC # 2185.5	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: Various bridges in District 7-Bridge deck sealing for priority and mainline bridges throughout the district.							
COMMENTS : Increased State construction funds to reflect changes in Ellis.							
TOTAL COST (000): \$786		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-2			
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG	STATE		\$32				
CON	STATE				\$754		

COUNTY, ROUTE, SECTION: MOT075-15.03/17.29/18.32 - SLI-032				ODOT PID # 107355	MVRPC # 2103.5	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: I-75 at Stanley Avenue-Repair impact damage to beams above the westbound lanes. I-75 at Needmore Road-Repair non-emergency accident damage to bridge from truck mounted crane. I-75 at Stop 8 Road-Repair impact damage to the bridge girders above the southbound middle and right lanes.							
COMMENTS : Decreased State construction funds to reflect changes in Ellis.							
TOTAL COST (000): \$333		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-2			
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
ENG	STATE		\$12				
CON	STATE				\$321		

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

COUNTY, ROUTE, SECTION: D07 - BH FY20 (E) - SLI-032				ODOT PID # 108101	MVRPC # 2129.5	PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: Various bridges in District 7-Patch bridge decks and seal with either SRS or GFR.								
COMMENTS : Increased Federal and State construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$207		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
	PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future
	ENG	STATE		\$20				
	CON	NHPP				\$110		
	CON	STATE				\$37		
	CON	STD				\$40		

COUNTY, ROUTE, SECTION: MOT075-09.53 - SLI-015				ODOT PID # 109436	MVRPC # 2170.4	PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: I-75 at SR 741-Rebuild traffic signal to allow for backplate installation and realign ramp.								
COMMENTS : Decreased Federal PE funds in SFY2020 and increased Federal construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$536		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE	FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future	
ENG	HSIP			\$65				
ENG	HSIP				\$36			
CON	HSIP					\$435		

COUNTY, ROUTE, SECTION: GRE343-00.00 - SLI-032				ODOT PID # 110133		MVRPC # 2179.8		PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: SR 343 from US 68 to SR 72-GAP project to repair the shovd edges of the roadway.									
COMMENTS : Construction moved up to SFY2020 from SFY2021 to reflect changes in Ellis.									
TOTAL COST (000): \$388		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2			
PHASE		FUND	PRIOR	SFY2018	SFY2019	SFY2020	SFY2021	Future	
ENG		STATE			\$3				
CON		STATE				\$77			
CON		STD				\$308			



**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 #17** 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 J. Beals, 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: July 18, 2019
Subject: Human Services Transportation Coordination (HSTC) Plan 2019 Update

This memo provides background information to the MVRPC Technical Advisory Committee and Board of Directors on the *Miami Valley Coordinated Public Transit – Human Services Transportation Plan – 2019 Update*, commonly called the HSTC Plan Update.

Human Services Transportation Coordination (HSTC) Plan

In 2007-8, in response to federal legislation, MVRPC developed and adopted the original Public Transit-Human Services Transportation Coordination Plan. The vision of the plan states: “The purpose of coordination efforts should be to create a transparent and customer-friendly regional transportation system made up of a variety of transportation operators, funders, and providers that matches a particular trip need with the lowest-cost, most appropriate transportation option.” A Human Services Transportation Coordination Council was formed to implement elements of the plan and to guide in the award of funding.

The HSTC Plan Update is routinely updated to ensure that current transportation needs are being sufficiently addressed. With a focus on seniors, individuals with disabilities, and non-drivers, the report includes a needs assessment, inventory of transportation resources, and coordinated goals and strategies. It is shaped by input from an inclusive and representative public process. An in-depth demographic analysis was also conducted, and is an attachment to the plan.

As the age and makeup of our Region’s population changes, the HSTC plan will guide MVRPC’s work in meeting ongoing and new needs. Our regional population is getting older on average, and the likelihood of people to need alternative transportation options continues to be geographically dispersed, meaning that our county transit agencies cannot meet all demand in a cost effective manner. Commuting patterns and other trip types, particularly medical trips, often cross county lines to get from origin to destination and create a problem for people who cannot drive themselves. The HSTC Plan Update looks at strategies to improve access to services, improve access to employment, enhance transportation options for seniors and individuals with disabilities, improve access to healthcare, treatment, and recovery, and promote capacity and information sharing between agencies.



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The plan update will guide the allocation of Section 5310 funds and increase the coordination work among providers in the Region. The goals are as follows:

1. Increase the level of coordination among transportation providers to improve access to medical care, employment and food for residents of the Miami Valley Region.
2. Provide more transportation service to the Miami Valley Region through new services or expansions to existing services.
3. Recruit and train more paid and volunteer drivers.
4. Improve public awareness of transportation services in the Miami Valley Region, including expansion of materials and programs to orient individuals to using transportation services.

Further Documentation and Information

All documents related to the HSTC Plan Update can be found on the MVRPC web site:

www.mvrpc.org/coordination-plan

A resolution adopting the draft HSTC Plan Update is attached for your review and consideration. The MVRPC staff recommends approval of this HSTC Plan Update.

Attachments:

- (1) Executive Summary of HSTC Plan Update
- (2) Public Participation Summary
- (3) Resolution for Adoption



MIAMI VALLEY COORDINATED Public Transit-Human Services TRANSPORTATION PLAN *2019 Update*

EXECUTIVE SUMMARY

In 2008, the Miami Valley Regional Planning Commission (MVRPC) created a vision for transportation coordination for the Region which states; “The purpose of coordination efforts should be to create a transparent and customer-friendly regional transportation system made up of a variety of transportation operators, funders, and providers that matches a particular trip need with the lowest-cost, most appropriate transportation option.” The original MVRPC Public Transit-Human Services Transportation Coordination Plan (HSTC) was developed to serve and support this vision.

The plan is routinely updated to ensure that current transportation needs are being sufficiently addressed. It is shaped by input from an inclusive and representative public process. The HSTC Plan Update has been developed using grassroots community input, focus groups and stakeholder interviews, surveys of transit users, and thorough data analysis. It will guide the allocation of FTA Section 5310 grant funds, and guide existing transportation providers to enhance available services through new partnerships and emerging technologies in Greene, Miami Montgomery and northern Warren Counties.

The plan for the future involves building on and increasing coordination work among providers, expanding services, expanding resources for drivers, and improving public awareness of transportation options and impact. As the age and makeup of our Regions’ population changes, MVRPC and the Human Services Transportation Coordination (HSTC) Council will work to meet ongoing and new needs.



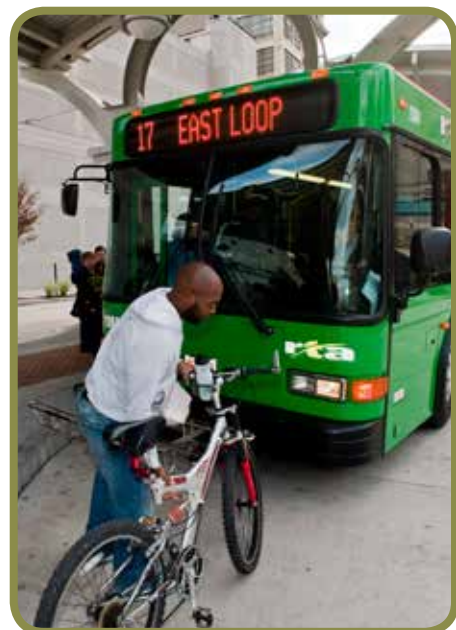
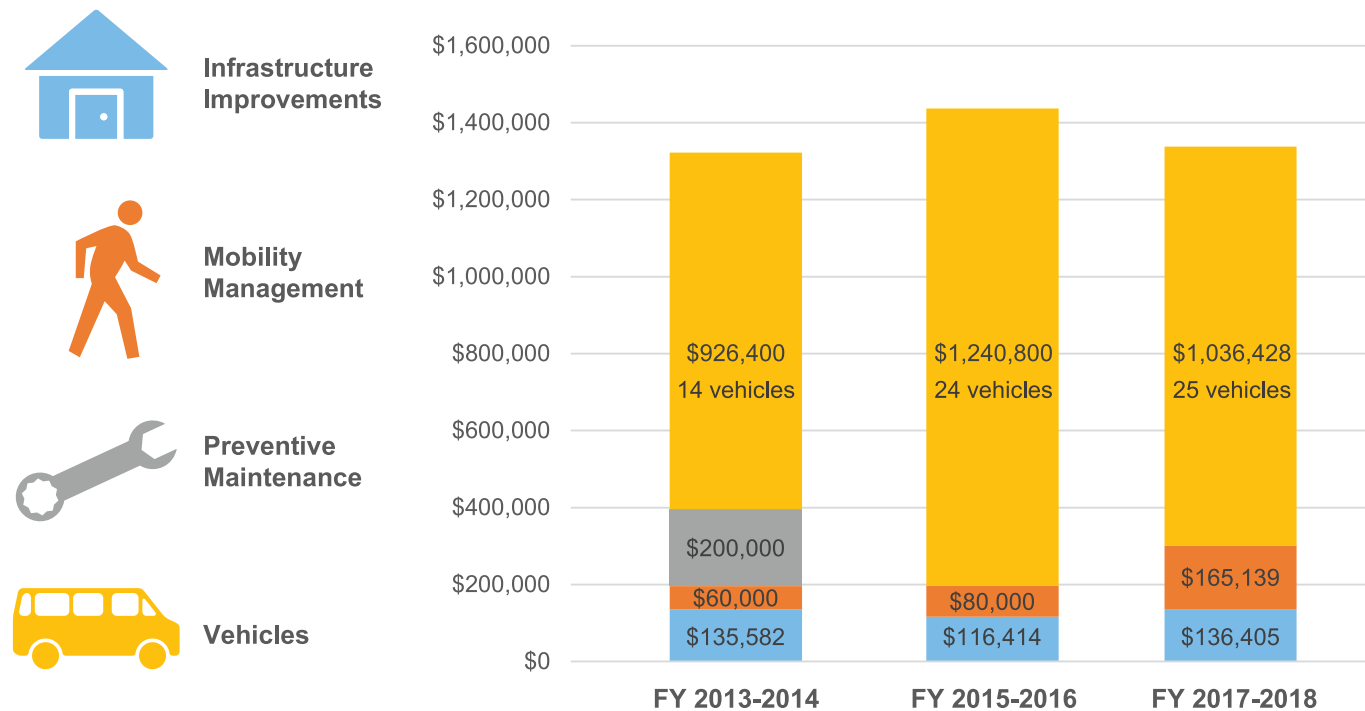
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FTA Section 5310 Funding at Work

The Federal Section 5310 Program provides formula funding for the purpose of assisting public and private nonprofit groups in meeting the transportation needs of seniors and individuals with disabilities. From 2013 to 2018, Miami Valley transportation providers have leveraged \$4,097,168 in Section 5310 funds to expand mobility in the Region.



How often do you have the transportation you need when traveling to...



34.6%	←	Outside County	→	48.6%
55.9%	←	Recreation	→	37.6%
35.3%	←	Human services	→	36.8%
61.8%	←	Shopping	→	36.3%
48.5%	←	Govt. Services	→	33.5%
50.4%	←	Faith-based activities	→	30.4%
67.3%	←	Medical/Dental	→	30.3%
22.7%	←	College/Univ	→	24.3%
56.8%	←	Employment	→	22.4%
19.6%	←	Child care	→	22.2%



Key Facts about the Target Populations

Growing Senior Population

The Miami Valley population of persons 65+ is projected to be 156,920 by 2025.



	Montgomery County	Greene County	Miami County
2017	90,175 (17.0%)	26,204 (15.9%)	18,294 (17.6%)
2025	103,110 (20.4%)	32,370 (19.5%)	21,440 (20.8%)



Individuals with Disabilities

Physical and mental disabilities often impact an individual's access to transportation.

Persons
% of Households

	Montgomery County	Greene County	Miami County
Persons	79,578	20,038	14,260
% of Households	15.2%	12.5%	13.8%

Miami Valley Residents Living in Poverty

More than 121,000 Miami Valley residents live in households with incomes below the federal poverty level.



	Montgomery County	Greene County	Miami County
Persons	92,085	19,093	10,150
% of Households	17.7%	12.5%	10.0%



Zero Vehicle Households

Approximately 27,291 homes in the Miami Valley region have no available vehicle.

Households
% of Households

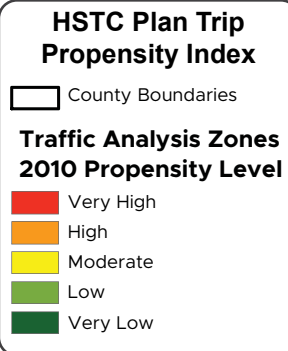
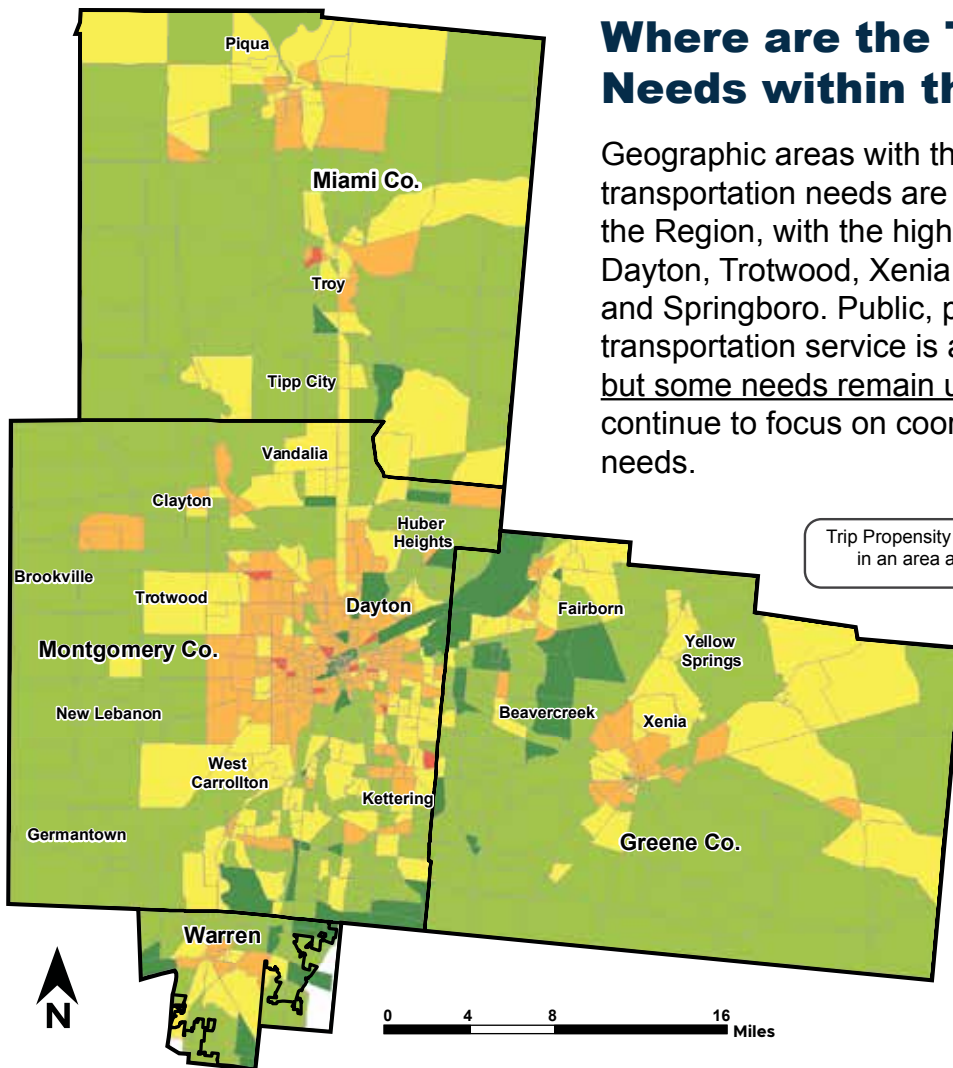
	Montgomery County	Greene County	Miami County
Households	21,674	3,407	2,210
% of Households	9.7%	5.3%	5.5%

**All 2017 percentages are based on the Census Bureau's ACS 5-year estimates for 2017. 2025 projections are based on Ohio Development Services documents.*

Where are the Transportation Needs within the Miami Valley?

Geographic areas with the highest likelihood for transportation needs are scattered throughout the Region, with the highest concentrations in Dayton, Trotwood, Xenia, Troy, Piqua, Kettering, and Springboro. Public, private, and agency transportation service is available in these areas but some needs remain unmet and providers will continue to focus on coordinating to meet those needs.

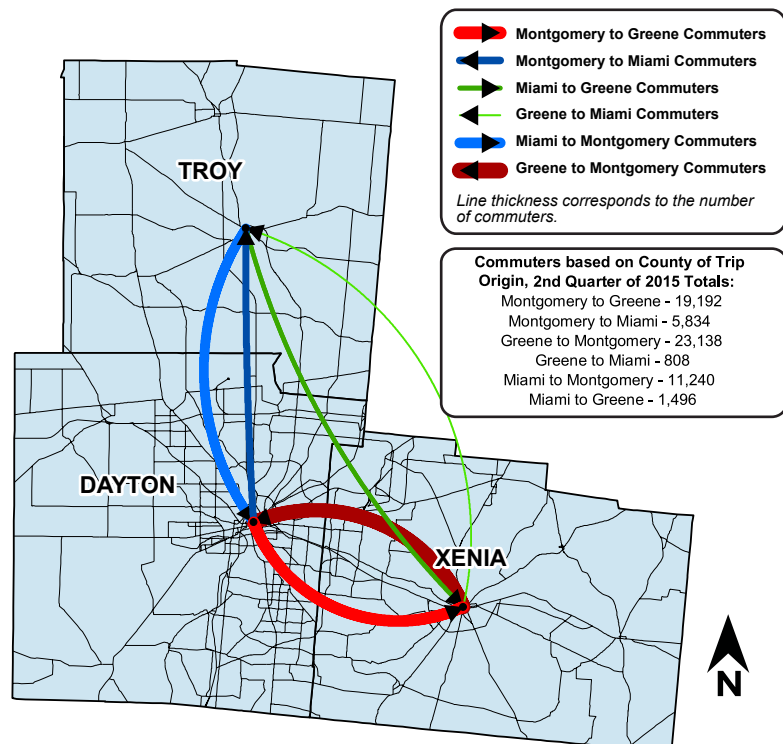
Trip Propensity is a measure of how many people in an area are likely to need or use transit.



Inter-County Commute Patterns

Employment opportunities are spread across the multi-county region, requiring residents to travel distances of 20 miles or longer to work.

More affordable and practical commuter options would promote ride sharing which would result in fewer cars on the road and reduced annual household expenses for transportation so that people have an opportunity to achieve a more sustainable personal budget.



How Can We Enhance Transportation Options for Seniors, People with Disabilities and Those with Low Incomes?

Public survey results and commuter patterns reinforce the demand for services that cross county boundaries, as identified through demographic analysis. Local stakeholders developed five priority areas for unmet transportation needs and potential strategies to address them. The goals of the plan were derived from these priorities.

Improve Access to Services



- Coordinate grant writing
- Organize or expand volunteer driver network
- Explore partnerships to improve the affordability of transit for low-income individuals
- Develop free public community shuttles to critical services

Improve Access to Employment



- Improve public awareness of the available transportation services in each county

Enhance Transportation for Seniors and Individuals with Disabilities



- Implement standardized driver training and performance measures for organizations that provide transportation for target populations
- Consider subsidy program to support income based fares for target populations

Improve Access to Healthcare, Treatment and Recovery



- Plan for a brokerage to provide non-Medicaid eligible NEMT trips
- Fund a one-call safety net for transportation for high-risk patients

Promote Capacity and Information Sharing



- Create a coordinated approach to recruit drivers for programs in all counties

Summary of Goals and Strategies

- LEVEL 1:** Strategies that could be implemented in incremental steps or with as few as two organizations. Some of the Level 1 strategies are a continuation of existing activities.
- LEVEL 2:** Strategies that have moderately significant challenges, require more partnerships than Level 1, and are not as comprehensive as Level 3.
- LEVEL 3:** Strategies that require comprehensive coordination or even consolidation of resources or responsibilities from multiple organizations into a single entity.

GOAL 1: COORDINATION

Increase the level of coordination among transportation providers to improve access to medical care, employment and food for residents of the Miami Valley Region.

- 1.1** Coordinate the efforts of public and human service transportation providers to submit grant applications to fund collaborative transportation projects, including those listed as strategies in this plan.
- 1.2A** Continue the regional mobility management efforts of the Human Service Transportation Coordination Council (HSTC) members and expand the scope of each to include enhanced activity on transit affordability and medical, employment and food access transportation involving community stakeholders.
- 1.2B** Create and implement a Mobility Advisory Committee to focus on service provision and access to jobs.
- 1.3** Develop affordable first/last mile services, including those that cross county lines, for anyone.
- 1.4A** Use technology for real-time sharing of ride schedules among transportation providers in order to expand inter-provider referrals.
- 1.4B** Expand real-time sharing of trip schedules (Strategy 1.4A) to hospitals and clinics so that trips can be scheduled as part of the medical appointment scheduling process.
- 1.5** Agencies work together specifically to overcome real and perceived barriers to sharing rides that are paid through different and multiple funding sources.
- 1.6** Establish a regional “one-call/one-click” transportation resource center for the MVRPC region that schedules rides to medical care, focusing initially on high-risk patients and non-Medicaid eligible clients, later expanding to general medical transportation including Medicaid NEMT, employment, human services and food access transportation for seniors, individuals with disabilities and people with low-incomes.

GOAL 2: SERVICE

Provide more transportation service to the Miami Valley region through new services or expansions to existing services.

- 2.1** Study the feasibility of relocating fixed route bus stops closer to the main entrances of grocery stores.
- 2.2** Participate in Greater Dayton Regional Transportation Authority system redesign.
- 2.3** Support local and regional improvements to pedestrian and bicycle networks where they most directly impact target populations, with a focus on first/last mile connections, and keeping with future Active Transportation Plans.
- 2.4** Improve shared-ride or public transit options to travel across county lines using phased approach, beginning with improving options between Miami and Montgomery Counties.
- 2.5** Increase the number of wheelchair accessible taxis or on-demand transportation services.
- 2.6** Develop inter-county community shuttles or other shared-ride services that provide access to critical services, including health care, addiction treatment, employment-related services, and grocery stores/food pantries.
- 2.7** Encourage/Recruit/Spin-off an Independent Transportation Network (ITN) or other gap service organizations as stand-alone non-profits.
- 2.8** Develop group-centered funding for new vehicles, equipment, and infrastructure using FTA Section 5310 funding.

Summary of Goals and Strategies

GOAL 3: DRIVERS

Recruit and train more paid and volunteer drivers.

- 3.1** Continue shared trainings through the HSTC Council, and create a subsidy fund for mileage or training reimbursement.
- 3.2** Create a coordinated approach to recruit drivers for programs in all counties.
- 3.3** Implement standardized driver training for organizations that provide transportation for seniors and individuals with disabilities
- 3.4** Organize or expand volunteer driver network.
- 3.5** Establish a Timebank for volunteer services including drivers.
- 3.6** Build a local network for Retired and Senior Volunteer Program or another national volunteer management program.

GOAL 4: AWARENESS

Improve public awareness of transportation services in the Miami Valley Region, including expansion of materials and programs to orient individuals to using transportation services.

- 4.1** Continue to update the MiamiValleyRideFinder.org and require HSTC Council and health partners including local doctors' offices, public health, and physicians' networks to provide updates to program administrators.
- 4.2A** Create and implement a region-wide public awareness campaign of the available transportation services in each county.
- 4.2B** Create an infographic or public awareness report on the costs of transportation for various providers.
- 4.3** Establish coordinated training materials and travel training programs for new riders.
- 4.4** Bring in additional partners to the HSTC Council (county, state-level services) to expand the distribution of information, become more visible to the community, establish relationships, etc.
- 4.5** Bring attention to the importance of transportation in changing the land use pattern for the Region.



Available Transportation Options in the Miami Valley Region



MiamiValleyRideFinder.org

The HSTC Plan process updated an extensive list of public and specialized transportation services and providers in the Miami Valley. A searchable database of this information can be accessed at www.MiamiValleyRideFinder.org.

Where do we go from here?

The network of transportation resources in the MVRPC Region provides a strong foundation for meeting the vision of coordinated transportation. MVRPC looks forward to continuing work with our partner agencies and making new alliances that will bridge into new areas. As we gain expertise together, we will be better prepared to meet the current needs and those of the future.





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RESOLUTION TO ADOPT THE 2019 UPDATE OF THE PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION COORDINATION PLAN AND THE RECOMMENDATIONS CONTAINED THEREIN

WHEREAS, the Miami Valley Regional Planning Commission is the designated Metropolitan Planning Organization (MPO) for Greene, Miami, Montgomery, and Northern Warren counties; and

WHEREAS, the federal surface transportation bill, the Fixing America's Surface Transportation (FAST) Act apportions Section 5310 funds to the MPO; and

WHEREAS, FAST Act regulations require that each urbanized area create a locally developed Coordinated Public Transit-Human Services Transportation Plan and update that plan regularly prior to the award of these funds; and

WHEREAS, MVRPC in cooperation with the local transit authorities and human service transportation providers has created the Miami Valley Coordinated Public Transit-Human Services Transportation Plan – 2019 Update, also referred to as the Human Services Transportation Coordination (HSTC) Plan; and

WHEREAS, MVRPC followed the Public Participation Plan in creating this Update and the included recommendations;

NOW, THEREFORE, BE IT RESOLVED that the Board of Trustees of the Miami Valley Regional Planning Commission hereby adopts the above-referenced 2019 Update of the HSTC Plan and the recommendation contained therein.

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

Brian O. Martin, AICP
Executive Director

John J. Beals, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date



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MEMORANDUM

To: Technical Advisory Committee and Board of Directors

From: MVRPC Staff

Date: July 18, 2019

Subject: Recommended Approval of MVRPC TRAC Projects for CY2019

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

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

In an effort to provide the TRAC a project priority list, the MVRPC Board adopted its *Policies and Procedures for Considering Major New Capacity Projects* (available at www.mvrpc.org) and MVRPC staff has completed its review of the two CY 2019 TRAC projects submitted this year in accordance with the Policy. Draft results were returned to the project sponsors who in turn concurred with the final project recommendations. Both are excellent projects and the entire Miami Valley strongly supports the completion of these projects. Due to the fact that both are existing TRAC projects, MVRPC staff is forwarding both projects to the MVRPC TAC and Board of Directors as priority projects for final approval prior to submittal to the TRAC.

Based upon the process summarized above, staff recommends the approval of the CY2019 MVRPC Recommended TRAC projects as shown in Exhibit 1.

Exhibit 1

<i>MVRPC's Recommended TRAC Projects for CY2019</i>	
	<i>Project Status</i>
MOT, 40, 13.33 (I-70/I-75 Logistics) - The project roadway improvements will support recent and future economic growth and development in the northern part of Montgomery County and surrounding areas of the Dayton International Airport by providing safe and effective transportation infrastructure by expanding US 40 to 5 lanes between Union Airpark Blvd and the Airport Access Road Interchange including the ramps.	Priority
GRE-35-5.84 US 35 Valley/Trebein Interchange - The elimination of the existing at-grade intersection at US 35 and Valley/Trebein Road through the construction of a new interchange to improve safety.	Priority



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RESOLUTION APPROVING THE MVRPC PRIORITIES FOR MAJOR NEW CAPACITY PROJECTS FOR CY2019

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

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

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

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

WHEREAS, staff has evaluated the list of MVRPC area CY2019 TRAC applications based upon the adopted policy.

NOW, THEREFORE, BE IT RESOLVED, that MVRPC's Board of Directors hereby adopts the CY2019 major new capacity projects as shown in Exhibit 1.

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

Brian O. Martin, AICP
Executive Director

John J. Beals, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date

MIAMI VALLEY LONG TERM DISASTER RECOVERY

The Miami Valley will build a comprehensive, coordinated long term disaster recovery system using the National Disaster Recovery Framework (NDRF) to serve all impacted counties. The NDRF provides guidance to enable recovery by defining recommended roles, responsibilities, coordination and planning among all jurisdictions. Based on decades of disaster response best practices, it focuses on how to restore, redevelop and revitalize the health, social, physical, economic, natural and environmental fabric of community and build resiliency for the future.

LONG TERM <u>INDIVIDUAL</u> DISASTER RECOVERY NETWORK (Chair, Vice-Chair, Secretary, Treasurer–TBD/ * temporary lead			MIAMI VALLEY LONG TERM DISASTER RECOVERY ADVISORY COMMITTEE	LONG TERM <u>COMMUNITY</u> DISASTER RECOVERY NETWORK Miami Valley Regional Planning Commission-Brian O. Martin, Executive Director		
Recovery Coordinator, Individual and Household - TBD				Recovery Coordinator, Community - TBD		
UNMET NEEDS: Made up of organizations that have resources to give individuals. Will come and go based on what they have to give.				HOUSING (HUD, USDA, DOJ, FEMA)	ECONOMIC RECOVERY (DOC, SBA, USDA, DHS, DOL, USTREAS)	HEALTH & SOCIAL SERVICES RECOVERY (DHHS, CNCS, USDA, DOC, DHS NPPD, DHS/CRCL, HUD, DOI, DOJ, DOL, EPA, FEMA)
FINANCE (DAYTON FOUNDATION*)	HOUSING (REBUILD TOGETHER*)	DISASTER CASE MANAGEMENT (TBD*)		Affordable Housing Permitting & Zoning Strengthen Housing Market Land Use Planning Build Inclusive & Sustainable Communities Mitigation Measures Resilient Construction Implementation Homeownership Programs	Business Recovery Economic Development Workforce Development Community Investments	Restore and improve health care and social service capabilities Increase resilience and sustainability Promote independence and well-being of community members Build community
EMOTIONAL & SPIRITUAL CARE (TBD*)		MATERIAL MANAGEMENT (SVDP*)		COMMUNITY PLANNING & CAPACITY BUILDING (FEMA)	NATURAL & CULTURAL RESOURCES RECOVERY (DOI, EPA, FEMA)	INFRASTRUCTURE SYSTEMS RECOVERY (USACE, DOE, DHS, DOT, FEMA)
Fiscal Agent Financial Controls Audits Financial Reports Financial Asset Map	Repair & Rebuild Construction Estimates Project Coordination Material acquisitions and distribution Code Compliance Homeownership, Counseling & Support	Intake and Referral Develop Recovery Plans Coordinate w/ Recovery Partners in Delivery of Services	This high-level advisory group will support both the individual and community long term recovery networks. It will be comprised of leaders from: <ul style="list-style-type: none">Local governmentsSchool districtsEducation institutionsBusiness organizationsUtility providersCommunity foundations			
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National Disaster Recovery Framework



LEADERSHIP

The *National Disaster Recovery Framework* defines strong, focused recovery leadership at the local, state and tribal level- supported by strong federal recovery leadership. The NDRF recommends a new leadership structure:

- Local Disaster Recovery Manager
- State and Tribal and/or Territorial Disaster Recovery Coordinator
- Federal Disaster Recovery Coordinator

COORDINATING STRUCTURE

The NDRF establishes six federal Recovery Support Functions (RSF) that provide a structure to facilitate problem solving, improve access to resources and foster coordination. Each RSF has coordinating and primary Federal agencies and supporting organizations that operate together with State, Local, Tribal and Territorial government officials, nongovernmental organizations and private sector partners.



OVERVIEW

The *National Disaster Recovery Framework* (NDRF) provides guidance that enables effective recovery by defining recommended roles, responsibility, coordination and planning among Federal, States, Local, Tribal and Territorial jurisdictions. It also focuses on how best to restore, redevelop and revitalize the health, social, physical, economic, natural and environmental fabric of the community and build a more resilient Nation.

The NDRF is a scalable, flexible guide that defines:

- Recovery guiding principles and core capabilities;
- Roles and responsibilities of recovery coordinators and other stakeholders;
- The federal support structure
- A coordinating structure that facilitates communication and collaboration;
- Guidance for pre- and post-disaster recovery planning;
- And the overall process by which communities can capitalize on opportunities to rebuild stronger, smarter and safer.

RECOVERY SUPPORT FUNCTIONS

COMMUNITY PLANNING AND CAPACITY BUILDING

Coordinating Agency: Federal Emergency Management Agency

ECONOMIC

Coordinating Agency: Department of Commerce

HEALTH AND SOCIAL SERVICES

Coordinating Agency: Department of Health and Human Services

HOUSING

Coordinating Agency: Department of Housing and Urban Development

INFRASTRUCTURE SYSTEMS

Coordinating Agency: United States Army Corps of Engineers

NATURAL AND CULTURAL RESOURCES

Coordinating Agency: Department of Interior

PLANNING

The NDRF emphasizes planning at all levels for recovery before and after a disaster happens.

PRE-DISASTER RECOVERY PLANNING

Pre-disaster plans provide a common platform to guide recovery decisions and activities and to expedite a unified recovery effort. Pre-disaster recovery planning:

- Establishes roles, responsibilities, and partnership opportunities;
- Lays out recovery priorities and policies;
- Incorporates how hazard mitigation strategies will be addressed;
- And identifies post-disaster planning, processes, and coordination.

POST-DISASTER RECOVERY PLANNING

Post-disaster recovery planning is a post event decision-making process that results in establishment of community vision, goals, initiatives, programs, strategies, and/or projects specific to the incident.

COMMUNITY-FOCUSED RECOVERY

The responsibility of preparing for disaster recovery begins with the individual and builds to the larger responsibility of the community and local government. The local government has the primary role of planning and managing all aspects of the community's recovery. Community planning efforts are supported by voluntary, faith-based and community organizations; private sector; and State, Local, Tribal, Territorial and Federal Governments.



ENSURING SUCCESS AND ADDITIONAL RESOURCES

Each community defines successful recovery outcomes differently based on its circumstances, challenges, recovery vision and priorities. The below resources will provide guidance and best practices for your community.

For guidance and resources to help local officials and community leaders to lead, organize, plan for, and manage the complex issues of post-disaster recovery:

<https://www.fema.gov/national-disaster-recovery-framework/community-recovery-management-toolkit>

For best practices and approaches for States, Local, Tribal, and Territorial jurisdictions to help enable a more effective recovery for local communities after an incident of any size or scale: <https://www.fema.gov/media-library/assets/documents/101940>

For more information and to download a copy of the Recovery Framework, go to the National Disaster Recovery Framework (NDRF) Web Portal: <https://www.fema.gov/national-disaster-recovery-framework>



FEMA



US Army Corps of Engineers®



National Disaster Recovery Framework

Strengthening Disaster Recovery for the Nation

FEMA B-800 / January 2017
Second Edition



Homeland Security

IMPLEMENT THE NATIONAL DISASTER RECOVERY FRAMEWORK IN YOUR COMMUNITY

- ☑ Identify candidates for State/Local/Tribal/Territorial Disaster Recovery Coordinator(s)
- ☑ Reach out to recovery partners and stakeholders
- ☑ Start developing a pre-disaster recovery plan
 - Ensure that your plan includes the “successful recovery factors”
 - Include an assessment of your strengths, weaknesses, opportunities, threats
- ☑ Organize State/Local/Tribal/Territorial agencies, local private and nonprofit sectors into Recovery Support Functions
- ☑ Develop ways to measure recovery progress



MVRPC
SERVICES

Institute for Livable & Equitable Communities

Creating programs and systems that support an environment where people of all ages, races, incomes and abilities can thrive.

Purpose

The Institute for Livable & Equitable Communities at the Miami Valley Regional Planning Commission (MVRPC) will convene critical private and public sector partners from all sectors and be the central point of coordination for a long-term, multi-faceted effort to address nine domains proven to enhance livability and equity in communities. There will be an intentional focus on equity, creating programs and systems that support an environment where people of all ages, races, incomes and abilities can thrive.

The Institute will coordinate research and assemble data; lead a robust engagement process to facilitate a high-level strategic plan which identifies needs, resources and potential actions for each domain; secure grants and alternative funding; leverage the Region's collective resources; and create the opportunities for communities and organizations to implement an ever evolving range of demonstration projects to advance livable & equitable communities throughout the Region.

Framework

The framework for the Institute for Livable and Equitable Communities will be built around the eight domains for Livable Communities outlined by the World Health Organization/AARP and will add a ninth domain critical to our Region, Education.

The Built Environment / Outdoor Spaces & Buildings: People need public places to gather — indoors and out. Green spaces, safe streets, sidewalks, outdoor seating and accessible buildings (think elevators, stairs with railings, etc.) can be used and enjoyed by people of all ages and abilities.

Transportation: Driving shouldn't be the only way to get around. Public transit, coordinated mobility and human service transportation systems, integrated freight and logistics systems, walkability, and bike-friendliness contribute to livable, equitable and lively communities for all.

Housing: Communities need to include affordable and desirable housing options for varying life stages, varying abilities, and varying bank accounts.

Social Participation: Regardless of a person's age or ability, loneliness is often as debilitating a health condition as having a chronic illness or disease. Sadness and isolation can be combatted by the availability of accessible, affordable and fun social activities.



Framework continued

Respect and Social Inclusion: Inclusive, accessible opportunities for active living are essential for all ages. Communities that embrace intergenerational interactions and learning foster cultures of mutual respect and value of contributions.

Civic Participation & Employment: All individuals should have the opportunity to work for pay, volunteer their expertise and engage in civic life in a way that is meaningful to them and a benefit to their community.

Communication: Expansion of access to technology and dissemination of information through a wide variety of traditional and digital means ensures that all members of the community are informed of matters that impact them.

Community Support and Health Services: Access to quality, affordable health services and wrap-around community support systems are vital to quality of life.

Education: A commitment to learning, beginning at an early age and continuing through all stages, is essential to developing a strong workforce and ensuring the long-term economic viability of our Region.

Structure

The launch of the Institute will be a partnership between MVRPC, The Dayton Foundation, Del Mar Healthcare Fund of The Dayton Foundation, the Dayton Business Community, AARP/WHO, and local higher education institutions.

MVRPC is the ideal home for the Institute, as the agency serves as the regional planning commission for for Montgomery, Miami, Greene, Preble & Darke Counties, plus a portion of Northern Warren County. It is governed by a 78-member board of directors representing counties, cities, townships and villages in the Region, plus associate members including universities, Greater Dayton Regional Transit Authority, Dayton Metro Library, park districts, utility providers and other planning and development entities.

Their work, combined with that of their members, touches all domains of Livable/Age Friendly Communities, and MVRPC has been working on the issue of equity for years, including creating the Miami Valley Equity Regional Profile with the Kirwan Institute at Ohio State University.

The Institute for Livable & Equitable Communities will have a profound impact on the Greater Miami Valley Region, providing a workable framework for numerous community initiatives, ranging from economic development to transportation to education. It also creates the opportunity for substantive partnerships between public and private entities, resulting in an equitable, attractive, engaging, supportive and sustainable community for people of all ages, races, incomes and abilities.

