

BOARD OF DIRECTORS MEETING

May 6, 2021

9:00 AM

AGENDA

<u>Item</u>	<u>Topic</u>	<u>Page</u>	<u>Est. Time</u>	<u>Presenter</u>
I.	Introductions – Roll Call		9:00	C. Mucher
II.	Pledge of Allegiance – Please Mute all Microphones and Rise		9:08	C. Mucher
* III.	Approval of April 1, 2021 Meeting Minutes	1	9:10	C. Mucher
IV.	Public Comment Period on Action Items		9:11	C. Mucher
V.	MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS			
* A.	Recommended Approval of MVRPC TRAC Projects for CY2021	5	9:12	B. Daniel
* B.	Adoption of the 2050 Long Range Transportation Plan Update and Summary of Public Participation Meeting (April 14, 2021)	11	9:17	A. Ramirez
* C.	Approval of the SFY2022 Budget and Work Program	65	9:27	T. Keels
* D.	Approval of MVRPC Constitution and Bylaws Amendments	161	9:37	T. Keels
VI.	INFORMATION ITEMS			
* A.	Going Places Progress Update	193	9:47	M. Kim
VII.	EXECUTIVE DIRECTOR'S REPORT			
* A.	Executive Director's Update	211	10:00	B. Martin
VIII.	ADJOURNMENT		10:05	C. Mucher

* 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 June 3, 2021****

If you do not have access to a computer, please call in using the following information. Dial by your location: All numbers can be used to access the meeting. **Meeting ID: 876 4764 2836**

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

**via Zoom Conference/Video Call
(<https://02web.zoom.us/j/87647642836>)**

**April 1, 2021
9:00 AM**

Members/Voting Alternates

Sarah Baker, Miami County Public Transit
Robert Beeler, AES-Ohio
Becky Benná, Five Rivers Metro Parks
Kathelyn Berbach, City of Tipp City
Dale Berry, Washington Township
Janet Bly, Miami Conservancy District
John Bruns, City of Union
Steven Byington, City of Oakwood
Donald Burchett, City of Moraine
Mike Busse, Village of Versailles
Nancy Byrge, City of Huber Heights
Elmer Dudas, City of Springboro
Joanna Garcia, City of Beavercreek
Sharon Geier, Dayton Realtors
Georgeann Godsey, Harrison Township
Forrest Greenwood, City of Bellbrook
Paul Gruner, Montgomery County Engineer
David Haber, Preble County
Walt Hibner, CenterPoint Energy (Vectren)
Brian Housh, Village of Yellow Springs
Matt Joseph, City of Dayton
Sonja Keaton, City of Brookville
Paul Keller, City of Fairborn
Tony Klepacz, City of Kettering
Tom Koogler, Greene County
Morakinyu A. O. Kuti, Central State University
Sara Lommatzch, City of Riverside
Mary McDonald, City of Trotwood
Brian S. Morris, Franklin Township
John Morris, Miami Township – Montgomery Co.
Chris Mucher, Miami Township – Greene Co.
Robin I. Oda, City of Troy
Mike Parks, Dayton Foundation
Harold Robinson, City of West Carrollton
Bob Ruzinsky, Greater Dayton RTA
Bill Serr, City of Centerville
Woodrow Stroud, Greene County Transit

Debborah Wallace, Beavercreek Township
Johnathan Westendorf, City of Franklin
Ben Wiltheiss, ODOT District 7

Other Alternates/Guests

Scott Brown, ODOT 8
Jade Downey, Miami County Public Transit
Nathan Fischer, Woolpert
Vanessa Glotfelter, MCTID
Chad Henry, Choice One Eng.
Kyle Lentz, Ohio Attorney General
Stefan Spinosa, ODOT 8
Patrick Titterington, City of Troy
Jeff Wallace, Barge Design

Staff Present

Serena Anderson
Paul Arnold
Brenda Bailey
Savannah Diamond
Carlton Eley
Laura Henry
Aaron Homan
Tawana Keels
Aaron Lee
Matt Lindsay
Teresa Lombardelli
Mike Lucas
Brian Martin
James Metz
Ana Ramirez
Stacy Schweikhart
Milo Simpson
Melissa Swain
Rob Uhlhorn

The Miami Valley Regional Planning Commission Board of Directors met on April 1, 2021 at 9:00 a.m. via Zoom Video Conference (<https://02web.zoom.us/j/87647642836>). All members and news media were notified of the meeting pursuant to the Sunshine Law.

I. INTRODUCTIONS

Chairperson Mucher called the meeting to order at 9:06 a.m. Ms. Lombardelli did a roll call by jurisdiction. The Pledge of Allegiance was recited by Chairperson Mucher.

II. APPROVAL OF March 4, 2021 MEETING MINUTES

Ms. Wallace made a motion to approve the minutes from the March 4, 2021 Board meeting. Mr. Berry seconded the motion. The motion passed unanimously.

III. PUBLIC COMMENT PERIOD ON ACTION ITEMS

None

IV. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

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

Mr. Arnold referred to the ninth amendment to the SFY 2021-2024 TIP and the numerous project changes made by MVRPC and ODOT. He referenced the packet showing the tables broken down by county, as well as the statewide line item project tables. Mr. Arnold stated the MVRPC staff recommends approval of the resolution by the Board of Directors.

Mr. Bruns made a motion to approve amending the SFY2021-SFY2024 Transportation Improvement Program (TIP). Mr. Morris seconded the motion. The motion passed unanimously.

B. FTA Section 5310 Program 2020 Funding Cycle and the Appropriations Act of 2021

Ms. Keels provided an update regarding the FTA Section 5310 Program 2020 Funding Cycle and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021(CRRSAA). MVRPC was named the Designated Recipient of those funds by the Governor, and in collaboration, with GDRTA, administers the program in the Dayton Urbanized Area.

The Miami Valley Region was allocated \$761,241 for Federal Fiscal Year 2020 from the FTA Section 5310 program and \$132,086 from the CRRSAA. The GDRTA, in partnership with the Greene CATS and Miami County Transit, requested funding to establish a Regional Medical Shuttle Service to assist with transportation to medical appointments and prescription pickups for those in Miami County, Montgomery County and Greene County. The recommendation also includes funding for seven small accessible vehicles for all three transit agencies, administration funding for MVRPC, Mobility Management Services for GreeneCats, and accessibility improvements at GDRTA bus stops. Ms. Keels stated the MVRPC staff recommends approval of the resolution by the Board of Directors.

Mr. Koogler made a motion to approve the resolution to adopt the program of projects to be funded with the Metropolitan Planning Area's FY2020 Section 5310 Allocations and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021. Mr. Housh seconded the motion. The motion passed unanimously.

V. INFORMATION ITEMS

A. Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding

Mr. Arnold provided information in anticipation of MVRPC receiving \$5.2 million in CRRSAA funding. This funding would be set aside for simple resurfacing projects available during the Fall 2021 project solicitation cycle.

Mr. Arnold reviewed the timeline for the application process and the necessary project requirements to be eligible for the funding. Funding availability will be announced with MVRPC's annual Fall solicitation.

B. Status Briefing of the Institute and the Regional Equity Initiative

Mr. Eley provided an update on the status of "the Institute for Livable and Equitable Communities" and "the Regional Equity Initiative".

Mr. Eley discussed the vision and mission of the Institute for Livable and Equitable Communities, along with identifying the elements of all work for the Institute. Mr. Eley introduced the nine domains. He also explained the purpose and role of the Institute Steering Committee.

Mr. Eley discussed the vision and mission of the Regional Equity Initiative. He acknowledged national trends and shared a listing of communities that currently have "equity officers". According to Mr. Eley, the Miami Valley is in good company, and other communities are taking similar journeys.

Mr. Eley provided the group with a list of the dates and speakers for the upcoming Regional Equity Initiative meetings. For more information, please visit <https://www.mvrpc.org/events/regional-equity-initiative-meeting-march-2021> or visit MVRPC's website at www.mvrpc.org/committee-center.

VI. EXECUTIVE DIRECTOR'S REPORT

A. Executive Director's Update

Mr. Martin reviewed the April ED's Update:

- MVRPC Launches Regional Government Jobs Board Exclusively for Members
- Undesign the Redline Exhibit
- Romero Human Rights Award Series
- MiamiValleyRoads.Org and project updates
- Grants & Funding Resources
- COVID-19 Funding Opportunities
- Upcoming MVRPC Meetings

Mr. Martin briefly mentioned the current authorization by the State of Ohio to meet virtual runs through June 30th. Starting August 5th, as vaccinations increase, MVRPC staff will be looking into holding hybrid meetings at Dayton Realtors during the transition period with teleconferencing and in-person participation options.

Mr. Martin formally introduced the new MVRPC Administrative Assistant, Ms. Savannah Diamond and thanked the staff for continuing the work of the Agency.

VIII. ADJOURNMENT

Chairperson Chris Mucher called for a motion to adjourn the meeting. Mr. Klepacz made a motion to adjourn the meeting. Mr. Bruns seconded the motion. Chairperson Mucher called the meeting adjourned at 10:00 a.m.

Brian O. Martin, AICP
Executive Director

Sara Lommatzsch
2nd Vice Chairperson

Date: April 1, 2021



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MEMORANDUM

To: Technical Advisory Committee and Board of Directors

From: MVRPC Staff

Date: May 6, 2021

Subject: Recommended Approval of MVRPC TRAC Projects for CY2021

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 or consistent with the MPO's Long Range Transportation Plan (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 three CY2021 TRAC projects submitted this year in accordance with the Policy. The projects we received are excellent projects and the entire Miami Valley strongly supports the completion of these projects. MVRPC staff is forwarding these 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 CY2021 MVRPC Recommended TRAC project list as shown in Exhibit 1.

Exhibit 1

<i>MVRPC's Recommended TRAC Projects for CY2021</i>	
	<i>Project Status</i>
GRE-35-5.84 US 35 Valley/Trebein Interchange - The project consists of the reconstruction of US 35, removing an at-grade intersection at US 35/Valley Rd/Trebein Rd and construction a new interchange over US 35 to improve safety and increase capacity, while still maintaining local access. This improvement involves upgrading approximately 1.28 miles of US 35 to a limited-access facility, including three highway bridge structures, retaining walls and reconstruction of approximately 0.68 miles of side roads.	Priority
I-675/Wilmington Pike Interchange Project - Conduct necessary safety studies for interchange modifications & improvements to increase capacity of the I-675/Wilmington Pike interchange. The corridor serves major employment and commercial centers, residential and recreational users in the vicinity of the interchange and surrounding roadway network supporting the multiple jurisdictions and the counties of Greene and Montgomery. The request includes the studies to explore improvements, prioritize projects and begin design development.	Priority
North Dixie Drive/Northwoods Blvd/Lightner Road Improvements - The project will improve roadways to accommodate increased traffic, particularly heavy truck traffic, servicing regional industrial parks containing large logistics & distribution facilities near the I-70/I-75 Interchange & the Dayton International Airport. The improvements proposed would significantly enhance the logistical capabilities in and around the area, while providing better access for new facilities built by Proctor & Gamble, Chewys, Crocs and future development.	Priority



RESOLUTION APPROVING THE MVRPC PRIORITIES FOR MAJOR NEW CAPACITY PROJECTS FOR CY2021

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 three MVRPC CY2021 TRAC applications based upon the adopted policy.

NOW, THEREFORE, BE IT RESOLVED, that MVRPC's Board of Directors hereby adopts the CY2021 major new capacity project list as shown in Exhibit 1.

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

Brian O. Martin, AICP
Executive Director

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

Date



MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: April 23, 2021

Subject: Adoption of 2050 Long Range Transportation Plan Update and Summary of Public Participation Meeting (April 14, 2021)

Public Participation Efforts

As part of the ongoing 2050 Long Range Transportation Plan (Plan) Update and following a nine month process of working with local jurisdictions, the public, and other interested parties to identify multimodal Congestion Management Strategies, MVRPC held a final public participation meeting to present the results of the transportation plan update and solicit public input. The virtual public participation meeting was held via zoom:

- Wednesday, April 14, 2021
5 pm - 6 pm

Outlined below is a recap of public outreach efforts to promote the meetings:

- Printing public notices in the Dayton Daily News and ¼ page ads in La Mega Nota (English and Spanish) and Dayton Weekly, a minority focus newspaper, announcing the meeting.
- Purchasing a ¼ page ad on the Dayton Daily News.
- Purchasing ads on You Tube
- Submitting press releases to all local newspapers, television and radio stations - approximately 89 media outlets.
- Sending e-mails/letters to individuals and agencies who have requested to be notified about public participation meetings as well as additional agencies/interested parties identified in the FAST Act legislation– over 700 individuals/agencies.
- Sending letters and promotional posters to all the public libraries in Montgomery, Greene and Miami Counties.
- Displaying promotional posters in English and Spanish at the Greater Dayton Regional Transit Authority hubs.
- E-mailing promotional poster to Miami County Transit and Greene CATS.
- E-mailing promotional posters (English and Spanish versions) to the Latino Connection for distribution.
- Announcing the meeting on the MVRPC's website.
- Promoting the meeting using Twitter and Facebook/instagram, including 2 boosted posts.

- Posting the information, which was to be presented at the meeting, on plan2050.mvrpc.org along with an online comment card.
- Making the information to be presented at the meetings and online available at the MVRPC offices along with comment cards.

A total of 11 people attended the meeting. MVRPC staff members were present to answer their questions and to review the list of draft transportation projects and strategies and accept comments/input regarding transportation issues.

Participants were encouraged to give their comments on the final draft 2050 LRTP at the meeting or via the online comment tools. The following are comments and suggestions received at the meeting and through the online comment tools.

ROADWAY

- **Montgomery County - Expand the Steve Whalen Connector** - Interesting story behind this short corridor. With the soap factory slowly being demolished this presents a new opportunity similar to what happened with James H. McGee Blvd. The current Linden/Hamilton/Railroad interchange is horrendous. Let's update this!!!!. The Steve Whalen Blvd should be expanded to Linden/Huffman Street. Interchange running from the current end, through the soap factory property and connect with Linden just south of the Burlap Company. Could possibly incorporate Torrance St. into this. Would be a 1000x improvement over the current cluster of roads and clutter!!!! Trucks and emergency vehicles could actually move through this area. It would open the door for future connections with the Findlay/Stanley connector. If the railroad trail is still useful or is considered for a bicycle trail a bridge could be erected over the BLVD.
- **Project 832 North Main.** Wow, the plan is to NARROW N. Main St??? I do realize it's a high pedestrian area due to the poverty. I also notice people racing up and down it. Possibly this is a plan to slow them down! It will all move to Riverside drive though. A few suggestions to assist this - Connect eastbound Great Miami Blvd to Riverside Dr. by installing a traffic signal. This would cut down a lot of the cross traffic to go north. You're aligning Hudson, what about Fairview by the Fire Station? The neighborhood association could move their plot right next to the station and install a lovely aligned four way there!
- **Rip Rap Road.** This is an idea to do a future realignment for Rip-Rap Road in the Huber Heights/Vandalia area. As Rip-Rap moves north of Little York to where it connects with Taylorsville it is in the flood basin of the Great Miami River and essentially should be a protected watershed area. This area constantly floods and is a burden to taxpayers and city personnel. 5 Rivers Metroparks runs the Taylorsville Dam park directly north. My idea would be to completely shut down this portion of Rip-Rap and protect this area under the 5 Rivers Metroparks. Keep the entrance to Valley Asphalt and dedicate the remaining pavement by connecting with the bicycle path across the Great Miami. Where it meets Taylorsville Rd. Huber Heights would be smart to connect the bicycle path with the city. Currently there are no sidewalks/paths that connect the city to the north/south bicycle path. This could correct that. Replace this portion of Rip-Rap by extending Bridgewater Rd. south of Taylorsville along the property lines behind Valley Asphalt. This could be 3 lane road with a turn lane median and open up the east portion for future Huber Heights development. It would connect with Chambersburg Rd. about half a mile from the current Rip-Rap Rd. Chambersburg intersection.

Possibly they could tighten it in around the south lake for one intersection of Rip-Rap/Chambersburg/Little York and place a roundabout here. An added benefit if additional open land could be given to the current sports parks in the area. I feel this would benefit traffic and congestion in this area, benefit Huber Heights for future development by a Bridgewater extension and connect them to the Metroparks, and benefit natural conservation by giving back the east bank to nature. Thank you for your consideration!

- **Project 656 Smithville Road.** This is not what the neighborhood needs. more lanes are bad. the street is already way too busy and loud, roaring cars and motorcycles, accidents everywhere. we need traffic calming and bike lanes and wider sidewalks and re-aligned intersections at Tuttle and an Urban Forestry plan. where is the light pollution plan, how does this address the homeless escapements, where is the conversion of the rail line to bike path so no more murdered girls are dumped in the old rail yard, what about the illegal dump and auto storage yard. Where is fiber optic network and fiber conduit!!! the city commissioners took some kind of deal (I saw them pass secret notes at the commission meeting) to allowed the Kroger gas station to go in the wrong place so now we can never have a safe intersection or fix the in and out at the Kroger. Fewer curb cuts, only two, at the Valero gas station. regrade the huge hill, stabilize the land-lorded properties on silversmith. Citizens and neighborhoods have no voice in their community, you can talk, but you can't participate in actual planning. you only get to speak only at the end and the plan never changes, this is not democracy.
- **I-71/I-70 Bypass.** For GREENE COUNTY Prospective 2040-2050 plan.

Back in the 1950s - 1960s a Route 68 bypass plan was developed to connect with the current Clark County 68 bypass. Greene County connection was crucial to transport commercial traffic from I-71 to I-70 versus using I-75 to I-675 which eventually graced the western portion of Greene County. Opposition from natural preservation in northern Greene County circumvented this plan, which was warranted.

Curious why there was never an alternative plan? A north/south bypass is now needed more than ever as the I-70 corridor is more busier than ever as logistics is a primary commercial growth factor.

Eastern Greene County is wide open for a bypass which should incorporate Rt. 68 and Rt. 72.

Studying the GIS map a bypass could start on RT. 68 south of Xenia on the township boundaries of Xenia TWP. and Caesar Creek TWP 930-950. Roughly following the township and property lines there would not be much obstruction in this area and could meet RT. 35 halfway between the Bickett Rd. exit and Junkin Rd. exit, possibly around Stringtown Rd. which would be the first major exit 1040-1050.

Going north again along township lines with Cedarville TWP. it would need to veer west a short distance and meet RT. 42 between Nash and Murdock Rd. for another exit 1020-1030. This would avoid obstruction and line up the highway to miss the Mound Preservation directly north. This would be a great entrance to the Wilberforce College Community and north to Cedarville.

The highway here should run along property lines somewhat parallel to Wilberforce Clifton Rd. running north behind Conley Rd. to miss the Governors property of course! There is a lot of spaced out homes here but also huge agricultural acreage.

Best bet would be to run behind property lines before heading north between RT. 72 and Harbison Rd. between heading east and meeting RT. 72 around the 1040 mark. This is in

prime agricultural/Industrial area and would open up beneficially Cedarville TWP. AND Miami TWP. who have both expressed the need to expand their Industrial base.

After crossing RT. 72 the bypass should veer directly north along property lines parallel with 72 and Rife Rd. before entering Clark County. IN a joint venture both counties should extend RT. 343 to meet the bypass for the next exit after crossing the Little Miami River around the 1004 mark past N. River Rd.

In negotiations with Clark County and ODOT I would suggest the bypass continue running parallel with RT. 72 north and Old Clifton RD. to behind the National Guard Airport and have an exit with RT. 794. From there the bypass would slope Northwest to line up with the current RT. 68 which would be the last exit with the original road.

This bypass would greatly benefit Greene County Transportation woes North/South connection, finally connect the I-71/I-70 corridor, benefit the eastern portion for industrial development, possibly commercial development for Xenia, Cesar Creek, Cedarville, New Jasper, and Miami Twp. Enhance higher education such as the Greene County Career Center, Wilberforce University, Central State University, Cedarville University, and Antioch College/University. IT would successfully avoid endangered natural preservations and watershed areas such as the Indian Mound State Park, John Bryan, Clifton Gorge, and the Glen Helen. Current conservation would enhance that it would not spur a huge housing boom. IT Would enhance Clark County's Air National Guard Airport and finally connect the current 68 bypass that goes north to Urbana.

- **Dayton Yellow Spring Road Improvements.** Dayton Yellow Springs Road should be enhanced to a 3 lane with turn lanes in the middle from outside Fairborn to outside Yellow Springs. A roundabout should be placed at DYS and W. Enon Rd. This would enable increased traffic and assist wait times for turns onto crossroads and driveways.
- **Herr Road** Herr Rd. should be extended to Yellow Springs Fairfield Rd.

BIKEWAY/PEDESTRIAN

- **Montgomery County/Dayton. Brandt Pike/Harshman Road Crossing.** Could you please address this horrible corner? Apparently, it falls under Dayton's jurisdiction even though it's between Riverside and Huber Heights. There isn't a single crosswalk or crosswalk sign anywhere at this mega intersection of Harshman and Brandt. With bus stops on both corners, a pedestrian basically has to navigate traffic by sprinting across the street as the turn signals keep traffic constantly moving. Not once do they stop for anything besides a vehicle. I especially feel sorry for the handicapped or elderly. With stores and restaurants dotted around this busy corner, pedestrian consideration is definitely needed!
- **Project 676 I-75 / Needmore Road Interchange.** This project is quite some years from now but I would hope you will definitely consider pedestrian access to this bridge! Sidewalks are needed ideally on both but at least on one side of this bridge to connect to Payne and Wadsworth Ave. Bus stops are on both ends of the bridge and there are many near accidents as pedestrians attempt to cross over!
- **Fairborn-Yellow Spring bike connection.** I also wanted to add that the project should include a bicycle path to connect current east/west paths in Fairborn to connect with the north/south path in Yellow Springs.

PUBLIC TRANSPORTATION

- Need for better cross-town transit services.

MISCELLANEOUS COMMENTS

- Need for shorter planning and funding timeframes to be able to incorporate new technologies such as autonomous and electric vehicles due to the rapid change in the industry.

2050 Long Range Transportation Plan

Since the adoption of the current Transportation Plan in May 2016, MVRPC staff has worked on the data collection, analysis, and program development necessary to update its Long Range Transportation Plan with a plan that continues to meet federal planning requirements and reflects regional priorities.

The new plan entitled the 2050 Long Range Transportation Plan, follows the requirements established under the Fixing America's Surface Transportation Act (FAST Act) and public outreach efforts were incorporated into every step of the update process by using various tools and methods designed to engage the general public and special interest groups.

The Long Range Transportation Plan multimodal projects and strategies, which form the basis for the 2050 LRTP, are attached. The 2050 LRTP plan meets federal planning mandates, is fiscally constrained, and demonstrates conformity to applicable air quality standards. The [complete Plan Report](#) is available at plan2050.mvrpc.org/outreach.

A resolution to adopt the May 2021 - 2050 Long Range Transportation Plan is attached and staff recommends its adoption.

Attachments:

1. 2050 Long Range Transportation Plan Congestion Management Strategies (Highway, Transit, and Alternative Modes)
2. Resolution Adopting the 2050 Long Range Transportation Plan

CONGESTION MANAGEMENT STRATEGIES – HIGHWAY

Following the Long Range Transportation Plan kick-off meeting in August 2020, MVRPC worked with stakeholders in the Region to develop Congestion Management (CM) highway projects desired between SFY 2021 and 2050, including all roadway capacity expansion projects and other projects not covered under the operations and maintenance/reconstruction program. MVRPC began by hosting a jurisdictional project sponsor webinar, followed by public participation meetings. The process continued by identifying future revenue capacity and conducting a systematic evaluation of projects.

As a result, the 2050 LRTP includes 212 projects with a total cost of \$2,326.29 million. The congestion management list is fiscally constrained with a projected revenue of \$2,959.46 million. As required by the FAST Act, both costs and revenues are expressed in year of expenditure dollars.

Fiscal Constraint of the 2050 LRTP Projects (in millions of 2020 / Year of Expenditure dollars)

Costs / Revenues	Short Term Plan I (2021-2025)	Short Term Plan II (2026-2030)	Long Term Plan I (2031-2040)	Long Term Plan II (2041-2050)	For Full 30 Year Plan
2020					
– Cost	\$78.29	\$326.27	\$647.34	\$541.13	\$1,593.03
– Revenues	\$244.84	\$357.94	\$715.88	\$715.88	\$2,034.54
YOE					
– Cost	\$79.43	\$376.91	\$912.75	\$957.80	\$2,326.89
– Revenues	\$253.43	\$429.53	\$1,009.39	\$1,267.11	\$2,959.46

Source: MVRPC

Final Draft Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

5 GRE	I-675 / Grange Hall Road	Feasible: 2041-2045	Mileage: NA	Cost: \$30.00 / \$53.10	TIP: No
Add full movements at Grange Hall Road interchange.					
9A GRE	US 35 — Phase I	Feasible: 2041-2045	Mileage: 1.50	Cost: \$79.70 / \$141.07	TIP: No
Eliminate the existing at grade intersections at Factory Road, Alpha Road, and Orchard Lane and replace them with full access interchange at Factory Road.					
9B GRE	US 35 — Phase II	Feasible: 2026-2030	Mileage: 1.00	Cost: \$30.07 / \$30.07	TIP: YP
Eliminate the existing at grade intersection at Trebein/Valley Road and replace with full access interchanges at Trebein/Valley Road. Preliminary engineering and right of way phases are currently funded in the TIP.					
10B GRE	US 42	Feasible: 2036-2040	Mileage: 0.62	Cost: \$1.65 / \$2.33	TIP: No
Widen from 2 to 3 lanes from Bickett Road to Hickman Road.					
10D GRE	US 42	Feasible: 2031-2035	Mileage: 0.81	Cost: \$2.16 / \$3.05	TIP: No
Widen US 42 from E. Church Street to City Corporation Limits from 2 to 3 lanes.					
17B GRE	SR 72	Feasible: 2021-2025	Mileage: 4.80	Cost: \$7.17 / \$7.17	TIP: Yes
Widen at intersections, safety upgrades and roadway realignment as needed from north of Klontz Road to southern Cedarville corporation limit.					
21 GRE	SR 235	Feasible: 2026-2030	Mileage: 1.00	Cost: \$3.90 / \$4.68	TIP: No
Widen from 2 to 3 lanes from I-675 to Byron Road.					
24B GRE	SR 444 — Phase III	Feasible: 2021-2025	Mileage: 1.00	Cost: \$3.27 / \$3.27	TIP: NF
Narrow the western portion and widen the eastern portion to create a uniform 3-lane section from Central Avenue to Sandhill Road.					
24C GRE	SR 444 — Phase IIA	Feasible: 2021-2025	Mileage: 0.51	Cost: \$3.69 / \$3.69	TIP: Yes
Narrow the roadway from 4 to 3 lanes and install bike lanes and access management techniques, as well as replace the waterline from Dayton Drive to Koogler Street.					
24D GRE	SR 444 — Phase IIB	Feasible: 2026-2030	Mileage: 0.55	Cost: \$1.78 / \$2.14	TIP: No
Narrow the roadway from 4 to 3 lanes and install bike lanes and access management techniques from Koogler Street to Central Avenue.					
50 GRE	Garland Extension - West	Feasible: 2036-2040	Mileage: 0.70	Cost: \$3.00 / \$4.23	TIP: No
Extend as 2 lanes from its eastern terminus at Maple Avenue to Meadowlands Drive.					
53B GRE	Grange Hall Road	Feasible: 2026-2030	Mileage: 1.63	Cost: \$8.61 / \$10.33	TIP: No
Widen from Summerfield Drive to Southview Drive and SR 835 to Patterson Road from 2 to 3 lanes, and add pedestrian and bicycle amenities.					

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53C GRE	Grange Hall Road	Feasible: 2021-2025	Mileage: 0.67	Cost: \$3.70 / \$3.70	TIP: Yes
Widen from Summerfield Drive to Kemp Road from 2 to 3 lanes, and add pedestrian and bicycle amenities.					
58D GRE	Kemp Road	Feasible: 2026-2030	Mileage: 1.00	Cost: \$5.30 / \$6.36	TIP: No
Widen from North Fairfield Road to Hidden Woods Boulevard from 2 to 3 lanes, and add bicycle and pedestrian amenities.					
58E GRE	Kemp Road	Feasible: 2031-2035	Mileage: 1.55	Cost: \$3.73 / \$5.26	TIP: No
Widen Kemp Road from 2 to 3 lanes from Meadowcourt Drive to Blue Wing Drive. Add bicycle and pedestrian amenities from Meadowcourt Drive to North Fairfield Road.					
66C GRE	New Germany-Trebein Road	Feasible: 2026-2030	Mileage: 0.35	Cost: \$1.95 / \$2.34	TIP: No
Widen from 3 to 5 lanes from Lillian Lane to Big Woods Drive.					
74 GRE	Shakertown Road	Feasible: 2031-2035	Mileage: 2.02	Cost: \$10.64 / \$15.00	TIP: No
Widen from 2 to 3 lanes from Autumn Leaf Drive to relocated Shakertown Road with bicycle and pedestrian amenities.					
78C GRE	Trebein Road	Feasible: 2036-2040	Mileage: 2.00	Cost: \$6.20 / \$8.74	TIP: No
Widen from 2 to 3 lanes from Dayton-Yellow Springs Road to Xenia Drive; add bicycle and pedestrian facilities, widen culverts, and improve safety of vertical and horizontal curves.					
345 GRE	Industrial Boulevard Extension	Feasible: 2031-2035	Mileage: 0.47	Cost: \$0.93 / \$1.31	TIP: No
Extend as 3 lanes from Bellbrook Avenue to W. Second Street.					
407 GRE	I-675/Shakertown Rd.	Feasible: 2046-2050	Mileage: NA	Cost: \$0.75 / \$1.33	TIP: No
Feasibility study to construct new interchange on I-675 at Shakertown Road to improve job access to land in Beavercreek and Kettering.					
411A GRE	North Fairfield Road	Feasible: 2021-2025	Mileage: 0.49	Cost: \$3.25 / \$3.25	TIP: Yes
Widen from 2 to 3 lanes from Plantation Place to Shakertown Road including installation of bicycle and pedestrian amenities.					
411B GRE	North Fairfield Road	Feasible: 2021-2025	Mileage: 0.18	Cost: \$2.12 / \$2.12	TIP: NF
Widen from 2 to 3 lanes from Plantation Place to Fairbrook Elementary School including installation of bicycle and pedestrian amenities.					
411C GRE	North Fairfield Road	Feasible: 2026-2030	Mileage: 0.36	Cost: \$2.90 / \$3.48	TIP: No
Widen from 2 to 3 lanes from Fairbrook Elementary School to Indian Ripple Road including installation of bicycle and pedestrian amenities.					
414 GRE	Funderburg Road	Feasible: 2031-2035	Mileage: 1.30	Cost: \$3.40 / \$4.79	TIP: No
Widen from 2 to 3 lanes from Colonel Glenn Road to Dayton Yellow Springs Road.					

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415 GRE	Garland Avenue Extension	Feasible: 2036-2040 Extend as 2 lanes from Trebein Road to SR 235.	Mileage: 0.90	Cost: \$4.50 / \$6.35	TIP: No
417 GRE	Schwerman Drive	Feasible: 2036-2040 Widen from 2 to 3 lanes from Adams Street to SR 444 including improvements to the Sandhill Road intersection.	Mileage: 1.00	Cost: \$2.70 / \$3.81	TIP: No
425 GRE	Upper Bellbrook Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from Colorado Drive to Progress Drive including a pedestrian path.	Mileage: 0.38	Cost: \$1.44 / \$1.73	TIP: No
431 GRE	Valley Springs Connector Road	Feasible: 2026-2030 Provide a 3-lane connector road from Orchard Lane to the proposed Valley Road / US 35 interchange.	Mileage: 0.82	Cost: \$2.50 / \$3.00	TIP: No
433 GRE	US 35	Feasible: 2031-2035 Reconfigure the US 35 and Business 35 interchange located on the west side of Xenia for safety and operational purposes.	Mileage: 1.00	Cost: \$9.00 / \$12.69	TIP: No
443 GRE	Indian Ripple Road	Feasible: 2031-2035 Widening from 2 to 3 lanes from Grange Hall Road to Alpha Bellbrook Road including installation of bicycle and pedestrian amenities.	Mileage: 1.69	Cost: \$8.90 / \$12.55	TIP: No
451 GRE	Fairborn Schools Street Upgrades	Feasible: 2031-2035 Widening Garland and Trebein Roads from 2 to 3 lanes, and adding turn lanes on Commerce Center for future school expansion on the adjacent property.	Mileage: 2.00	Cost: \$5.20 / \$7.33	TIP: No
452 GRE	Maple Avenue — Phase II	Feasible: 2021-2025 Widen from 2 lanes to 3 and add bike lanes from Doris Drive to Dayton-Yellow Springs Road.	Mileage: 1.10	Cost: \$3.53 / \$3.53	TIP: Yes
453 GRE	Kauffman Avenue	Feasible: 2026-2030 Left turn lanes and right turn drop lanes will be added at intersections from National Road to Colonel Glenn Highway.	Mileage: 2.00	Cost: \$5.20 / \$6.24	TIP: No
454 GRE	Garland Avenue Bike Path	Feasible: 2026-2030 Install a bike path on City-owned property from the proposed bike lanes on Maple Avenue to the existing path on Garland Avenue near I-675.	Mileage: 1.05	Cost: \$0.92 / \$1.10	TIP: No
455 GRE	Van Eaton Road / Hedges Road Intersection	Feasible: 2041-2045 Intersection realignment to eliminate offset intersection.	Mileage: NA	Cost: \$1.32 / \$2.34	TIP: No
456 GRE	East Main Street / North Patton Street / Jasper Road	Feasible: 2031-2035 Reconstruct a five (5) point intersection with a roundabout.	Mileage: NA	Cost: \$2.25 / \$3.17	TIP: No

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457A GRE	Dayton-Xenia Road Widening	Feasible: 2026-2030	Mileage: 0.30	Cost: \$2.39 / \$2.87	TIP: No
Widen Dayton-Xenia Road from 3 to 5 lanes from Meadow Bridge to Hanes Road. The project will also include signal work, bicycle and pedestrian amenities.					
457B GRE	Dayton-Xenia Road Widening	Feasible: 2031-2035	Mileage: 1.33	Cost: \$8.76 / \$12.35	TIP: No
Widen Dayton-Xenia Road between Hanes Road and Beaver Valley Road from 2 to 3 lanes including installation of bicycle and pedestrian amenities.					
458 GRE	Lantz Road Extension	Feasible: 2026-2030	Mileage: 0.35	Cost: \$2.77 / \$3.32	TIP: No
Extend Lantz Road from Dayton-Xenia Road to North Fairfield Road. The project will include a new signal at Dayton-Xenia Road, and bicycle and pedestrian facilities.					
459 GRE	Dayton-Xenia Road at High School Road	Feasible: 2026-2030	Mileage: 0.20	Cost: \$0.75 / \$0.90	TIP: No
Installation of a new traffic signal for the East Beavercreek High School Road at Dayton-Xenia Road. This will also include pedestrian, bicycle and lane upgrades.					
460 GRE	Hanes Road	Feasible: 2036-2040	Mileage: 2.10	Cost: \$12.20 / \$17.20	TIP: No
Widen Hanes Road from 2 to 3 lanes from Dayton-Xenia Road to Kemp Road with bicycle/pedestrian facilities.					
461 GRE	Kemp Road Widening	Feasible: 2031-2035	Mileage: 1.03	Cost: \$5.42 / \$7.64	TIP: No
Widen Kemp Road from the west corporation line to Grange Hall Road from 2 to 3 lanes with bicycle and pedestrian facilities.					
462 GRE	Alpha-Bellbrook Road	Feasible: 2036-2040	Mileage: 1.23	Cost: \$7.75 / \$10.93	TIP: No
Widen Apha-Bellbrook Road from Indian Ripple Road to Shakertown Road from 2 to 3 laneswith bicycle and pedestrian facilities.					
463 GRE	North Fairfield Road / Swigart Road Roundabout	Feasible: 2036-2040	Mileage: 0.20	Cost: \$0.75 / \$1.06	TIP: No
Reconstruct the intersection of North Fairfield Road and Swigart Road with a roundabout.					
464 GRE	North Fairfield Road Widening	Feasible: 2036-2040	Mileage: 0.56	Cost: \$3.15 / \$4.44	TIP: No
Widen North Fairfield Road from Swigart Road to Indian Ripple Road from 2 to 3 lanes and add bicycle and pedestrian facilities.					
465 GRE	Darst Road	Feasible: 2036-2040	Mileage: 1.12	Cost: \$6.09 / \$8.59	TIP: No
Widen Darst Road from Swigart Road to Indian Ripple Road from 2 to 3 lanes with bicycle and pedestrian facilities.					
466 GRE	Indian Ripple Road/I-675 Sidepath	Feasible: 2036-2040	Mileage: 0.22	Cost: \$0.74 / \$1.04	TIP: No
Extend the bicycle and pedestrian facilities west of the I-675/Indian Ripple Road interchange over I-675 to the existing bicycle/pedestrian facilities at Sylvania.					
467 GRE	New Germany-Trebein Road Sidepath	Feasible: 2036-2040	Mileage: 1.35	Cost: \$3.56 / \$5.02	TIP: No
Extend existing bicycle and pedestrian facilities along New Germany-Trebein Road from Big Woods Drive to Varner Drive.					

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468 GRE	Grange Hall Road	Feasible: 2041-2045	Mileage: 2.41	Cost: \$12.70 / \$22.48	TIP: No
Widen Grange Hall Road from Patterson Road to Indian Ripple Road from 2 to 3 lanes. The project will also include bicycle and pedestrian facilities.					
469 GRE	Lantz Road Sidepath	Feasible: 2041-2045	Mileage: 1.33	Cost: \$3.87 / \$6.85	TIP: No
Add bicycle and pedestrian facilities along Lantz/McKay Roads from Hanes Road to Beaver Valley Road.					
470 GRE	Lantz Road Widening	Feasible: 2041-2045	Mileage: 0.64	Cost: \$3.36 / \$5.95	TIP: No
Widen Lantz Road between North Fairfield Road and Hanes Road from 2 to 3 lanes with bicycle and pedestrian facilities.					
471 GRE	Kemp Road	Feasible: 2046-2050	Mileage: 1.28	Cost: \$6.75 / \$11.95	TIP: No
Widen Kemp Road from Hidden Woods to Beaver Valley Road from 2 to 3 lanes with bicycle and pedestrian facilities. Relocate roadway to remove S curves.					
472 GRE	Patterson Road Widening	Feasible: 2046-2050	Mileage: 1.88	Cost: \$9.93 / \$17.58	TIP: No
Widen Patterson Road from County Line Road to SR 835 from 2 to 3 lanes with bicycle and pedestrian facilities.					
473 GRE	Swigart Road Sidepath	Feasible: 2046-2050	Mileage: 0.83	Cost: \$2.19 / \$3.88	TIP: No
Install bicycle and pedestrian facilities along Swigart Road from Darst Road to North Fairfield Road.					
474 GRE	Research Blvd (SR 835)/Seajay Drive Sidepath	Feasible: 2046-2050	Mileage: 0.75	Cost: \$1.98 / \$3.50	TIP: No
Extend the City bicycle and pedestrian facilities from Patterson Road to North Fairfield Road along SR 835 and Seajay Drive.					
475 GRE	Beaver Valley Road Sidepath	Feasible: 2046-2050	Mileage: 1.45	Cost: \$4.22 / \$7.47	TIP: No
Extend bicycle and pedestrian facilities along Beaver Valley Road from Dayton-Xenia Road to Lantz Road.					
476 GRE	GRE-235	Feasible: 2026-2030	Mileage: 0.75	Cost: \$2.00 / \$2.40	TIP: No
Construct adjacent roundabouts at the intersections of GRE-235 with Byron and Trebein Roads.					
477 GRE	GRE-675	Feasible: 2031-2035	Mileage: 1.00	Cost: \$2.00 / \$2.82	TIP: No
Widen exit ramp from I-675 to WPAFB, Colonel Glenn Highway from 2 to 3 lanes.					
478 GRE	GRE-42	Feasible: 2031-2035	Mileage: 0.30	Cost: \$5.00 / \$7.05	TIP: No
Change intersection of US 42 and Brush Row Road and US 42 and N. Bickett Road into adjacent roundabouts.					
479 GRE	GRE-68	Feasible: 2031-2035	Mileage: N/A	Cost: \$2.00 / \$2.82	TIP: No
Construct a roundabout at the intersection of US 68 and Hyde Road.					
480 GRE	GRE-235	Feasible: 2031-2035	Mileage: 1.25	Cost: \$1.50 / \$2.12	TIP: No
Reduce SR 235 from 4 lanes to 2 from SLM 9.00-10.30.					

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481 GRE	GRE-42				
Feasible: 2026-2030	Mileage: 0.17	Cost: \$2.00 / \$2.40	TIP: No	Construct sidewalk and crossing between Cedarville Meadows subdivision and Cedarville High School.	
482 GRE	S. Detroit, Miami and Home Intersection Improvements				
Feasible: 2026-2030	Mileage: NA	Cost: \$2.02 / \$2.42	TIP: No	Reconstruct a skewed intersection at S. Detroit Street, Miami Avenue and Home Avenue with a roundabout. Install new sidewalk and provide a better connection for the Ohio to Erie Bike Path to the Xenia Station Bike Hub.	
483 GRE	Hospitality Drive				
Feasible: 2026-2030	Mileage: 0.40	Cost: \$1.98 / \$2.38	TIP: No	Widening Hospitality Drive from W. Main Street to S. Progress Drive from 3 to 5 lanes.	
484 GRE	Progress Drive				
Feasible: 2026-2030	Mileage: 0.97	Cost: \$3.25 / \$3.90	TIP: No	Widen Progress Drive from W. Second Street to Dayton Xenia Road from 3 to 5 lanes.	
485 GRE	N. Progress Drive / Greene Way Boulevard Intersection				
Feasible: 2026-2030	Mileage: NA	Cost: \$0.50 / \$0.60	TIP: No	Add a mast arm signal to the intersection of N. Progress Drive and Greene Way Boulevard.	
486 GRE	Valley-Bell Connector Road				
Feasible: 2031-2035	Mileage: 1.20	Cost: \$4.12 / \$5.81	TIP: No	New road to connect Indian Ripple Road and Valley Road at the Lewis A. Jackson Greene County Regional Airport.	
89A MIA	I-75 — Phase I				
Feasible: 2036-2040	Mileage: 2.89	Cost: \$41.15 / \$58.02	TIP: No	Rehabilitate and widen from 4 to 6 lanes from 1.13 miles north of SR 41 to 0.42 miles north of CR 15 (Piqua-Troy Road).	
89B MIA	I-75 — Phase II				
Feasible: 2041-2045	Mileage: 4.04	Cost: \$37.75 / \$66.82	TIP: No	Rehabilitate and widen from 4 to 6 lanes from 0.42 miles north of CR 15 (Piqua Troy Road) to CR 25A.	
96 MIA	SR 41				
Feasible: 2026-2030	Mileage: 0.60	Cost: \$2.03 / \$2.44	TIP: No	Widen from 2 to 5 lanes from just west of Kings Chapel Drive to Washington Road.	
103 MIA	Commerce Boulevard — Phase III				
Feasible: 2031-2035	Mileage: 0.60	Cost: \$3.60 / \$5.08	TIP: No	Extend Commerce Center Boulevard from its eastern terminus to intersect SR 718 at Barnhard Road.	
105B MIA	County Road 25A — Phase V				
Feasible: 2036-2040	Mileage: 1.51	Cost: \$6.04 / \$8.52	TIP: No	Widen from 2 to 4/5 lanes from the Montgomery County line to Evanston Road.	
108 MIA	Donn Davis Way Connection				
Feasible: 2036-2040	Mileage: 1.00	Cost: \$4.30 / \$6.06	TIP: No	Extend as 3/4 lanes from Kessler-Cowlesville Road to the existing Donn Davis Way at Parkwood Avenue, crossing North Hyatt Street north of Arapaho Trail.	
112 MIA	Evanston Road				
Feasible: 2026-2030	Mileage: 0.50	Cost: \$4.90 / \$5.88	TIP: No	Widen from 2 to 3 lanes from CR 25A to I-75 including a proposed bike/pedestrian crossing over I-75 (attached to existing overpass) and construct either an on- or off-street bike/pedestrian path.	

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113 MIA	Experiment Farm Road	Feasible: 2031-2035	Mileage: 0.33	Cost: \$1.56 / \$2.20	TIP: No
Widen from 2 to 5 lanes from just north of Corporate Drive to Eldean Road.					
113A MIA	Eldean Road / Experiment Farm Road	Feasible: 2026-2030	Mileage: 0.33	Cost: \$1.75 / \$2.10	TIP: No
Realign the offset intersection.					
121 MIA	McKaig Road	Feasible: 2026-2030	Mileage: 1.40	Cost: \$2.02 / \$2.42	TIP: No
Widen from 2 to 3 lanes from Dorset Road to Cartwright Court.					
139A MIA	Washington Road / Wilson Road	Feasible: 2026-2030	Mileage: 0.74	Cost: \$1.35 / \$1.62	TIP: No
Realign Washington Road to intersect Wilson Road at McKaig Road.					
371 MIA	SR 41	Feasible: 2026-2030	Mileage: 0.51	Cost: \$1.13 / \$1.36	TIP: No
Widen from 5 to 7 lanes from Experiment Farm Road to I-75.					
501 MIA	Tipp-Cowlesville Road	Feasible: 2026-2030	Mileage: 1.31	Cost: \$3.50 / \$4.20	TIP: No
Widen from 2 to 3 lanes from Crane Road to CR 25A.					
507 MIA	Swailes Road Extension	Feasible: 2036-2040	Mileage: 0.70	Cost: \$1.35 / \$1.90	TIP: No
New roadway extension from the western termini of Swailes Road at Nashville Road to Wilson Road at SR 55.					
508A MIA	Peters Road — Phase I	Feasible: 2026-2030	Mileage: 0.41	Cost: \$1.24 / \$1.49	TIP: No
Widen from 2 to 3 lanes from Dickerson Drive to Premwood Road.					
508B MIA	Peters Road — Phase II	Feasible: 2031-2035	Mileage: 0.80	Cost: \$1.96 / \$2.76	TIP: No
Widen from 2 to 3 lanes from Premwood Road to Swailes Road.					
512A MIA	Eldean Road — Phase I	Feasible: 2026-2030	Mileage: 1.20	Cost: \$3.00 / \$3.60	TIP: No
Widen from 2 to 3 lanes from Experiment Farm Road to CR 25A.					
512B MIA	Eldean Road — Phase II	Feasible: 2026-2030	Mileage: 1.03	Cost: \$2.57 / \$3.08	TIP: No
Widen from 2 to 3 lanes from Washington Road to Experiment Farm Road.					
512C MIA	Eldean Road — Phase III	Feasible: 2031-2035	Mileage: 1.14	Cost: \$2.85 / \$4.02	TIP: No
Widen from 2 to 3 lanes from SR 41 to Washington Road.					
514 MIA	Piqua-Troy Road	Feasible: 2031-2035	Mileage: 1.19	Cost: \$2.98 / \$4.20	TIP: No
Widen from 2 to 3 lanes from the Troy north corporation limit to Troy-Sidney Road.					

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516A MIA	Washington Road — Phase I				
Feasible: 2026-2030	Mileage: 1.87	Cost: \$4.68 / \$5.62	TIP: No		
Widen from 2 to 3 lanes from SR 718 to 0.6 miles south of SR 41.					
516B MIA	Washington Road — Phase II				
Feasible: 2031-2035	Mileage: 0.81	Cost: \$2.03 / \$2.86	TIP: No		
Widen from 2 to 3 lanes from SR 41 to Eldean Road.					
516C MIA	Washington Road — Phase III				
Feasible: 2036-2040	Mileage: 1.94	Cost: \$4.85 / \$6.84	TIP: No		
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.					
517B MIA	Farrington Road — Phase II				
Feasible: 2026-2030	Mileage: 1.03	Cost: \$2.58 / \$3.10	TIP: No		
Widen Farrington Road from 2 to 3 lanes from Washington Road to Experiment Farm Road.					
518B MIA	Kinna Drive — South				
Feasible: 2031-2035	Mileage: 0.50	Cost: \$2.20 / \$3.10	TIP: No		
Construct a 3-lane extension from the current south terminus of Kinna Drive to Evanston Road.					
520A MIA	Peters Road — Phase I				
Feasible: 2026-2030	Mileage: 2.09	Cost: \$5.23 / \$6.28	TIP: No		
Widen from 2 to 3 lanes from Kessler-Cowlesville Road to Swailes Road.					
520B MIA	Peters Road — Phase II				
Feasible: 2031-2035	Mileage: 1.10	Cost: \$2.75 / \$3.88	TIP: No		
Widen from 2 to 3 lanes from SR 571 to Kessler-Cowlesville Road.					
528 MIA	I-75 / SR 571				
Feasible: 2036-2040	Mileage: NA	Cost: \$1.61 / \$2.27	TIP: No		
Interchange modification to improve capacity of existing ramps and replace structure with 5-lane capacity structure.					
530 MIA	Riverside Drive				
Feasible: 2021-2025	Mileage: 0.46	Cost: \$1.94 / \$2.17	TIP: No		
Widen from 2 to 3 lanes from 600 feet north of Adams Street to the Duke Park north boundary.					
531D MIA	Main Street — Streetscape				
Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.50 / \$1.80	TIP: No		
Rehabilitate and improve West Main Street / SR 571 from Hyatt Street eastward to the CSX Railroad Tracks; including an interconnection among the existing traffic signals.					
532 MIA	Experiment Farm Road				
Feasible: 2036-2040	Mileage: 1.96	Cost: \$4.90 / \$6.91	TIP: No		
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.					
537A MIA	SR 41 Traffic Signal Interconnect				
Feasible: 2021-2025	Mileage: NA	Cost: \$0.41 / \$0.41	TIP: Yes		
Extend communication backbone to allow traffic signals to operate as a closed loop system at the intersections with Dorset Road and Marybill Drive.					
546 MIA	CR 25A/Looney Road Intersection Improvement Project				
Feasible: 2026-2030	Mileage: NA	Cost: \$2.04 / \$2.45	TIP: No		
Construction of a roundabout at the intersection of Looney Road and CR 25A.					

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547 MIA	Tipp City I-75 Pedestrian Bridge			
Feasible: 2036-2040	Mileage: 0.30	Cost: \$10.00 / \$14.10	TIP: No	
Construct a pedestrian bridge over I-75 at Kessler-Cowlesville Road.				
643 MIA	SR 201 — Phase VIII			
Feasible: 2026-2030	Mileage: 0.16	Cost: \$1.70 / \$2.04	TIP: No	
Widen from 2 to 4 lanes from Montgomery County line to Singer Road; including a grass median island, curb, gutter, storm drainage system, and landscaping enhancements.				
144C MOT	I-70			
Feasible: 2031-2035	Mileage: 7.70	Cost: \$53.31 / \$75.17	TIP: No	
Rehabilitate and widen from 4 to 6 lanes; beginning at Arlington Road to SR-48. (Interchange improvements will be included on this project if the Interchange Modification Study requires any improvements.)				
147E MOT	I-75			
Feasible: 2046-2050	Mileage: 8.80	Cost: \$225.43 / \$399.01	TIP: No	
Safety upgrade and modernization of I-75 from I-675 to Edwin C. Moses Boulevard including widening from 6 to 8 lanes.				
147F MOT	I-75			
Feasible: 2046-2050	Mileage: 2.70	Cost: \$79.21 / \$140.20	TIP: No	
Safety upgrade and modernization of I-75 from Wagner Ford Road to Benchwood Wyse Road including widening from 6 to 8 lanes.				
154F MOT	US 35 — Phase III			
Feasible: 2021-2025	Mileage: 0.78	Cost: \$11.07 / \$11.07	TIP: Yes	
US 35 at Woodman Drive / SR 835 interchange modification.				
155D MOT	US 35			
Feasible: 2036-2040	Mileage: 2.00	Cost: \$5.95 / \$8.39	TIP: No	
Widen from 2 to 3 lanes from Union Road to Lutheran Church Road.				
155E MOT	US 35			
Feasible: 2036-2040	Mileage: 1.00	Cost: \$2.73 / \$3.85	TIP: No	
Widen from 2 to 3 lanes from Lutheran Church Road to Diamond Mill Road.				
167 MOT	SR 48			
Feasible: 2031-2035	Mileage: 1.67	Cost: \$3.01 / \$4.24	TIP: No	
Widen from 2 to 5 lanes from the Warren County line to Sheehan Road.				
184B MOT	SR 725			
Feasible: 2031-2035	Mileage: 1.00	Cost: \$8.00 / \$11.28	TIP: No	
Widen from 2 to 5 lanes from Bigger Road to Wilmington Pike.				
202E MOT	Social Row Road — Phase I			
Feasible: 2021-2025	Mileage: 0.40	Cost: \$6.11 / \$6.11	TIP: NF	
Widen from 2 to 5 lanes from Waterbury Ridge Lane to Paragon Road.				
202F MOT	Social Row Road — Phase II			
Feasible: 2026-2030	Mileage: 0.28	Cost: \$3.90 / \$4.68	TIP: No	
Widen from 2 to 5 lanes from Paragon Road to Sheehan Road.				
202G MOT	Social Row Road — Phase III			
Feasible: 2026-2030	Mileage: 1.00	Cost: \$3.90 / \$4.68	TIP: No	
Widen from 2 to 3 lanes from Sheehan Road to SR 48.				

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209A MOT	Arlington Road	Feasible: 2036-2040 Widen from 2 to 3 lanes from I-70 to US 40.	Mileage: 1.20	Cost: \$6.30 / \$8.88	TIP: No
220 MOT	Clyo Road	Feasible: 2036-2040 Widen from 2 to 3 lanes from Spring Valley Road to Social Row Road.	Mileage: 2.42	Cost: \$8.50 / \$11.99	TIP: No
221B MOT	Clyo Road	Feasible: 2031-2035 Widen from 2 to 3 lanes from St. Leonard's Way to south corporation limits.	Mileage: 0.72	Cost: \$3.00 / \$4.23	TIP: No
244C MOT	Hoke Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from Wenger Road to Smith Drive, including intersection improvements and traffic signals at Wenger Road.	Mileage: 0.38	Cost: \$3.89 / \$4.67	TIP: No
244D MOT	Hoke Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from Wenger Road to US 40.	Mileage: 0.9	Cost: \$5.35 / \$6.42	TIP: No
253 MOT	Little Richmond Road / Diamond Mill Road	Feasible: 2046-2050 Correct the split-T intersection at Diamond Mill Road.	Mileage: NA	Cost: \$2.00 / \$3.54	TIP: No
260 MOT	Mad River Road	Feasible: 2036-2040 Improve and realign intersections of Yankee Street and Munger Road.	Mileage: NA	Cost: \$3.50 / \$4.94	TIP: No
272B MOT	North Dixie Drive	Feasible: 2031-2035 Widen from 2 to 3 lanes from the Vandalia north corporation limit to the Miami County line.	Mileage: 0.80	Cost: \$2.50 / \$3.53	TIP: No
298 MOT	Salem Avenue	Feasible: 2036-2040 Widen from 4 to 5 lanes from Hillcrest Avenue to Curundu Avenue.	Mileage: 1.10	Cost: \$9.50 / \$13.40	TIP: No
335B MOT	Yankee Street — Phase III	Feasible: 2031-2035 Widen from 2 to 5 lanes from Winding Green Way to Spring Valley Pike.	Mileage: 0.75	Cost: \$6.00 / \$8.46	TIP: No
335C MOT	Yankee Street — Phase IV	Feasible: 2036-2040 Widen from 3 to 5 lanes from Social Row Road/Austin Pike to Winding Green Way.	Mileage: 0.55	Cost: \$2.45 / \$3.45	TIP: No
336 MOT	Yankee Street	Feasible: 2031-2035 Widen from 2 to 3 lanes from Social Row Road/Austin Boulevard to Warren County Line.	Mileage: 0.60	Cost: \$7.00 / \$9.87	TIP: No
338C MOT	Miamisburg-Springboro Pike, Section 1 — Phase II	Feasible: 2031-2035 Widen from 3 to 5 lanes from Peacock Lane to Medlar Road.	Mileage: 0.50	Cost: \$5.00 / \$7.05	TIP: No

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338D MOT	Miamisburg-Springboro Pike, Section 2 — Phase I			
Feasible: 2026-2030	Mileage: 0.90	Cost: \$8.50 / \$10.20	TIP: No	
Widen from 2 to 3 lanes from Medlar Road to Benner Road.				
338E MOT	Miamisburg-Springboro Pike, Section 2 — Phase II			
Feasible: 2036-2040	Mileage: 0.90	Cost: \$6.00 / \$8.46	TIP: No	
Widen from 3 to 5 lanes from Medlar Road to Benner Road.				
338F MOT	Benner Road			
Feasible: 2026-2030	Mileage: 1.40	Cost: \$8.53 / \$10.24	TIP: No	
Widen from 2 to 3 lanes from Dayton-Cincinnati Pike to Miamisburg-Springboro Pike.				
338G MOT	I-75			
Feasible: 2026-2030	Mileage: 2.62	Cost: \$43.00 / \$43.00	TIP: NF	
Widen from 6 to 8 lanes from approximately Pennyroyal Lane to I-675.				
372A MOT	Spring Valley Road - Phase I			
Feasible: 2036-2040	Mileage: 1.40	Cost: \$4.50 / \$6.35	TIP: No	
Widen from 2/3 to 5 lanes from SR 48 to Clio Road.				
372B MOT	Spring Valley Road - Phase II			
Feasible: 2036-2040	Mileage: 2.10	Cost: \$9.80 / \$13.82	TIP: No	
Widen from 3 to 5 lanes from Yankee Street to SR 48.				
608 MOT	Brookville-Salem Road			
Feasible: 2041-2045	Mileage: 2.10	Cost: \$8.00 / \$14.16	TIP: No	
Widen from 2 to 3 lanes from SR 49 to Brookville-Phillipsburg Road.				
611A MOT	Hoke Road — South			
Feasible: 2031-2035	Mileage: 0.60	Cost: \$1.60 / \$2.26	TIP: No	
Widen Hoke Road from 2 to 3 lanes from south of Career Drive to Westbrook Road and add traffic signals at the Westbrook intersection.				
613B MOT	Union Road			
Feasible: 2041-2045	Mileage: NA	Cost: \$1.42 / \$2.51	TIP: No	
Widen from Westbrook Road to US 35 to add left turn lanes at the Shiloh Springs Road and Little Richmond Road intersections.				
613C MOT	Union Road			
Feasible: 2036-2040	Mileage: 6.50	Cost: \$7.00 / \$9.87	TIP: No	
Improve geometry from SR 4 to Fairview Drive by eliminating the horizontal curves/offsets at the Lower Miamisburg Road intersections; including an extension of Union Road along the current north/south alignment through Lower Miamisburg Road, creating a new four-leg intersection.				
628A MOT	Diamond Mill Road			
Feasible: 2041-2045	Mileage: 7.80	Cost: \$6.00 / \$10.62	TIP: No	
Improve roadway geometry and left turn lanes on Diamond Mill Road at the Upper Lewisburg-Salem Road, Westbrook Road, Air Hill/Shiloh Springs Road, Wolf Creek Pike, and Old Dayton Road intersections; including a realignment of the Shiloh Springs Road/Air Hill Road intersection.				
628B MOT	Diamond Mill Road			
Feasible: 2036-2040	Mileage: 8.10	Cost: \$8.00 / \$11.28	TIP: No	
Improve roadway geometry and add left turn lanes on Diamond Mill Road from the Germantown north corporation limit to US 35 at the Dayton-Farmersville Road, Hemple Road, Farmersville-West Carrollton Road, and Manning Road intersections; including a realignment of the Hemple Road intersection.				

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637 MOT	Little York Road — Phase I	Feasible: 2026-2030	Mileage: 0.45	Cost: \$6.00 / \$7.20	TIP: No
Widen from 2 to 3 lanes from Miller Lane to North Dixie Drive.					
647 MOT	Little York Road — Phase II	Feasible: 2031-2035	Mileage: 1.50	Cost: \$7.00 / \$9.87	TIP: No
Widen from 2 to 3 lanes from North Dixie Drive to Peters Pike.					
648 MOT	Little York Road — Phase III	Feasible: 2036-2040	Mileage: 1.50	Cost: \$8.50 / \$11.99	TIP: No
Widen from 2 to 3 lanes from Peters Pike to Frederick Pike.					
650 MOT	Frederick Pike	Feasible: 2041-2045	Mileage: 2.00	Cost: \$8.00 / \$14.16	TIP: No
Widen from 2 to 3 lanes from Little York Road to US 40.					
654 MOT	Broadway Street	Feasible: 2031-2035	Mileage: 1.00	Cost: \$5.75 / \$8.11	TIP: No
Realign and widen roadway from 2 to 3 lanes from Germantown Street to Edwin C. Moses Boulevard.					
656 MOT	Smithville Road	Feasible: 2026-2030	Mileage: 1.00	Cost: \$6.32 / \$7.58	TIP: No
Widen from 2/4 to 3/5 lanes from US 35 to Fourth Street.					
661 MOT	Washington Street	Feasible: 2026-2030	Mileage: 0.30	Cost: \$3.45 / \$4.14	TIP: No
Widen from 2 to 3 lanes from Perry Street to Veteran's Parkway.					
665 MOT	Sheehan Road	Feasible: 2036-2040	Mileage: 1.50	Cost: \$4.00 / \$5.64	TIP: No
Widen Sheehan Road from Social Row Road to Bonnie Anne Place from 2 to 3 lanes.					
668 MOT	Kittridge Road	Feasible: 2031-2035	Mileage: 0.60	Cost: \$2.88 / \$4.06	TIP: No
Widen from 2 to 3 lanes from Gander Road to the Dayton east corportation limit.					
669 MOT	Spring Valley Pike	Feasible: 2041-2045	Mileage: 1.20	Cost: \$6.00 / \$10.62	TIP: No
Widen from 2 to 3 lanes from Clyo Road to the Greene County Line.					
670A MOT	Centerville Station Road — Phase I	Feasible: 2026-2030	Mileage: 0.61	Cost: \$3.60 / \$4.32	TIP: No
Widen Centerville Station Road from Park East Court to Wilmington Pike from 2 to 3 lanes.					
670B MOT	Centerville Station Road — Phase II	Feasible: 2031-2035	Mileage: 0.45	Cost: \$1.10 / \$1.55	TIP: No
Widen Centerville Station Road from Brainard Woods Drive to Park East Court from 2 to 3 lanes.					
676 MOT	I-75 / Needmore Road Interchange	Feasible: 2036-2040	Mileage: NA	Cost: \$31.99 / \$45.11	TIP: No
Interchange modification to improve capacity of existing ramps; widen Needmore Road bridge over I-75 to 8 lanes.					

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677 MOT	I-75 / Edwin C. Moses Boulevard				
Feasible: 2031-2035	Mileage: NA	Cost: \$5.00 / \$7.05	TIP: No	Short term improvements at the interchange and nearby access points to improve traffic flow during special events.	
678 MOT	I-75 / Wagner Ford Road				
Feasible: 2031-2035	Mileage: NA	Cost: \$54.46 / \$76.79	TIP: No	Interchange modification to address geometric and operational deficiencies.	
679 MOT	I-75 / SR 725				
Feasible: 2021-2025	Mileage: NA	Cost: \$8.24 / \$8.24	TIP: Yes	Convert the existing interchange to a diverging diamond (DDI), upgrade the traffic signal at Byers Road and install sidewalk along SR 725.	
680 MOT	I-75 / US 40 / Northwoods Boulevard				
Feasible: 2036-2040	Mileage: NA	Cost: \$38.08 / \$53.69	TIP: No	Interchange modifications to reduce weaving movements.	
800A MOT	West Moraine Connector — Phase I				
Feasible: 2031-2035	Mileage: 1.00	Cost: \$8.25 / \$11.63	TIP: No	Widen Pinnacle Road from Moraine/Jefferson Township boundary to Infirmary Road, Infirmary Road from Pinnacle Road to Hemple Road, and Hemple Road from Infirmary Road to 800 feet west of Infirmary Road; including new drainage culverts, side road drainage, bike/pedestrian paths, and realignment of the intersection at Infirmary Road and Hemple Road.	
800B MOT	West Moraine Connector — Phase II				
Feasible: 2031-2035	Mileage: 1.00	Cost: \$2.70 / \$3.81	TIP: No	Widen Hemple Road from 800 feet west of Infirmary Road to SR 4; including new drainage culverts, side road drainage, bike/pedestrian paths, and realignment of the intersection at Hemple Road and SR 4.	
803A MOT	US 40				
Feasible: 2026-2030	Mileage: 0.30	Cost: \$1.45 / \$1.74	TIP: No	Widen US 40 to three lanes from Haber Road to the main entrance of the Northmont School Campus and add a traffic signal and right turn lane on Haber Road.	
803B MOT	US 40				
Feasible: 2026-2030	Mileage: NA	Cost: \$1.00 / \$1.20	TIP: No	Widen to provide left turn lanes at Arlington Road.	
804 MOT	SR 48				
Feasible: 2036-2040	Mileage: 0.50	Cost: \$2.80 / \$3.95	TIP: No	Traffic signal upgrades, street lighting, sidewalks, curb and gutter, and drainage issues on SR 48 from Westbrook Road to Hacker Road.	
808 MOT	SR 4				
Feasible: 2036-2040	Mileage: 2.00	Cost: \$4.75 / \$6.70	TIP: No	Upgrade intersections at Manning Road/Jamaica Road and Union Road in the communities of Moraine and Germantown including turn lanes and traffic signals.	
810 MOT	Helena Street				
Feasible: 2026-2030	Mileage: 0.25	Cost: \$2.88 / \$3.46	TIP: No	Realign and widen from 2 to 3 lanes from Riverside Drive to Forest Avenue.	
815 MOT	Dog Leg Road / Frederick Pike / Meeker Road				
Feasible: 2041-2045	Mileage: 0.50	Cost: \$2.50 / \$4.43	TIP: No	Install roundabout to consolidate three intersections.	

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816 MOT	Alex-Bell Road and Mad River Road				
Feasible: 2021-2025	Mileage: 0.50	Cost: \$2.14 / \$2.14	TIP: Yes		
Installation of roundabout to improve traffic flow.					
822B MOT	Wilmington Pike — Phase III				
Feasible: 2026-2030	Mileage: 0.37	Cost: \$2.50 / \$3.00	TIP: No		
Widen Wilmington Pike from Clyo Road to I-675 from 6 to 8 lanes with additional through lanes and auxiliary turn lanes to add capacity.					
823B MOT	I-675 / Wilmington Pike Interchange				
Feasible: 2026-2030	Mileage: NA	Cost: \$30.00 / \$36.00	TIP: No		
Long term interchange modifications to increase the capacity of the Wilmington Pike, exiting ramps, and entrance ramps.					
830 MOT	East Third Street				
Feasible: 2031-2035	Mileage: 2.21	Cost: \$2.30 / \$3.24	TIP: No		
Widening of East Third Street at Findlay and Irwin Streets for the installation of left turn lanes.					
832 MOT	North Main Street				
Feasible: 2021-2025	Mileage: 3.30	Cost: \$6.06 / \$6.79	TIP: No		
Change the 4 lane configuration to 3 lanes, including parking curb extensions, street lighting, and enhanced pedestrian crossing along North Main Street from Great Miami Boulevard to Shoup Mill Road.					
833 MOT	Patterson Boulevard				
Feasible: 2026-2030	Mileage: 0.78	Cost: \$2.70 / \$3.24	TIP: No		
Installation of left turn lanes on Patterson Boulevard at the intersections with Auto Club Drive, Lincoln Street, Stout Street, and Apple Street.					
835 MOT	Salem Avenue				
Feasible: 2026-2030	Mileage: 1.80	Cost: \$4.20 / \$5.04	TIP: No		
Widening of Salem Avenue from 4 to 5 lanes at the intersections with Kenwood, Emerson, Wabash, and Elsmere Avenues for the installation of left turn lanes.					
837B MOT	First Street				
Feasible: 2031-2035	Mileage: 1.40	Cost: \$4.00 / \$5.64	TIP: No		
Change the lane configuration from 4 to 3 lanes, including installation of bike lanes and street lighting, on East First Street from Webster Street to Springfield Street.					
838 MOT	Wayne Avenue				
Feasible: 2021-2025	Mileage: 0.56	Cost: \$2.73 / \$2.73	TIP: Yes		
Widening of Wayne Avenue from 4 to 5 lanes from Wyoming Street to Anderson Street for the installation of left turn lanes.					
839 MOT	Webster Street				
Feasible: 2031-2035	Mileage: 0.50	Cost: \$2.50 / \$3.53	TIP: No		
Widening of Webster Street to 5 lanes from Deeds Park Drive to Keowee Street for the installation of left turn lanes with parking and bicycle infrastructure.					
844 MOT	County Line Road				
Feasible: 2021-2025	Mileage: 0.68	Cost: \$4.34 / \$4.34	TIP: Yes		
Widening of County Line Road between Vale Drive and East Dorothy Lane. Roadway is currently a 3-lane section in this area and the proposed project will widen County Line Road to a 5-lane section, with 2 southbound lanes, 2 northbound lanes, and a center two-way-left-turn lane. Additional improvements include a traffic signal modification at the intersection with Tonawanda Trail, modified street lighting, and the construction of a 10-foot wide multi-use sidepath along the west side of the road.					

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856 MOT	Springfield Street	Feasible: 2021-2025	Mileage: 1.47	Cost: \$3.42 / \$3.42	TIP: Yes
Roadway improvements to Springfield Street from Harshman Road to the City's east corporation line. Project consists of resurfacing, spot full depth repairs, catch basin replacements, replacement of existing barrier curb, traffic signal upgrades at two intersections, installation of new street lighting, and implementation of a road diet.					
857A MOT	Valley Pike — Phase II	Feasible: 2026-2030	Mileage: 0.36	Cost: \$3.40 / \$4.08	TIP: No
Reconstruct Valley Pike to an urban 3-lane section with combined curb and gutter, sidewalks, storm sewer system, and utility relocations from Broadmead Boulevard to 370' northeast of Pleasant Valley Avenue.					
859 MOT	Dryden Road Multi-Modal Path — Phase I	Feasible: 2031-2035	Mileage: 1.40	Cost: \$0.75 / \$1.06	TIP: No
Construct multimodal (bike, skate, walk) path along Dryden Road in front of former GM property to Northlawn Avenue to connect industrial property and West Moraine residential areas to the River Corridor bikepath.					
860 MOT	Dryden Road Multi-Modal Path — Phase II	Feasible: 2036-2040	Mileage: 1.40	Cost: \$0.85 / \$1.20	TIP: No
Construct multimodal (bike, skate, walk) path along Dryden Road from Arbor Boulevard to East River Road to loop through industrial areas and connect to the River Corridor bikepath.					
865 MOT	East Third Street	Feasible: 2036-2040	Mileage: 0.65	Cost: \$5.75 / \$8.11	TIP: No
Roadway narrowing on East Third Street from Keowee Street to Springfield Street to reduce travel lanes from 5/4 to 3.					
866 MOT	Germantown Street	Feasible: 2021-2025	Mileage: 0.78	Cost: \$0.49 / \$0.49	TIP: NF
Implement a road diet to reduce the through lanes from four lanes to two lanes with a double left turn lane and bike lanes on Germantown Street from Euclid Avenue to the Great Miami River Bridge.					
867 MOT	Hudson Avenue / Main Street	Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.50 / \$1.80	TIP: No
Realignment of Hudson Avenue at Main Street to create a single intersection.					
868 MOT	Monument Avenue	Feasible: 2026-2030	Mileage: 1.08	Cost: \$4.10 / \$4.92	TIP: No
Installation of a left turn lane on Monument Avenue from Keowee Street to Findlay Street.					
869 MOT	Webster Street	Feasible: 2026-2030	Mileage: 0.83	Cost: \$4.10 / \$4.92	TIP: No
Installation of a left turn lane on Webster Street from Keowee Street to Stanley Avenue.					
870 MOT	West Third Street	Feasible: 2036-2040	Mileage: 3.00	Cost: \$5.00 / \$7.05	TIP: No
Reduce lane configuration from 4 to 3 lanes along West Third Street from Broadway Street to Liscusm Drive.					
872 MOT	Washington Church Road Extension	Feasible: 2021-2025	Mileage: 0.63	Cost: \$1.56 / \$1.75	TIP: No
Construct new 2/3 land roadway approximately 3,300 feet south from intersection of Washington Church Road and Austin Boulevard to Montgomery/Warren County line.					
875A MOT	Springfield Street	Feasible: 2021-2025	Mileage: 0.77	Cost: \$3.05 / \$3.05	TIP: Yes
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Northcliff Drive to Woodman Drive. Include access management improvements and incorporate bike lane by changing cross section from 4 to 2 lanes with turn lane.					

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875B MOT	Springfield Street	Feasible: 2026-2030	Mileage: 0.50	Cost: \$3.85 / \$4.62	TIP: No
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Smithville Road to Northcliff Drive. Include access management improvements and incorporate bike lane by changing cross section from 4 to 2 lanes with turn lane.					
879A MOT	Woodman Drive Reconstruction — Phase I	Feasible: 2026-2030	Mileage: 0.38	Cost: \$4.50 / \$5.40	TIP: No
Complete reconstruction of Woodman Drive between US 35 and Eastman including full-depth reconstruction, storm sewer replacement, traffic signal replacement, highway/decorative lighting and installation of sidewalk/bike path.					
879B MOT	Woodman Drive Reconstruction — Phase II	Feasible: 2031-2035	Mileage: 0.51	Cost: \$5.20 / \$7.33	TIP: No
Complete reconstruction of Woodman Drive between Eastman and Burkhardt including full-depth reconstruction, storm sewer replacement, installation of curb and gutter, lighting replacement, and installation of sidewalk/bike path.					
879C MOT	Woodman Drive Reconstruction — Phase III	Feasible: 2031-2035	Mileage: 0.72	Cost: \$7.10 / \$10.01	TIP: No
Complete reconstruction of Woodman Drive between Burkhardt and Airway including full-depth reconstruction, storm sewer replacement, curb and gutter, concrete median, new signal at Airway Shopping Center, access management, lighting replacement, and installation of sidewalk/bike path.					
879D MOT	Woodman Drive Reconstruction — Phase IVA	Feasible: 2026-2030	Mileage: 1.20	Cost: \$4.50 / \$5.40	TIP: No
Initial reconstruction of Woodman Drive between Airway and Springfield including R/W acquisition, storm sewer replacement, signal at Woodman and Springfield ramps, curb and gutter, and installation of sidewalk/bike path.					
879E MOT	Woodman Drive Reconstruction — Phase IVB	Feasible: 2026-2030	Mileage: 1.20	Cost: \$9.20 / \$11.04	TIP: No
Subsequent phase of reconstruction of Woodman Drive between Airway and Springfield including full-depth roadway reconstruction and highway/decorative lighting replacement.					
880 MOT	Byers - Lyons Bikeway Connector	Feasible: 2026-2030	Mileage: 0.50	Cost: \$0.70 / \$0.84	TIP: No
Construct a 10' ft wide shared use path linking existing shared use path at FedEx facility to existing shared use path on Lyons Road.					
881 MOT	Patterson Boulevard Bridge	Feasible: 2031-2035	Mileage: 0.15	Cost: \$23.10 / \$32.57	TIP: No
Replace structurally and functionally deficient 60-year old Patterson Boulevard bridge structure over Great Miami River, and provide sidewalks on both sides of the bridge to connect 225 ft gap in sidewalks.					
882 MOT	Alex-Bell Road	Feasible: 2031-2035	Mileage: 0.50	Cost: \$6.00 / \$8.46	TIP: No
Reconstruct Alex-Bell Road from SR 741 to Lamme Road to include continuous sidewalk on both sides of road. Add two-way left turn lane between Cobblegate Drive and Lamme Road. Rehabilitate/reconstruct bridge located immediately east of Cobble Circle.					
883 MOT	I-75 Auxiliary Lane	Feasible: 2026-2030	Mileage: 1.00	Cost: \$5.00 / \$6.00	TIP: No
Construct an additional entrance ramp lane to southbound I-75 from I-675 to Austin Boulevard exit ramp.					
884 MOT	I-75 Auxiliary Lane	Feasible: 2026-2030	Mileage: 0.58	Cost: \$7.00 / \$8.40	TIP: No
Construct an additional entrance ramp lane to southbound I-75 from SR 725 to the I-675 exit ramp.					

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885 MOT	Dog Leg Road	Feasible: 2026-2030	Mileage: 1.23	Cost: \$4.80 / \$5.76	TIP: No
Widen Dog leg Road from 9,500 feet east of Union Airpark Boulevard to Old Springfield Road from 2 to 3 lanes.					
886 MOT	Old Springfield Road	Feasible: 2026-2030	Mileage: 1.50	Cost: \$7.00 / \$8.40	TIP: No
Widen Old Springfield Road from 600 feet east of Union Airpark Boulevard to Peters Pike from 2 to 3 lanes.					
887 MOT	Peters Pike	Feasible: 2031-2035	Mileage: 0.70	Cost: \$5.30 / \$7.47	TIP: No
Widen Peters Pike from Old Springfield Road to North County Line Road from 2 to 3 lanes. Re-align North County Line and Lightner Road at intersection with Peters Pike.					
888 MOT	Old Troy Pike	Feasible: 2026-2030	Mileage: 0.40	Cost: \$1.00 / \$1.20	TIP: No
Widen Old Troy Pike by adding an additional northbound lane between Taylorsville Road and the ramp to I-70 eastbound on the south side of the overpass bridge.					
889 MOT	Monument Avenue Street Conversion	Feasible: 2026-2030	Mileage: 0.50	Cost: \$0.50 / \$0.60	TIP: No
Convert one way street to two way with removal of the signals at St. Clair Street, Jefferson Street, Ludlow Street, and Wilkinson Street and replacement with all-way stop signs.					
890 MOT	Keowee Street	Feasible: 2031-2035	Mileage: 0.75	Cost: \$4.00 / \$5.64	TIP: No
Reconstruct Keowee Street from US 35 to East First Street with a change of the lane configuration from 6/7 lanes to 5 lanes.					
891 MOT	James H. McGee Boulevard Extension	Feasible: 2031-2035	Mileage: 0.20	Cost: \$1.50 / \$2.12	TIP: No
Extend James H. McGee Boulevard as a 5 lane section through the Desota Bass property to connect with Danner Avenue at W. Stewart Street.					
892 MOT	Findlay Street	Feasible: 2031-2035	Mileage: 0.40	Cost: \$2.00 / \$2.82	TIP: No
Reconstruct Findlay Street from E. First Street to Monument Avenue with a reconfiguration to a 3 lane section with bike lanes or bike path.					
893 MOT	Edwin C. Moses Boulevard and West Riverview Road	Feasible: 2026-2030	Mileage: 0.50	Cost: \$0.50 / \$0.60	TIP: No
Implement road diet on Riverview Avenue and Edwin C. Moses Boulevard from Monument Avenue to West Third Street from 5/4 lanes to 2/3 lanes with parking, and realign the intersection of Edwin C. Moses Boulevard and West Riverview Avenue.					
710D WAR	SR 73 / I-75 — Phase IV	Feasible: 2031-2035	Mileage: 1.08	Cost: \$1.35 / \$1.90	TIP: No
Reconstruct Ramp D as a two-lane exit ramp from SR 73 south until the proposed edge of pavement intersects with existing I-75 edge of pavement and the Ramp E loop entrance ramp from SR 73 to the existing ramp pavement at the I-75 bridge; including a new traffic signal at the intersection of Ramp D and SR 73.					
715 WAR	Clearcreek Franklin Road	Feasible: 2031-2035	Mileage: 0.70	Cost: \$1.35 / \$1.90	TIP: No
Widen from 2 to 3 lanes from Whispering Pines to Pennyroyal Road adding curb and gutters and storm sewers. Re-profile roadway to correct vertical deficiencies and re-stripe roadway to include bike lanes.					

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716 WAR Traffic Signal System Interconnect

Feasible: 2031-2035 Mileage: N/A Cost: \$1.75 / \$2.47 TIP: No
Interconnect the traffic signals in the City of Franklin with the City's Central Controlled Signal System including the installation of either fiber or radio interconnect to each of the signals. The project would also update the outdated cabinets and controller equipment to advanced traffic control equipment (ATC) and NTCIP compliant to communicate to the City's Central Controlled signal system.

717 WAR SR 73 Improvement Project

Feasible: 2046-2050 Mileage: 1.90 Cost: \$3.75 / \$6.64 TIP: No
Install curb and gutter, sidewalks, embankment, storm sewer pipe extension, catch basins, signal upgrades and a pedestrian bridge along SR 73 from Springwood Lane to Deardoff Road.

718 WAR SR 123 Improvements

Feasible: 2046-2050 Mileage: 1.14 Cost: \$4.30 / \$7.61 TIP: No
Widen SR 123 from 2 to 3 lanes including installation of a 4' treated shoulder from Beal Road to Robinson Vail Road, correct vertical alignment and add storm sewers as needed.

719 WAR SR 123 Improvements

Feasible: 2036-2040 Mileage: 1.14 Cost: \$5.20 / \$7.33 TIP: No
Widen SR 123 from 2 to 3 lanes including installation of a 4' treated shoulder from Riley Boulevard to I-75, realign and install traffic signal at the intersection of Grand Oak Drive and Watkins Glen Drive, and upgrade all existing traffic signals.

Source: MVRPC

CONGESTION MANAGEMENT STRATEGIES – TRANSIT

The Region is served by three regional transit agencies. The Greater Dayton Regional Transit Authority (GDRTA) serves the Montgomery County and western Greene County residents with an extensive network of fixed routes covering nearly 1,000 miles of directional roadways serving approximately 9 million passenger trips per year. Further, GDRTA's Transit Hubs, located throughout Montgomery County, connect the central city and the suburban areas with bus services at centralized locations. Greene County is served by the Greene County Transit Board (Greene CATS Public Transit) on a demand-responsive basis, providing over 120,000 one-way passenger trips per year. Greene CATS has introduced flexed-route service and is currently operating five such routes. The Miami County Transit System which consolidated with the City of Piqua Transit System in 2007, provides demand-responsive transit service for Miami County residents including residents of the City of Piqua, with approximately 62,300 passenger trips per year.

SAFETEA-LU required that proposed projects under three FTA formula programs (the Specialized Needs of Elderly Individuals and Individuals with Disabilities Program — Section 5310, Job Access and Reverse Commute — Section 5316, and the New Freedom — Section 5317) be derived from a locally developed coordinated public transit/human services transportation plan. MAP-21/FAST Act has maintained the coordinated planning requirement, but has changed specific programs governed by that requirement. Specifically, Section 5316 (New Freedom) funding was combined with Section 5310 to create a revamped program now called Enhanced Mobility for Seniors and Individuals with Disabilities Program.

Greene CATS Public Transit 2050 LRTP Expenses Summary (in millions of 2020 / Year of Expenditure dollars)

Major Projects	Cost
<i>Capital</i>	<i>7.68</i>
- Bus Purchase – 150 (Fleet of 45)	6.44
- Shop/Office Equipment	1.24
<i>Operating / Maintenance</i>	<i>81.66</i>
Total (2020 dollars)	89.34
Total (YOE dollars)	127.83

Source: Greene CATS Public Transit

Miami County Transit 2050 LRTP Projects (in millions of Year of Expenditure dollars)

Project	Cost (YOE)
<i>Capital</i>	<i>9.57</i>
- Small Buses - 90 (Fleet of 18)	9.25
- Shop/Office Equipment	0.11
- Security Equipment	0.21
<i>Operating / Maintenance</i>	<i>55.63</i>
Total	65.20

Source: Miami County Transit

GDRTA 2050 LRTP Projects
(in millions of Year of Expenditure dollars)

Project	Cost
Capital Projects	685.15
Revenue Vehicles & Equipment	
- Electric Buses - 45 (Fleet of 45)	95.10
- Diesel Buses - 313 (Fleet of 120)	230.83
- Small Connect Buses- 375 (Fleet of 75)	52.77
- Vehicle Equipment	2.12
Electric System Infrastructure	119.78
Transit Hubs & Facility Improvements	
- Longworth Campus	40.94
- Downtown Campus	24.15
- Countywide Transit Hubs	21.06
- Facility-wide Security Items	14.63
Equipment	
- Maintenance Equipment	13.77
- Office Equipment & Furnishings	7.49
- Computer Equipment & Software	25.53
- Support / Utility Vehicles	3.19
Passenger Amenities	
- General Transit Enhancements	10.56
- Community Specific TE Projects	8.29
Capital Tire Lease	16.94
Operating / Maintenance Projects	2,903.25
Total	3,588.40

Source: GDRTA

2050 Forecasted Cost and Revenues for Human Services Transportation
(in millions of 2020 / Year of Expenditure dollars)

Program	Cost/Revenues					
	Four Year TIP (2021-2024)	Annual Average	Short Term Plan I-5 years (2021-2025)	Short Term Plan II-5 years (2026-2030)	Long Term Plan-10 years (2031-2040)/ (2041-2050)	For Full 30 Year Plan
Total (2020 dollars)	2.70	0.68	3.38	3.38	6.76	20.28
Total (YOE dollars)	2.70	-	3.46	4.05	9.53/11.97	29.02

Source: MVRPC

CONGESTION MANAGEMENT STRATEGIES – ALTERNATIVE MODES AND DEVELOPMENT CHOICES

As the Region grows, it is essential to plan a comprehensive transportation system that serves the needs of travelers using all modes of transportation, allowing for reasonable mobility choices for all residents. The 2050 LRTP addresses future transportation needs by including programs and projects that provide alternatives to traditional forms of transportation and thereby aid in curtailing the demand for single occupancy vehicle travel, reducing congestion, harmful emissions, and the reliance on petroleum-based products. Alternative modes and development choice strategies can also spur economic development in existing communities, create strong places with a sense of community, and help preserve open space and environmentally sensitive areas.

2050 Forecasted Cost and Revenues for Alternative Modes (in millions of 2020 / Year of Expenditure dollars)

Program	Cost/Revenues					
	Four Year TIP (2021-2024)	Annual Average	Short Term Plan I-5 years (2021-2025)	Short Term Plan II-5 years (2026-2030)	Long Term Plan-10 years (2031-2040)/ (2041-2050)	For Full 30 Year Plan
RIDESHARE	1.86	0.47	2.33	2.33	4.66	13.98
Air Quality	1.76	0.44	2.20	2.20	4.40	13.20
Bikeway/Pedestrian	20.25	-	20.25	-	-	20.25
Total (2020/YOE dollars)	8.83	-	24.78	4.53	9.06	47.43

Source: MVRPC

Funded Regional Bikeway and Pedestrian Projects (SFY 2021-2025)
(Cost in Year of Expenditure dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Ohio-to-Indiana Trail	A2a	Construct shared use path between Troy-Sidney Road and North Casstown-Sidney Road via Garbry's Big Woods Reserve/Sanctuary.	Miami County Park District	Off-Street	10	3.5	\$2,820,470
East-West	Great Miami-Little Miami Connector Trail	F1b	Along Clear Creek from Hazelwood Park to Community Park- Construction of a 10' wide shared use path. A bridge will be utilized to cross Clear Creek just north of Hazelwood Park and the bikepath will cross below the I-75 bridge crossing Clear Creek.	Franklin	Off-Street	12	2.0	\$2,721,946
East-West	Wolf Creek Trail	G2a	Construct multi-use path following Wolf Creek from W Hillcrest Ave. at Hickorydale Park to James H. McGee Blvd. at the Wesleyan MetroPark.	Five Rivers MetroParks	Off-Street	10	2.3	\$4,059,587
North-South	Iron Horse Trail	J3b	Replacement of 5' wide sidewalk with a 10' wide multi-use path adjacent to Bigger Road and Whipp Road and bike route signage on Hewitt Avenue.	Centerville/ Kettering	On/Off-Street	Varies	1.5	\$555,000
North-South	Great Miami River Trail	K10b	Construct trail on the west bank of the Great Miami River from current trail terminus at Courtyard Hotel to W. River Road.	Dayton	Off-Street	12	1.0	\$481,000
North-South	Great Miami River Trail	K12	East of Goodrich Giles Park over the Great Miami River at the south end of Piqua, replace bridge with ADA compliant structure.	Piqua	Off-Street	10	0.5	\$2,119,299
East-West	Old National Road Trail	Z2	Construct a bikeway through Englewood MetroPark using marked park roads, new shared use path, and a new covered bridge.	Five Rivers MetroParks/ Englewood	Off-Street	12	2.3	\$4,426,886
East-West	Old National Road Trail	Z3a	Construct bikeway from existing bikeway along National Road at Foley Drive, traveling adjacent to and through Cassell Hills Golf Course and Miami Conservancy District land to connect to the Great Miami River Trail near the Taylorsville Dam.	Vandalia, Dayton	On/Off-Street	Varies	2.4	\$3,063,098
Regional Totals for Short Range Projects							15.5	\$20,247,286

Source: MVRPC

Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Ohio-to-Indiana Trail	A1	From the existing Cardinal Trail bike route, traveling north on High St. to abandoned Conrail ROW, then east along Conrail ROW.	Miami County Park District	Off-Street	10	3.5	\$778,179
East-West	Ohio-to-Indiana Trail	A2b	Construct shared use path between North Casstown-Sidney Road and Miami/Champaign county line.	Miami County Park District	Off-Street	10	5.5	\$4,432,167
East-West	Great Miami River Trail	AA1	Construct trail on/along West River Road to Sun Watch Village.	Dayton	Off-Street	10	1.3	\$323,295
East-West	Possum Creek Jefferson Township Connector	AA2	Construct trail from Possum Creek MetroPark to Arthur Fisher Park and along Dayton-Liberty Road to Union Road.	Jefferson Twp., Montgomery County	On/Off-Street	Varies	3.8	\$570,000
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B3	Widen/add shoulders on Black Lane, Armstrong Road, W Enon Road, N Enon Road, Cornerstone Trail and Yellow Springs-Fairfield Road to the Little Miami Scenic Trail.	Greene County, Fairborn, Yellow Springs	On-Street	6	8.2	\$3,295,240
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B4	Widen shoulders on SR 343 and SR 72 between Yellow Springs and Cedarville.	Greene County	On-Street	6	7.7	\$2,633,212
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C1	Construct shared use path along Twin Creek between Main St. and SR 4/SR 725 intersection.	Germantown	Off-Street	10	1.0	\$286,691
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C2	Widen shoulders on Lower Miamisburg Rd./Riverview Ave./Maue Rd. between SR 4 and Alexandersville Rd.	Montgomery County, Miamisburg	On-Street	Varies	6.8	\$2,837,899
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C4	Retrofit Spring Valley Pike to include bike lanes between Yankee St. and McEwen Rd.	Washington Township	On-Street	6	0.4	\$123,532
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C7	From existing SR 725 bikeway, traveling east from Marwyck Dr. to Wilmington Pike.	Centerville	Off-Street	12	0.7	\$253,113
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C8	Traveling east along SR 725, from Wilmington Pike to 0.02 miles east.	Bellbrook	Off-Street	12	0.0	\$25,000
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C9	Traveling east along SR 725, from Bellevue Dr. to Rosecrest Dr.	Bellbrook	Off-Street	12	0.5	\$123,127

Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C10	From Sackett-Wright Park in Bellbrook to the Little Miami Scenic Trail.	Greene County	Off-Street	10	4.6	\$1,100,000
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C11	Widen shoulders between Spring Valley and Bowersville via Spring Valley-Pointersville Rd. and Hussey Rd.	Greene County	On-Street	6	16.3	\$5,512,398
East-West	Mad River Trail	E4	Northeast from existing Mad River Corridor Bikeway along former railroad to Enon.	Greene County Park District	Off-Street	10	2.8	\$599,592
East-West	Great Miami-Little Miami Connector Trail	F1a	Construct shared use path along SR 123 and Clear Creek between downtown Franklin and the western side of I-75.	Warren County	Off-Street	12	1.0	\$1,360,973
East-West	Great Miami-Little Miami Connector Trail	F1c	Construct a shared use path along the southern side of Clearcreek Park, between Clear Creek and Lower Springboro Rd.	Warren County	Off-Street	12	0.5	\$680,487
East-West	Great Miami-Little Miami Connector Trail	F2	Widen shoulders on Lower Springboro Rd. between proposed Clear Creek Trail and US 42.	Warren County	On-Street	6	8.7	\$2,984,977
East-West	Wolf Creek Trail	G2b	Construct multi-use path connecting the Wolf Creek Recreation Trail to W. Hillcrest Ave. at Hickorydale Park. The path will extend the existing trail to Olive Road and follow Olive Road and Wolf Creek Pike before traveling east along the Wolf Creek to meet G2a at W. Hillcrest Ave.	Five Rivers MetroParks	Off-Street	10	2.4	\$4,215,404
East-West	Wolf Creek Trail	G3	Construct Shared use path between existing Wolf Creek Trail (near Dodson) and Montgomery/Preble County line.	Five Rivers MetroParks	Off-Street	12	2.2	\$532,040
North-South	Bellbrook-Fairborn Connector Trail	I1	Signed shared roadway from SR 725 along W. Walnut St. to existing bikeway at Bellbrook Park.	City of Bellbrook	On-Street	Varies	0.3	\$135,402
North-South	Bellbrook-Fairborn Connector Trail	I2c	From the existing bikeway, traveling north along Upper Bellbrook/Feedwire/S. Alpha-Bellbrook/Stutsman/N. Fairfield Rds., to Shakertown Rd.	Greene County	Off-Street	10	4.0	\$984,402
North-South	Bellbrook-Fairborn Connector Trail	I4	WSU to Kauffman Ave. Bikeway traveling north from Colonel Glenn Hwy. to Wright State Road.	Wright State University	Off-Street	10	1.0	\$231,788

Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	Bellbrook-Fairborn Connector Trail	I5	Construct sidepath from Old Mill Lane to Kemp Rd.	Beavercreek	Off-Street	8	2.5	\$1,000,000
North-South	Iron Horse Trail	J4	Extend Iron Horse Trail from Alex Bell Road to Social Row Road using Willowhurst, Zengel, Pleasant Hill, N Johanna, Franklin, S Johanna, Bethel, Clareridge, Susan, Spring Valley and Atchison Roads.	Centerville	On-Street	Varies	4.2	\$675,493
North-South	Great Miami River Trail	K7	Traveling north from Johnston Farm to the County Line.	Miami County Park District	Off-Street	10	2.1	\$456,557
North-South	Stillwater River Trail	L1	From existing bikeway at Sinclair Park, traveling north to Grossnickle Park.	Five Rivers Metro-Parks/Various	Off-Street	10	4.7	\$2,990,725
North-South	Stillwater River Trail	L3	From the existing Englewood Reserve Bikeway, traveling north along the Stillwater River corridor, to SR 55.	Miami County Park District	Off-Street	10	10.4	\$3,413,921
North-South	Stillwater River Trail	L5	Construct shared use path roughly paralleling SR 48 between Covington and Ludlow Falls.	Miami County Park District	Off-Street	10	10.0	\$2,051,460
North-South	Wolf Creek Connector Trail	M1	Widen shoulders along Union Rd. from the Wolf Creek Bikeway to the existing path at I-70.	Englewood, Trotwood	On-Street	6	4.1	\$1,688,055
North-South	Wolf Creek Connector Trail	M2	Widen shoulders along US 40 from Union Blvd. to the Englewood Reserve (also serves the Old National Road Trail).	Englewood	On-Street	6	0.6	\$249,370
North-South	Wolf Creek Connector Trail	M3	Widen shoulders on Union Rd. between Existing Wolf Creek Trail in Trotwood and SR 725.	Montgomery County	On-Street	6	11.6	\$3,975,305
East-West	Great-Little Trail	N1	Construct shared use path along Miamisburg-Springboro Rd./Austin Pike/Social Row Rd. between Medlar Rd. and Wilmington-Dayton Rd.; widen shoulders on Ferry Rd./Lytle Rd. between Wilmington-Dayton Rd. and North St. in Corwin; develop signed on-street bikeway.	Mont. County, Centerville Washington Park District	On/Off-Street	Varies	10.7	\$2,491,329
North-South	Bowersville-Jamestown-Clifton Connector Trail	O1	Widen shoulders on SR 72 between Bowersville and Jamestown.	Greene County	On-Street	6	5.4	\$1,842,903
North-South	Bowersville-Jamestown-Clifton Connector Trail	O2	Widen shoulders on Charleston Rd. and Selma-Jamestown Rd. between Jamestown and Greene/Clark County line.	Greene County	On-Street	6	10.4	\$3,506,843

Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	Troy-Fletcher Connector Trail	P1	Widen shoulders along SR 55 and SR 589, providing an on-street bikeway linking Troy, Casstown, and Fletcher.	Troy, Miami County Park District	On-Street	6	10.6	\$3,596,324
East-West	Cardinal Trail	Q1	Widen roadway shoulders along the Cardinal Trail route (Covington-Gettysburg Rd.) between Covington and the Miami/Darke County line.	Miami County Park District	On-Street	6	4.7	\$1,564,309
East-West	Cardinal Trail	Q2	Widen roadway shoulders along the Cardinal Trail route between Covington and the Miami/Champaign County line. (Spring St., CR 30, Farrington Rd., Peterson Rd., Alcony-Canover Rd., Loy Rd.)	Miami County Park District	On-Street	6	20.1	\$6,722,240
East-West	Laura-Troy Connector Trail	R1	Construct shared use path along former railroad corridor between Laura and Ludlow Falls.	Miami County Park District	Off-Street	10	6.6	\$1,388,219
East-West	Laura-Troy Connector Trail	R2	Construct shared use path roughly paralleling SR 55 and along former Penn Central Railroad between Ludlow Falls and Troy.	Miami County Park District	Off-Street	12	7.6	\$1,920,678
North-South	SR 741 Bikeway	T1a	Construct bike facility along SR 741 from the Cox Arboretum entrance to the north terminus of the facility constructed under PID #90289.	Montgomery County	On/Off-Street	Varies	0.5	\$183,000
North-South	SR 741 Bikeway	T1b	Construct bike facility along SR 741 between Mall Park Drive and Ferndown Drive.	Montgomery County	On/Off-Street	Varies	1.7	\$623,000
North-South	SR 741 Bikeway	T1c	Construct a bike facility along SR 741 from entrance to Waldrue Park to Austin Pike.	Montgomery County	On/Off-Street	Varies	0.6	\$220,000
North-South	SR 741 Bikeway	T2a	Construct bike lanes on SR 741 between Austin Pike and the current terminus of the bike lanes approx. 1,000 feet south of W. Tech Drive.	Springboro, Warren County	On-Street	6.0	0.2	\$56,000
East-West	Carriage Hills Connector Trail	U1	Connect Great Miami River Trail and Carriage Hills MetroPark via shared use path through Carriage Trails development.	Various	Off-Street	12	4.2	\$1,063,000
North-South	Carriage Hills Connector Trail	U2	Connect Carriage Hills MetroPark and New Carlisle via widened shoulders on SR 202, Singer Rd., Palmer Rd., SR 571, Dayton-Brandt Rd., and shared use path on former railroad corridor between Dayton-Brandt Rd. and New Carlisle.	Miami County Park District, Montgomery County	On/Off-Street	Varies	8.0	\$2,431,000

Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	Carriage Hills Connector Trail	U3	Connect Huffman MetroPark and Carriage Hill MetroPark via Union School House, Baker, Kitridge, and Bellefontaine Roads.	Montgomery County, Five Rivers MetroParks	On-Street	Varies	8.3	\$2,302,289
East-West	Great Miami River-Centerville Connector Trail	V1	Construct trail following local streets and shared use paths connecting Moraine, West Carrollton, Washington Township, Centerville, and Bellbrook via Cox Arboretum, Yankee Park, Grant Park and Pleasant Hill Park.	Various	On/Off-Street	Varies	8.2	\$1,881,895
East-West	Great Miami River-Creekside Connector Trail	X1	Construct trail extension roughly paralleling US 35 to 4th St. along RR ROW then west to Keowee St and north to Monument Avenue.	Dayton, Five Rivers MetroParks	Off-Street	12	3.1	\$6,000,000
NA	Troy Bikeway Hub	Y1	Construct Troy Bike Hub structure.	Troy	NA	NA	0.0	\$200,000
NA	Piqua Bikeway Hub	Y2	Redevelop a historical building into a Bike Hub at the intersection of the GMR trail and the Piqua-Covington Fletcher Trail.	Piqua	NA	NA	0.0	\$500,000
East-West	Old National Road Trail	Z1a	Construct a bikeway paralleling US 40 from the intersection with The Wolf Creek Trail to Northmont Schools property.	Montgomery County, Five Rivers MetroParks	On/Off-Street	Varies	5.9	\$1,467,259
East-West	Old National Road Trail	Z1c	Construct a bikeway paralleling US 40 from Centennial Park in Englewood to Englewood MetroPark.	Englewood	On/Off-Street	Varies	0.8	\$106,400
East-West	Old National Road Trail	Z3b	Construct bikeway paralleling US 40 from Frederick Pike to James Bohanan Drive through Dayton Airport property and City of Vandalia.	Vandalia	On/Off-Street	Varies	4.2	\$1,262,889
Regional Totals for Long Range Projects							255.22	\$91,849,382

Source: MVRPC



MIAMI VALLEY

Regional Planning Commission

**Adoption of 2050 Long Range
Transportation Plan**

April TAC / May Board Meeting

Overview – 2021 Update

- **Major Update (every 5 years per FAST Act)**
 - **Reaffirm the current LRTP Transportation Goals and Objectives – October 2020**
 - **Socioeconomic projections (2050 Horizon)**
 - **New Financial Analysis**
 - **Adopt Draft Project List – December 2020**
 - **Analysis and Report Write-up**
 - **Adopt Final Plan – May 2021**

Public Meeting on April 14, 2021

- **Attendance and Comments**
 - Provide pedestrian accommodations on Needmore Road over I-75 and at the intersection of Needmore Road and SR 201.
 - Extend S. Whalen Blvd. north to the Linden/Huffman intersection.
 - North Main Street road diet.
 - Rip Rap Road Realignment (flooding concerns/open space opportunities).

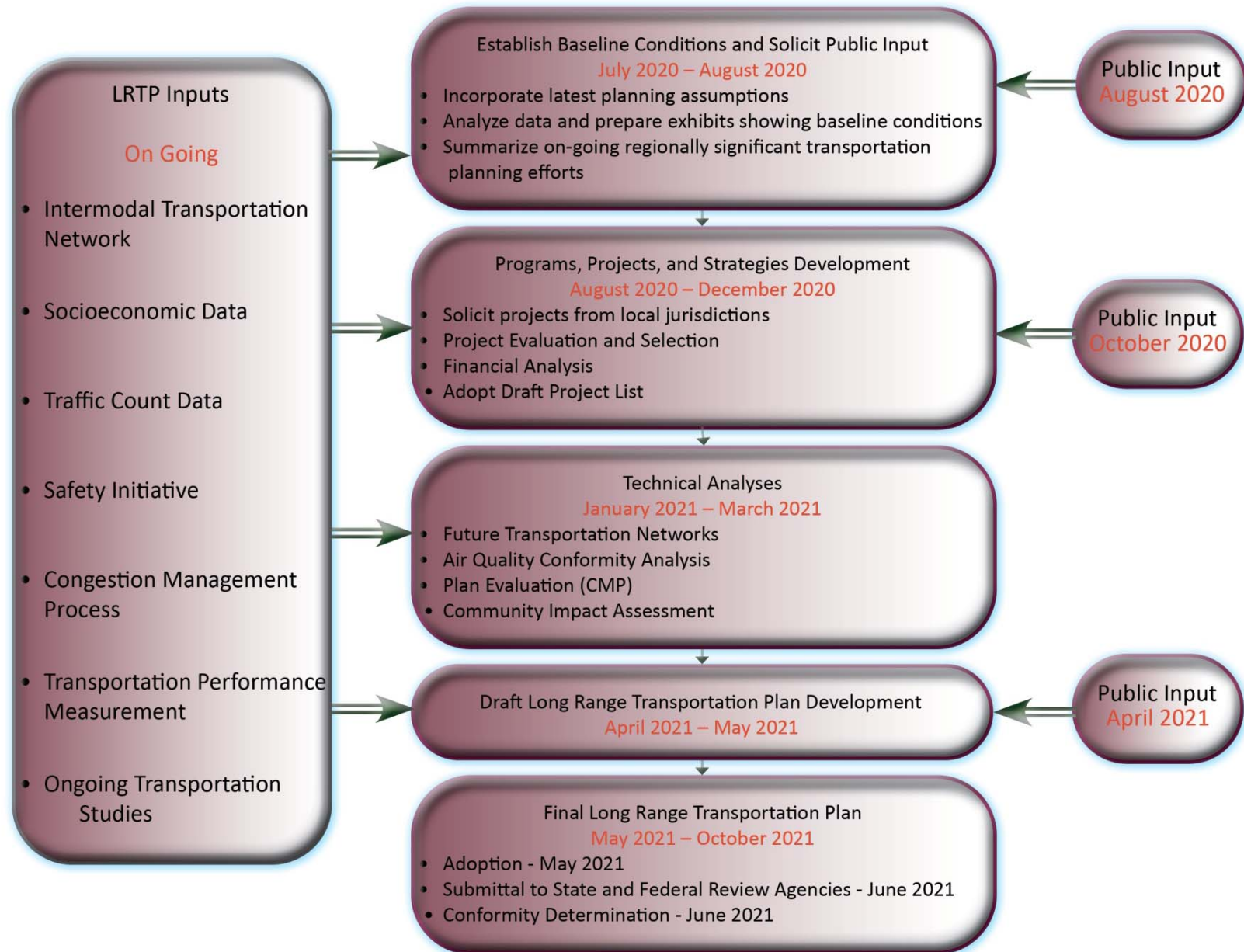
Public Meeting on April 14, 2021

- **Concerns about scope of additional lanes for project 656-Smithville Road and need for bike-ped accommodations.**
- **Need for I-71/I-70 Bypass in Greene County.**
- **Widening Dayton-Yellow Springs Road to 3 lanes with roundabout at W. Enon Rd.**
- **Extending Herr Rd to Yellow Springs Fairfield Rd.**
- **Need for Bikepath between Fairborn and Yellow Springs.**

Public Meeting on April 14, 2021

- **Need for shorter planning and funding timeframes to be able to incorporate new technologies such as autonomous and electric vehicles due to the rapid change in the industry.**
- **Need for better cross-town transit services.**

Update Overview



2050 Long Range Transportation Plan

- Updated every five years
- Has a 20+ year horizon
- Includes multi-modal strategies and projects
- Is “fiscally constrained”
- Demonstrates conformance with State Implementation (Air Quality) Plan








New Initiatives

- **Connected/Autonomous Vehicles Scenarios – Chapter 4**
- **Pedestrian Crash Risk Assessment – Chapter 4**
- **Updated Project Evaluation System – Chapter 5**
- **Performance Management Approach – Chapter 8**
- **Climate Change Section – Chapter 9**
- **Basic Accessibility Analysis – Chapter 10**

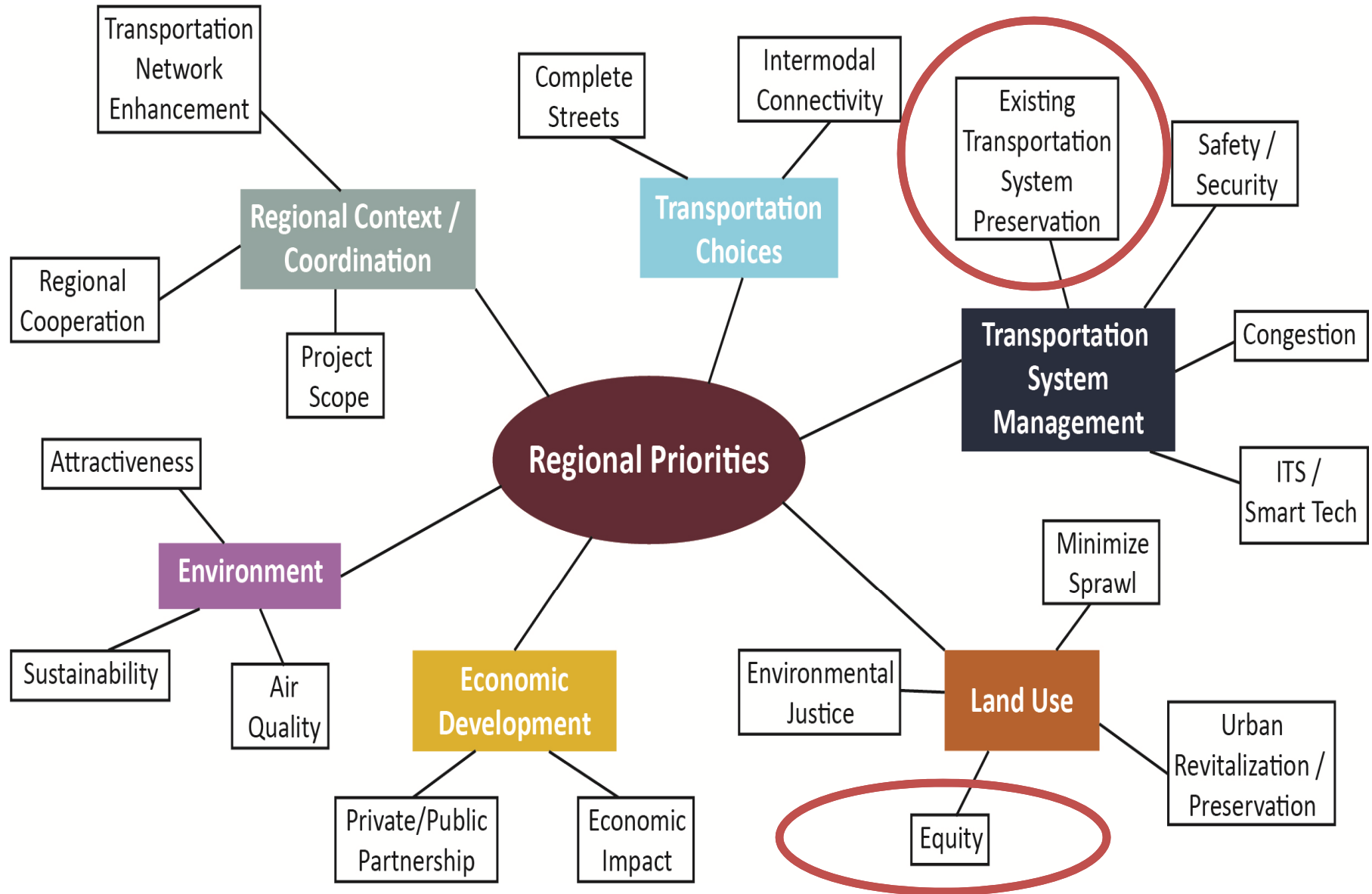
CAV Scenarios

Legend

○ neutral
+ impact
- impact

	2050 E+C	2050 E+C (50% CAV)	2050 E+C (100% CAV)	2050 Plan	
Vehicle Person Trips 	2,675,638	2,830,858	2,897,174	2,675,541	Measure
	○	-	- -	○	Impact
Percentage SOV Person Trips 	67.3%	73.0%	77.6%	67.3%	Measure
	○	-	- -	○	Impact
Percentage Empty Trips 	0.0%	2.5%	4.7%	0.0%	Measure
	○	-	- -	○	Impact
Vehicle Miles Traveled (VMT) 	24,357,850	25,319,184	26,056,938	24,315,890	Measure
	○	-	- -	○	Impact
Lane Miles 	5,832	5,832	5,832	6,063	Measure
	○	○	○	-	Impact
Peak Hour VMT Exceeding Congestion Threshold- Percentage 	28.9%	17.6%	5.0%	26.2%	Measure
	○	++	+++	+	Impact
Hours of Congestion Delay 	30,768	18,313	8,034	27,109	Measure
	○	++	+++	+	Impact

Project Evaluation System Update



Performance Management

Target Areas		Performance Measures	State/Transit Agency Adopted Target	Does MVRPC area meet Target?
PM 1	Safety	Number of Fatalities	1,084	No
		Rate of Fatalities	0.93	No
		Number of Serious Injuries	8,101	Yes
		Rate of Serious Injuries	6.97	Yes
		Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	811	Progress
PM 2	Pavement Condition	Percentage Interstate System in Good Condition	50%	Yes
		Percentage Interstate System in Poor Condition	1%	Yes
		Percentage non-Interstate System in Good Condition	35%	No
		Percentage non-Interstate System in Poor Condition	3%	Yes
	Bridge Condition	Percentage of NHS bridges by deck area in Good condition	50%	Yes
		Percentage of NHS bridges by deck area in Poor condition	5%	Yes
PM 3	NHS Travel Time Reliability	Percent of Person-Miles Traveled on the Interstate System that are Reliable	85%	Yes
		Percent of Person-Miles Traveled on the Non-Interstate System that are Reliable	80%	Yes
	Freight	Truck Travel Time Reliability (TTTR) Index	<1.5	Yes
	Total CMAQ Emissions	Total CMAQ Project Reductions for CO, VOC, <u>Nox</u> , PM2.5 & PM10	VOC: 69 kg/day <u>Nox</u> : 537 kg/day	State Only
TRANSIT	Transit Asset Management Plan	Transit – Capital State of Good Repair	For specific targets see: https://www.mvrpc.org/sites/default/files/transit_asset_management_2017.pdf	Yes
	Public Transportation Agency Safety Plan	Fatalities	For specific targets see: https://www.mvrpc.org/sites/default/files/ptasp_targets_2020.pdf	NA
		Injuries		
		Safety Events		
		System Reliability (State of Good Repair)		

Roadway Projects

- **Total Projects – 212**
 - Studies – 1
 - Road or Bridge Widening – 28
 - **Interchange, Intersection, Turn Lane Improv. – 127**
 - Road/Bridge Replacement, Realignment, or Reconstruction – 14
 - Signal Improvement or Signal Interconnect – 3
 - Bike/Pedestrian – 12
 - New Road or Interchange, Road Extensions – 12
 - Road Diets – 15
- **Cost \$2,327million -- Revenue \$2,959 million**

Transit and Alternative Modes Strategies

- **Transit**

- Greater Dayton Regional Transit Authority (GDRTA)
- Greene CATS
- Miami County Transit System
- Human Services Transportation

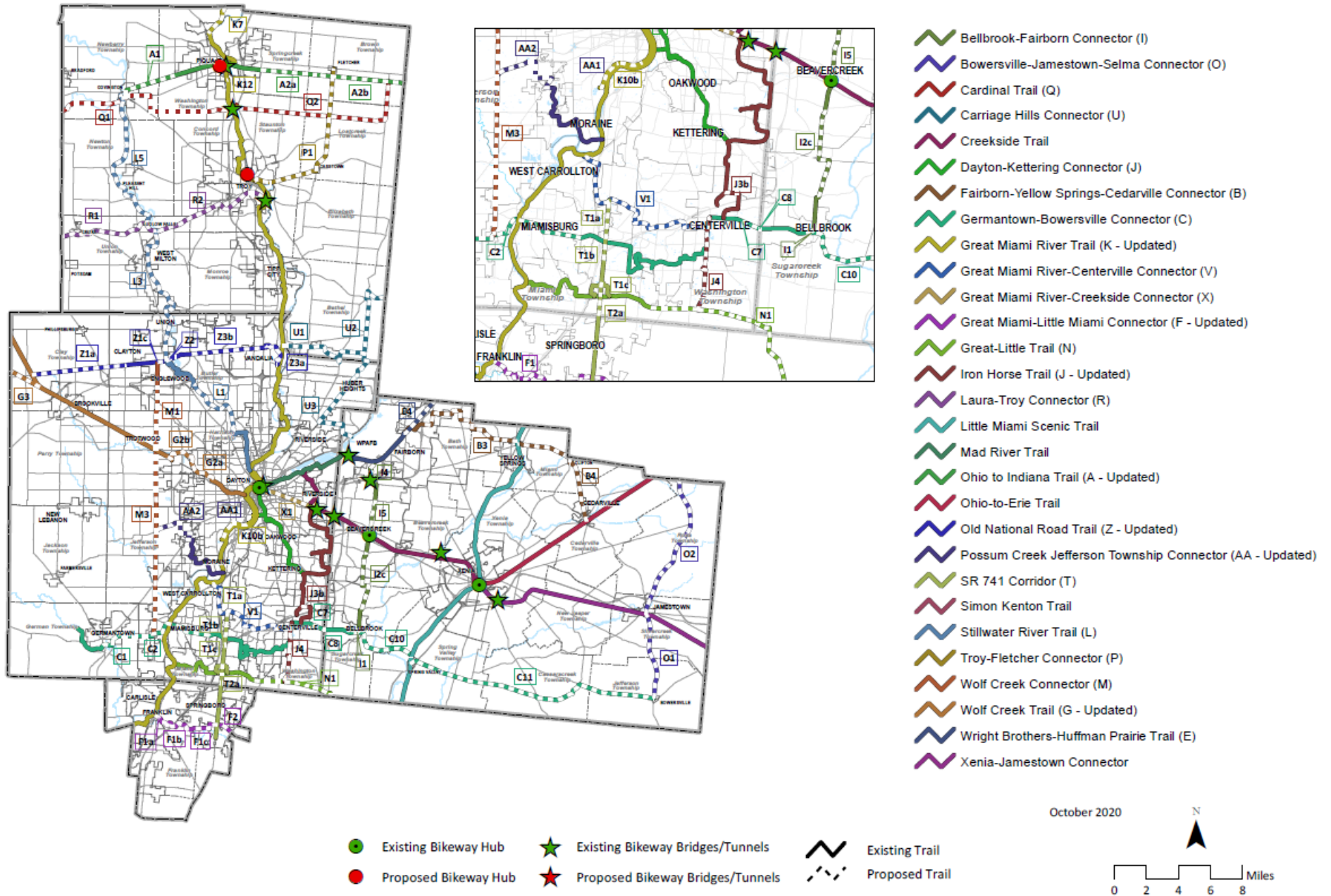


- **Alternative Modes**

- Bikeway and Pedestrian Projects
- RIDESHARE/Air Quality/



Regional Bikeway & Pedestrian Network

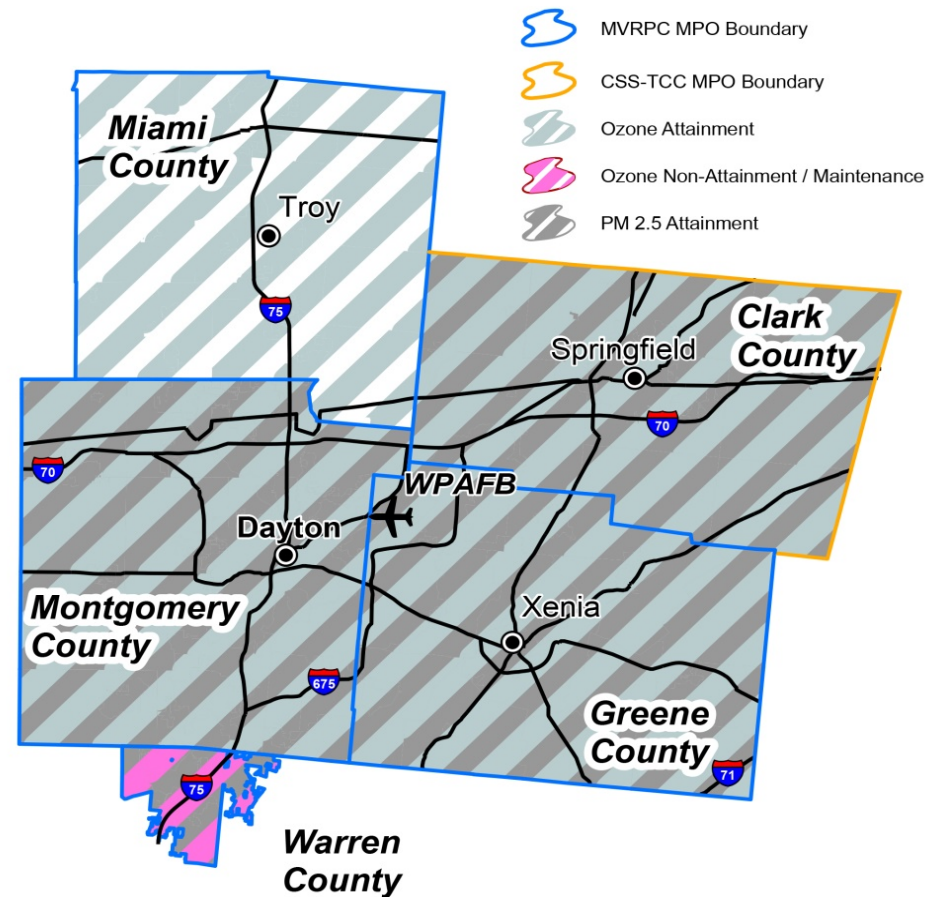


Transit and Alternative Modes–Summary

	Cost/Revenue (millions)
Transit Projects	
Greater Dayton RTA	\$3,588
Greene CATS	\$128
Miami Transit	\$65
Human Services Transportation	\$29
Bikeway and Pedestrian Projects	\$20
Ridesharing/Air Quality Programs	\$27

Air Quality-Transportation Conformity

- Meet all AQ Standards
- Qualitative Analysis
 - The Plan contains no goals, strategies or projects which contradict any requirements or commitments of the State Implementation (“Air Quality”) Plan.



More Information

plan2050.mvrpc.org

- **Contacts**
 - Ana Ramirez – aramirez@mvrpc.org



**RESOLUTION
ADOPTING THE 2050
LONG RANGE TRANSPORTATION PLAN**

WHEREAS, the Miami Valley Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami, and Montgomery Counties including the jurisdictions of Carlisle, Franklin, 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 MVRPC currently conforming 2040 Long Range Transportation Plan (Plan) was adopted in May 2016; and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) requires that the Plan be comprehensively updated every five years; and

WHEREAS, the updated 2050 Long Range Transportation Plan is the result of a coordinated effort that reflects federal requirements and regional priorities; and

WHEREAS, the updated 2050 Long Range Transportation Plan is fiscally constrained; and

WHEREAS, the MVRPC current SFY2021-2024 Transportation Improvement Program (TIP) is consistent with the updated 2050 Long Range Transportation Plan; and

WHEREAS, the conformity process completed for Greene, Miami, and Montgomery Counties in the Dayton/Springfield Air Quality Region meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone standard; and

WHEREAS, significant TIP projects in Franklin, Carlisle, Springboro, and Franklin Township have been included in the regional emissions analysis for the Cincinnati Region and found to conform to the 2008 and 2015 8-hour ozone standards; and

WHEREAS, the MVRPC's 2050 Plan conformity determination is made consistent with the April 2012, U.S. EPA Transportation Conformity Regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts the 2050 Long Range Transportation Plan.

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

Brian O. Martin, AICP
Executive Director

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

Date



MIAMI VALLEY

Regional Planning Commission

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MEMORANDUM

TO: Members of the MVRPC Board of Directors

FROM: Brian O. Martin, Executive Director

DATE: May 6, 2021

SUBJECT: SFY 2022 Budget and Work Program

Enclosed is a copy of the SFY 2022 Budget and Work Program, as well as a Resolution adopting the document and authorizing its submission to various grantor agencies. We anticipate an adjustment in membership dues with the release of 2020 census data. As budget information is finalized, this document may require revisions, which will be presented to the Executive Committee for action.

Your approval of the attached authorizing resolution is respectfully requested.



MIAMI VALLEY

Regional Planning Commission

BUDGET & WORK PROGRAM

FY 2022

July 1, 2021 – June 30, 2022

May 6, 2021

Prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, the Ohio Environmental Protection Agency, and Miami Valley Regional Planning Commission. The contents of this document reflect the views of the Miami Valley Regional Planning Commission, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of ODOT and/or the U.S. DOT. This document does not constitute a standard specification or regulation.

NOTICE OF NONDISCRIMINATION

The Miami Valley Regional Planning Commission agrees that it will comply with regulations to the end that no person in the United States 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. The MVRPC Title VI plan provides this assurance information about MVRPC responsibilities and also includes a discrimination complaint process and form.

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SCHEDULE A

MIAMI VALLEY REGIONAL PLANNING COMMISSION CONSOLIDATED GOVERNMENTAL FUNDS BUDGET - ALL REVENUES AND EXPENDITURES July 1, 2021 - June 30, 2022

	Approved Budget FY 2021	Proposed Budget FY 2022
Revenues		
Federal Grants	\$ 4,413,214	\$ 3,837,912
Other Grants	189,220	125,000
Other Revenues	<u>436,888</u>	<u>726,462</u>
Subtotal	5,039,322	4,689,374
Membership Dues	<u>471,326</u>	<u>471,283</u>
Total Revenues	<u><u>\$ 5,510,648</u></u>	<u><u>\$ 5,160,657</u></u>
Other Financing Sources		
From undesignated fund balance	\$ 0	\$ 0
Total Revenues & Other Financing Sources	<u><u>\$ 5,510,648</u></u>	<u><u>\$ 5,160,657</u></u>
Expenditures		
Personnel	\$ 3,195,642	\$ 3,089,184
Contractual	827,735	359,197
Other Costs	1,453,771	1,678,676
Capital	<u>33,500</u>	<u>33,500</u>
Total Expenditures	<u><u>\$ 5,510,648</u></u>	<u><u>\$ 5,160,657</u></u>

SCHEDULE B

Submitted by GDRTA, Miami Transit and Greene CATS

FTA Section 5307 Planning Budget

July 1, 2021 - June 30, 2022

Section 5307

Funding Budget

FTA	7,200
Local matching	43,800
Total Funding Budget	<u>51,000</u>

Task Budget

Market Research & Customer Outreach	34,500
Financial Planning	2,000
Customer Education	4,500
Annual Planning and Zoning Workshop	10,000
Total Task Budget	<u>51,000</u>

Object Budget

Personnel	49,000
Contractual	2,000
Total Object Budget	<u>51,000</u>

SCHEDULE C

MIAMI VALLEY REGIONAL PLANNING COMMISSION STAFFING PROFILE July 1, 2021 - June 30, 2022

Executive Staff

Executive Director
Assistant to the Executive Director
Administrative Assistant
Receptionist/Secretary

Program Staff

Associate Executive Director
Director of Sustainable Planning
Director, Community and Regional Planning
Director, Strategy and Engagement
Director, Transportation Planning and Funding
Manager, Programs and Public Outreach
Manager, Environmental Planning
Manager, Short Range Programs
Manager, Institute for Livable & Equitable Communities
Regional Equity Initiative Manager
Disaster Recovery Manager
Disaster Recovery Planner
Program Manager
Manager, Information Systems and Web
GIS Coordinator
GIS Manager
Coordinator Short Range Programs
Transportation Project Manager
Planner IV
Senior Planner
Senior Planner
Senior Planner
Senior Planner
Senior Planner
Principal Planner
Planner III
Planner III
Planner III
Equity Planner
Planner II
Planner II
Planner II
Planner I
Planner I
Planner I
Planning Interns/Co-ops

Program Support Staff

Director, Finance & Human Resources Administration
Accountant
Accounting Specialist
Production Coordinator and Information Systems Support
Production Coordinator

SCHEDULE D

MIAMI VALLEY REGIONAL PLANNING COMMISSION SALARY SCALE PLAN AND POSITION CLASSIFICATION

July 1, 2021 - June 30, 2022

PAY GRADES	PAY RANGES		POSITIONS
	MINIMUM	MAXIMUM	
1	27,040	31,200	Co-op/Intern
2	31,200	40,896	Receptionist/Secretary, Administrative Assistant
3	35,360	55,337	Production Coordinator, Production Coordinator and Information Systems Support
4	37,843	57,499	Planner I
5	38,091	66,197	None
6	46,786	77,824	Accounting Specialist, Planner II, Assistant to Executive Director, Accountant, Sustainability Planner, Disaster Recovery Planner
7	52,713	92,969	Planner III, Senior Planner, Equity Planner, Program & Public Outreach Manager, Disaster Recovery Manager
8	61,002	111,923	GIS Coordinator, Principal Planner, Planner IV, Transportation Project Manager, Coordinator Short Range Programs, Manager, Institute for Livable and Equitable Communities
9	68,247	121,861	Manager, Information Systems and Web, Program Manager, GIS Manager
10	70,366	152,949	Program Director, Regional Equity Initiative Manager, Associate Executive Director

SCHEDULE E

MIAMI VALLEY REGIONAL PLANNING COMMISSION MEMBERSHIP SUMMARY CY 2021

Governmental Members	2010 POPULATION BASE	MVRPC \$0.46/capita
Bath Township (Gr Co)	6,420	\$ 2,953.20
Beavercreek	45,193	\$ 20,788.78
Beavercreek Township (Gr Co)	5,762	\$ 2,650.52
Bellbrook	6,943	\$ 3,193.78
Bethel Township (Mi Co)	4,843	\$ 2,227.78
Brookville	5,884	\$ 2,706.64
Carlisle	4,915	\$ 2,260.90
Centerville	23,997	\$ 11,038.62
Clay Twp (Mo Co)	3,617	\$ 1,663.82
Clayton	13,209	\$ 6,076.14
Covington	2,584	\$ 1,188.64
Dayton	141,527	\$ 65,102.42
Englewood	13,465	\$ 6,193.90
Fairborn	32,352	\$ 14,881.92
Farmersville	1,009	\$ 464.14
Franklin	11,771	\$ 5,414.66
Franklin Township (Wa Co)	9,495	\$ 4,367.70
Germantown	5,547	\$ 2,551.62
Harrison Township (Mo Co)	22,397	\$ 10,302.62
Huber Heights	38,101	\$ 17,526.46
Jefferson Township (Mo Co)	6,972	\$ 3,207.12
Kettering	55,696	\$ 25,620.16
Miami Township (Gr Co)	1,199	\$ 551.54
Miami Township (Mo Co)	29,131	\$ 13,400.26
Miamisburg	20,181	\$ 9,283.26
Monroe Township (Mi Co)	5,864	\$ 2,697.44
Moraine	6,307	\$ 2,901.22
New Lebanon	3,995	\$ 1,837.70
Oakwood	9,202	\$ 4,232.92
Phillipsburg	557	\$ 256.22
Piqua	20,522	\$ 9,440.12
Riverside	25,201	\$ 11,592.46
Springboro	17,409	\$ 8,008.14
Sugarcreek Township (Gr Co)	8,041	\$ 3,698.86
Tipp City	9,689	\$ 4,456.94
Trotwood	24,431	\$ 11,238.26
Troy	25,058	\$ 11,526.68
Union	6,369	\$ 2,929.74
Vandalia	15,246	\$ 7,013.16
Versailles (Darke Co) **	2,687	\$ 671.75
Washington Township (Mo Co)	32,610	\$ 15,000.60
West Carrollton	13,143	\$ 6,045.78
West Milton	4,630	\$ 2,129.80
Xenia	25,719	\$ 11,830.74
Yellow Springs	3,487	\$ 1,604.02
Greene County	161,573	\$ 18,580.90
Greene County Engineer		

SCHEDULE E

MIAMI VALLEY REGIONAL PLANNING COMMISSION MEMBERSHIP SUMMARY CY 2021

Governmental Members	2010 POPULATION BASE	MVRPC \$0.46/capita
Miami County	102,506	\$ 11,788.19
Miami Couty Engineer		
Montgomery County	535,153	\$ 61,542.60
Montgomery County Engineer		
Preble County **	42,270	\$ 2,641.88
Subtotal Governmental		\$ 449,282.72
<u>Other Governmental Members</u>		
Centerville-Washington Park District		\$ 1,000.00
Central State University		\$ 1,000.00
Five Rivers Metro Parks		\$ 1,000.00
Greater Dayton RTA		\$ 1,000.00
Greene County Transit		\$ 1,000.00
Miami Conservancy District		\$ 1,000.00
Miami County Transit		\$ 1,000.00
Miami County Park District		\$ 1,000.00
Montgomery Co. Trans Improvement District		\$ 1,000.00
Sinclair Community College		\$ 1,000.00
Warren County Trans Improvement District		\$ 1,000.00
Wright State University		\$ 1,000.00
Subtotal Other Governmental Members		\$ 12,000.00
<u>Non Governmental Members</u>		
Dayton Area Chamber of Commerce		\$ 1,000.00
Dayton Power & Light		\$ 1,000.00
Dayton Development Coalition		\$ 1,000.00
Dayton Area Board of Realtors		\$ 1,000.00
Dayton Metro Library		\$ 1,000.00
South Metro Chamber of Commerce		\$ 1,000.00
The Dayton Foundation		\$ 1,000.00
Troy Area Chamber of Commerce		\$ 1,000.00
University of Dayton		\$ 1,000.00
Vectren Energy		\$ 1,000.00
Subtotal Non Governmental		\$ 10,000.00
TOTALS		<u>\$ 471,282.72</u>

Notes:

* Population Base from April 1, 2010 U.S. Bureau of the Census.

** Members Outside of MPO Boundary Fees Calculated at 25¢/capita.

***County Dues Calculated Based Upon 25% of Total County Population.

Schedule F
MIAMI VALLEY REGIONAL PLANNING COMMISSION
SPECIAL REVENUE FUND GRANTS & GENERAL FUND RESOURCES
July 1, 2021 - June 30, 2022

Source of Funds	Revenues			Gen'l Fund Transfers	Total Resources
	Grantor	Other	Total		
SPECIAL REVENUE FUND					
Federal Grants					
Dept. of Transportation/ODOT					
Transportation Planning	\$ 1,399,528	\$ 174,941	\$ 1,574,469	\$ 174,941	\$ 1,749,410
Transportation Planning - Carryover	232,358	29,046	261,404	29,046	290,448
Supplemental Planning	575,085	-	575,085	-	575,085
Supplemental Planning - Carryover	-	-	-	-	-
Landuse Regional Plan	175,901	-	175,901	-	175,901
Rideshare/Vanpool	465,000	-	465,000	-	465,000
Rideshare/Vanpool Carryover	-	-	-	-	-
Air Quality & Alt Transp Programs	440,000	-	440,000	-	440,000
Air Quality & Alt Transp Carryover	-	-	-	-	-
Regional Coordinated Plan Pilot	126,221	-	126,221	-	126,221
FTA Human Services Transit	131,908	-	131,908	-	131,908
Total Transportation Federal Grants	3,546,001	203,987	3,749,988	203,987	3,953,973
Federal Economic Development Agency					
Disaster Recovery	178,047	44,512	222,559	-	222,559
Community Development	113,864	-	113,864	8,637	122,501
USEPA/OEPA					
OEPA - Water Quality Mgmt Planning - 604b	125,000	-	125,000	-	125,000
Subtotal - Federal Grants/SR Fund	3,962,912	248,499	4,211,411	212,624	4,424,033
General Fund					
MGCLERC	3,899	-	3,899	-	3,899
Regional Projects	412,404	-	412,404	-	412,404
Administrative & Other Contract Programs		22,900	22,900	297,421	320,321
Subtotal - General Fund	\$ 416,303	\$ 22,900	\$ 439,203	\$ 297,421	\$ 736,624
Total	\$ 4,379,215	\$ 271,399	\$ 4,650,614	\$ 510,045	\$ 5,160,657

Schedule G
MIAMI VALLEY REGIONAL PLANNING COMMISSION
CAPITAL BUDGET
July 1, 2021 - June 30, 2022

Note	General Equipment	
1	Annual Computer Replacements and Computers for New Staff	\$7,850
2	Dell Server ESXi Contingency Replacement	7,500
3	Monitor and Printer Replacements	5,200
4	Furniture Replacements / Upgrades	2,000
5	Conference Room Audio Visual Upgrades	7,500
6	Capital - Contingency	<u>3,450</u>
	Total Capital	<u><u>\$33,500</u></u>

Note:

- 1 Routine Annual Computer Replacements
- 2 Possible Replacement of 2013 Computer Server
- 3 Routine Annual Monitor and Printer Replacements
- 4 Furniture Replacements and Upgrades
- 5 Conference Room Technology Upgrades
- 6 Contingency for Capital Equipment

WORK PROGRAM NARRATIVE

Though our Region is made up of diverse entities, each with unique qualities, we are united by our similarities. Together, we comprise one community – **the Greater Miami Valley Region**. Founded upon the principles of regional collaboration, cooperation, and consensus building, the Miami Valley Regional Planning Commission (MVRPC) serves as the common ground where area partners come together to work toward a shared vision across the Region. Together, public and private partners develop and implement innovative and sustainable strategies that enhance the Region’s quality of life and economic vitality.

Vision:

Our Board of Directors’ decisions, through strategic partnerships and staff efforts, contribute to the advancement of the Region’s economic vitality, enhanced quality of life, strong sense of place, and expanded opportunities that attract and retain talented individuals and organizations to the Miami Valley Region.

Mission:

MVRPC promotes collaboration among communities, stakeholders, and residents to advance regional priorities. MVRPC is a forum and resource where the Board of Directors identifies priorities and develops public policy and collaborative strategies to improve quality of life throughout the Miami Valley Region.

Values:

Our values describe how MVRPC conducts business:

- **Integrity** – We maintain high ethics, a fair and balanced approach to issues, and strong standards of professionalism in all aspects of the agency’s work for the betterment of the Region.
- **Transparency** – We ensure that the public has the opportunity to observe, debate, question, and participate in the agency’s planning process.
- **Inclusion** – We seek the active participation and contribution of all groups in the regional planning process.
- **Diversity** – We welcome alternate views and seek input from participants of diverse race, income, jurisdiction, age, or ability.
- **Innovation** – We seek and offer creative and innovative solutions in the regional planning process through expanded use of technology, improved processes, and adapted methods from other fields or regions.

Goals:

1. **Regional Stewardship** – We think regionally while discussing and making decisions on issues that affect the Miami Valley Region. Our members collaborate on regional topics that improve service delivery and quality of life in our communities.

Actions:

- Foster Regional Thinking – We conduct planning studies and provide outreach opportunities for education, collaboration, and discussion of topics as a Region.
- Transcend Boundaries – We facilitate and provide technical support to local communities to assist their efforts to coordinate development and infrastructure design for the benefit of everyone.
- Discover Shared Solutions – We develop, advocate, and promote responsive and collaborative approaches to specific regional problems.
- Develop Regional Priorities – We address regional needs that further the shared social, economic, transportation and environmental goals of the Region.

2. **Vibrant Communities** – We leverage the considerable resources of the Miami Valley Region, public and private funding to nurture and enhance our Region as well as our communities.

Actions:

- Promote Transportation Choices – We pursue continued development of a strong multi-modal network in the Region to ensure that people and goods reach their destinations safely, securely and efficiently.

- Attract Infrastructure Funding – We maintain and upgrade the regional transportation system by setting funding priorities and providing funding for safety, security, congestion relief, aesthetic, and capacity improvements.
 - Promote the Transportation and Land Use Vision – We promote MVRPC’s adopted policies for regional land use, transportation, and other topics.
 - Support local planning efforts – We support local planning efforts and offer technical expertise, when requested, to expand planning capabilities across the Region.
3. **Partnerships** – We partner with business, civic, and governmental organizations and jurisdictions resulting in relationships and synergies leading to shared initiatives and engagement.

Actions:

- Expand our partnerships with business and development organizations – We partner with business organizations such as the Dayton Development Coalition and area chambers of commerce in support of efforts to attract and retain business in the Region by addressing transportation needs and providing planning services that enhance economic development and improve quality of life in the Miami Valley Region.
 - Expand our partnerships with civic organizations and professional associations – We partner with civic organizations and associations including American Planning Association, Ohio’s Great Corridor, Ohio Association of Regional Councils and others to network and bring solutions and opportunities that add value to the Miami Valley Region.
 - Expand our existing partnerships with government – We work with numerous local, state, and federal government partners and other organizations such as the Region’s transit authorities, Miami Conservancy District, and park districts to implement projects and related services.
4. **Sustainable Solutions and Environment** – MVRPC will focus on preserving and enhancing the valuable ecosystem services that benefit the residents of the Miami Valley Region. The natural environment provides valuable ecosystem services to our Region that when properly preserved and protected, help to filter our water and air, moderate temperature extremes, store carbon and protect valuable topsoil.

Actions:

- Effective clean air programs – We encourage alternative fuels and transportation to reduce emissions and reliance on petroleum-based products.
- Protect water resources – By working with our partners, we endeavor to protect the buried valley aquifer and the recharge systems which sustain it.
- Protect the natural environment – We will expand our partnerships to provide best practices and innovative solutions to preserve the vital services of natural systems, such as open spaces, riparian corridors, floodplains, wetlands and forested areas.
- Encourage eco-friendly design practices – We will encourage infrastructure designs that support ecosystem services such as green storm water management, urban forestry and stream restoration while protecting the infrastructure from natural disasters.
- Promote energy efficiency – We promote and practice reducing the Region’s carbon footprint through energy efficiency and use of low- and no-carbon energy sources.

MVRPC's MAJOR AREAS OF CONCENTRATION

Regional and Community Planning - Understanding that transportation issues and land use practices are closely tied together, and are greatly impacted by each other, MVRPC emphasizes sustainability philosophies and better integration of land use planning and transportation planning. Working with regional partners, MVRPC's Regional Planning Program carries out regional planning activities, including technical supports for various MVRPC led planning initiatives, coordination with local jurisdictions on planning initiatives, providing planning assistance to members, and developing tools that were recommended by the Going Places initiative for use by our member jurisdictions and throughout the Region.

Environmental Planning - Whether it's the air we breathe or the water we use, MVRPC plays a part in helping the Region meet the standards established by the U.S. Environmental Protection Agency. MVRPC maintains the *Area-wide Water Quality Management Plan* in its role as the Designated Water Quality Planning Agency for the five-county Miami Valley Region. This Plan is not just one document, but a series of linked documents, reports, studies, and maps that describe the Region's water resources, identify sources of surface and groundwater pollution, and recommend strategies for addressing them. This plan, along with other efforts, helps preserve the natural environment and minimize the harmful impacts on nature while managing public resources wisely, for the benefit of this and future generations

Transportation Planning - MVRPC develops plans that ensure the continued successes of this Region - plans that enhance this area's competitive position, promote integration of systems, stimulate the economy, improve your own personal mobility, and preserve our environment. The two primary responsibilities of MVRPC's Transportation Program are the development of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), also known as the Short Range Transportation Plan. Working closely with our member jurisdictions, both plans outline what transportation improvements lay ahead. Alternatives to "traditional" transportation are also integrated into the department's activities. These include: Human Services Transportation Coordination, Biking, Walking, Carpooling/Vanpooling, and Transit. Since transportation planning is at the core of the MVRPC mission, and vehicle emissions are significant contributors to the Region's air pollution, MVRPC addresses this issue from a number of directions. The LRTP and TIP must each "conform" to the regional air quality plan and not contribute to a violation of air quality standards. The alternative transportation options help reduce air pollution caused by single-occupancy vehicles.

MVRPC's GOVERNANCE

On February 25, 2004, the policy-making process of MVRPC's Transportation Committee (TC) was merged with the full Commission into a new Board of Directors. A summary of the provisions of the revised policy-making structure is listed below. The changes were effective March 24, 2004.

Board of Directors

- Merges the Commission and Transportation Committee into a newly created Board of Directors.
- All policy responsibility is vested with the merged body.
- Retains the current weighted voting structure of the Transportation Committee.
- Weighted voting can only be used by the Board of Directors.
 - Will not occur at the initial meeting when the request is made unless $\frac{3}{4}$ of the members present approve.
 - Otherwise, will occur at the next scheduled meeting.
- Primary delegate appointed by each governmental member is an elected official.
- Only governmental members located within MPO boundary (Greene, Miami, and Montgomery Counties and parts of northern Warren County) may vote on transportation issues.
- County Engineers, ODOT representatives, and urban transit operators may be members of the Board and vote on transportation issues.
- One non-governmental member may be appointed to the Board for every 3 governmental members; the non-governmental members caucus to select 3 members to vote on MPO issues.

Effective January 4, 2007 the following revisions were approved to the Bylaws:

- Board quorum requirement is 1/3 of the total members.

- Executive committee responsible for selection and employment of Executive Director.

Effective December 3, 2009 the following revisions were approved to the Bylaws:

- Defined mid-term vacancy appointment process.
- Updated and clarified various technical definitions.
- As an advisory body, defined Technical Advisory Committee (TAC) quorum as members present.

Effective March 7, 2019 the following revision was approved to the Bylaws:

- Revised Executive Committee appointments for cities and villages to be based upon the Counties in the MPO planning area.

CERTIFICATION OF INDEPENDENT AUDIT

MVRPC arranges the annual financial and compliance audit within the prescribed audit reporting cycle. A fiscal year 2020 audit was submitted to the State Auditor's Office. The State Auditor approved the audit report in February and the approved copies of the audit were submitted to the cognizant agency, the Single Audit Clearinghouse, and a copy is available on MVRPC's website.

100. ADMINISTRATION
(Funded by indirect cost allocations)

MVRPC administration provides responsive and effective administration of MVRPC central support services and Executive management of all MVRPC program areas, current and future funding needs, information, maps, and data to members and the public.

PREVIOUS RELATED WORK

Staff has provided central administrative support for MVRPC programs, and members. Work program and budgets have been submitted. Annual compliance processes have been completed. Provided support for staff goal setting processes.

PERFORMANCE PLAN

100.1: MVRPC Administration:

Perform activities associated with the Office of the Executive Director. Maintain Commission/Committee structures, including MVRPC Constitution and Bylaws, etc. Provide Administrative, Information Technology, Production Coordination, and Accounting services.

Provide Agency Budget and Work Program coordination.

Perform agency planning, budgeting, accounting, contracting, purchasing, public participation database maintenance and human resources functions. In SFY22, we will finalize an update to the strategic plan for the agency.

Provide computer hardware maintenance, software maintenance, information technology support for agency programs, administration of telephone and information network. Provide web site update support.

Provide office management, including development and implementation of internal procedures. Perform printing functions, including document reproduction and distribution of aerial photographs. Administer and maintain the agency office and meeting facilities.

An Annual Report will be developed and include highlighted jurisdictions which were directly impacted by the efforts of MVRPC. A consultant will be utilized.

Update end-of-year Return on Investment (ROI) reports for member jurisdictions to outline the benefits of MVRPC membership.

WORK ELEMENT		PRODUCT	SCHEDULE
100.1	Administration	Perform administrative and personnel support services	On-going
		Committee staff support	On-going
		Agency Budget and Work Program	April 2022
		Annual audit support	August – Dec. 2022
		Contract support	As needed
		Agency Strategic Plan Update	2021
		Annual computer updates	June 2022
		Coordinate the development of the Annual Report.	June 2022
		Produce and distribute end-of-year Return on Investment member reports	Jan – March 2022

125. AGENCY-WIDE PUBLIC AFFAIRS
(Funded by local sources)

Plan, coordinate and implement the development of all communication pieces and outreach activities regarding various agency-wide initiatives to ensure current and accurate information is being disseminated to the public, members, media and stakeholders. MVRPC strives to provide complete information to all audiences so they can become more aware of pertinent issues that affect their daily lives.

PREVIOUS RELATED WORK

MVRPC staff work to enhance our communication methods and expand ways to keep residents of the Miami Valley Region informed of agency projects. MVRPC promotes agency information on social media platforms Facebook, Twitter and Linked In. Recently MVRPC secured a partnership with Constant Contact to utilize their robust platform to distribute information via email including an updated Executive Director's Update. MVRPC works with area media partners to provide editorial content in addition to paid advertisements. Dayton Daily News, the largest publication in the Region, has provided MVRPC with a full page of editorial content once a quarter.

In SFY20, a new position was created, Director of Strategy and Engagement, to focus on the promotion of the agency and overall connection to the communities and special initiatives in the Region.

PERFORMANCE PLAN

125.1: Agency-wide Public Affairs and Activities (non-transportation): Conduct agency-wide outreach to elevate the agency's profile and public awareness utilizing a variety of outreach methods.

WORK ELEMENT		PRODUCT	SCHEDULE
125.1	Agency-wide Public Affairs and Activities	Advertisement to inform residents about MVRPC's leadership in the Region	As needed
		Produce agency-wide emails, such as the monthly Executive Director's Update, to keep stakeholders and interested residents informed	On-Going
		Coordinate with Miami Conservancy District regarding the Great Miami Riverway Project	On-going
		Updates to the agency website	On-going
		Customize and distribute Agency branded information.	As needed
		Continue an agency-wide presence on social media platforms	As needed
		Plan, coordinate and implement agency-wide Annual Dinner.	Annually
		Produce editorial content for local media outlets	As needed
		Update end-of-year ROI reports for members	Jan. 2022

300. REGIONAL AND COMMUNITY PLANNING
(Funded through local and state sources)

The Miami Valley Regional Planning Commission undertakes various services identified by the MVRPC Board of Directors that are important to the Region. These activities are funded by the MVRPC local assessment.

PREVIOUS RELATED WORK

MVRPC has convened and facilitated sessions on a variety of topics since 2005. Topics have included inter-jurisdictional cooperation, the local food system, water quality, bicycle tourism and the relationship between local government and schools. Quarterly sustainability roundtable sessions have been held to educate member jurisdictions in cost-saving sustainable environmental solutions. A sustainability resources webpage was developed to provide current information on topics including electric vehicles, renewable energy, urban forestry, storm water and others.

MVRPC is also represented on several task forces and committees, including the Montgomery County Public Health Chronic Disease Prevention; the Creating Healthy Communities Committees the Dayton Regional Hazardous Materials Team (DRHMT); the Montgomery County Office of Emergency Management; Great Miami Riverway Coalition; Dayton-WPAFB PFOS/PFOA Task Force; Bike Miami Valley; the MGCLERC; the Dayton Environmental Advisory Board and the Montgomery County Return to Work Program

PERFORMANCE PLAN

- 300.1: MVRPC staff assists regional partners in a variety of cooperative efforts that utilize MVRPC's capabilities and expertise, but are not eligible for traditional transportation funding sources.
- 300.2: Technical Assistance: Provide technical assistance to on-going projects in the Region.
- 300.3: Interagency Coordination: Provide interagency liaison and coordination services.
- 300.4: Sustainability Planning: MVRPC staff will convene events and trainings on the topic of sustainability; identify and implement effective public engagement strategies related to sustainability and climate change; collaborate with members, partner agencies, businesses and community organizations on sustainability projects; keep current on developments in municipal sustainability innovations.

WORK ELEMENT		PRODUCT	SCHEDULE
300.1	Regional Cooperative Initiatives	Provide intergovernmental forums to address regional problems	As requested
		Provide facilitation services to member jurisdictions and regional organizations	As requested
		Participate within the Dayton Regional Green Initiative, particularly on Climate, Water, Active Transportation Teams	As needed
		Serve as MVRPC liaison to local Sustainability committees	On-going
		Keep updated on current sustainability issues and information to share with members	On-going
		Convene Sustainability Roundtable to address current environmental issues and follow-up	Quarterly
300.2	Technical Assistance	Participate in digital orthophotography and planimetric projects	As needed
300.3	Interagency Coordination	Serve on various community committees as needed	As needed
		Maintain communication with various emergency management agencies in the Region	As needed
		Participate at MCGLERC meetings	Quarterly
		Coordinate with Dayton Regional Hazardous Materials Team (DRHMT)	As needed
300.4	Sustainable Miami Valley	Convene events, such as the Miami Valley Climate Change Forum, on topics relevant to sustainability	Annually
		Keep updated on current sustainability issues and information to share with members	On-going

310. INSTITUTE FOR LIVABLE AND EQUITABLE COMMUNITIES **(Funded by local sources)**

The Institute for Livable and Equitable Community at MVRPC places an intentional focus on livability and equity, launching programs and transforming systems that create a community where all people can thrive. The Institute convenes critical partners and is the central point of coordination for a long-term, multi-faceted effort to address nine domains proven to enhance livability and equity in communities.

The Institute Domains are:

- Education
- Entrepreneurship, Employment & Volunteering
- Engagement
- Health & Environment
- Housing
- Neighborhood
- Safety & Justice
- Technology & Connectivity
- Transportation

The core work of Institute will be:

- Focus on Livability & Equity
- Outreach, Convening & Coordination
- Education
- Research
- Resources, Best Practices and Tools
- Policy Analysis / Policy Change
- Technical Assistance
- Regional Focus on the Miami Valley
- Secure Sustainable Funding

The Institute will deliberately focus on two core dimensions: advancing equity and developing livable communities. In both core dimensions, the Institute will serve as a catalyst and incubator for initiatives that transform systems in order to create an environment where access to opportunity is abundant and where all people can thrive.

PREVIOUS RELATED WORK

MVRPC's prior work in the areas of equity, senior and human services transportation, complete streets, and other community planning and the unique position of leadership and point of coordination in the Region led MVRPC to lead this collaborative effort with the Dayton Foundation, the Del Mar Healthcare Fund and other partners.

MVRPC staff has been involved with Equity work through Regional Planning efforts. In FY2014, MVRPC Board of Directors approved the regional land use plan commonly known as *Going Places*. This plan outlines a series of programs and resources that would enhance local government and other organization's planning capacity to facilitate the implementation of the plan's Concentrated Development Vision. MVRPC, in partnership with the Kirwan Institute for the Study of Race and Ethnicity at the Ohio State University, developed the *Miami Valley Equity Regional Profile* to examine historical context and tell the story on the issue of inequity through data, maps, and other infographics. In addition, MVRPC launched the Miami Valley Equity Initiative in the fall of 2017, to focus on addressing existing inequity in the Miami Valley Region.

In August 2020, MVRPC hired a regional equity initiative manager at a time when the Miami Valley and the nation were grappling with issues involving racial injustice. MVRPC will not approach the topic of equity in a manner that is color-blind or bureaucratically neutral. The current pandemic has laid bare the severity of a blind-spot, and it has made the pre-existing disparities more obvious. The urgency to act prompted the MVRPC Board to unanimously pass a resolution ensuring equity, diversity, and inclusion in all MVRPC staff, committee and

Board of Director actions on October 1, 2020. The resolution denounces all forms of discrimination and racism, and it works to increase equity, diversity and inclusion in all communities.

Senior transportation and human services transportation planning for non-drivers has also been a long-time focus of MVRPC's work. The *Public Transit-Human Services Transportation Coordination Plan* was adopted in 2008 and updated in 2012 and 2019 to guide funding and coordination work among agencies serving non-drivers. MVRPC staff facilitates quarterly meetings of the Human Services Transportation Coordination Council and annually distributes funds through FTA's Section 5310 program, known as *Enhanced Mobility for Seniors and Individuals with Disabilities*. The Sustainable Planning program has also worked with Ohio Department of Transportation's Office of Transit to administer the *Greater Region Mobility Initiative*, a 9-county regional study of transportation and pilot to administer Section 5310 funds regionally across Area Agency on Aging districts. Other agency initiatives including the Complete Streets Policy, adopted in 2011, and the Safe Routes to School/Parks and Active Transportation programs are critical to the livability and equity work of the Institute.

In SFY20 & SFY21, MVRPC led several efforts related to the Institute domains. In response to the digital divide crisis exacerbated by the COVID-19 pandemic, we led an effort to map and secure connectivity for more than 3500 students without the reliable, affordable internet access necessary for remote learning. Moving forward, we know that digital access is an equity issue that is directly related to access to opportunity for healthcare, education, and employment. We are coordinating at a state and federal level with other Regional Councils to implement best practices and regional leadership of digital infrastructure. Also in SFY21, we incorporated equity in to our Climate Change Seminar with a focus on Climate Justice.

PERFORMANCE PLAN

310.1: Administration:

Provide technical direction and program oversight to the Institute. Create a strategic plan which identifies needs, resources, and potential actions for the Institute overall and for each domain.

Coordinate the program with other agencies, area jurisdictions, transportation system operators and other agency divisions (per MOU and formal agreements).

Manage reporting/documentation of program activities, such as work program preparation, progress reports, and annual reports.

Administer grant record-keeping and reporting, ensure compliance with grant requirements and sub-recipients.

Conduct outreach to inform residents, partner with agencies, and educate communities of the Institute's purpose and role.

310.2: Programming:

Provide leadership for the Institute Steering Committee, the Regional Equity Initiative Sub-Committee and the Regional Livable Communities Sub-Committee and other task forces or work groups dedicated to advancing the work of the Institute.

Collaborating with Del Mar Encore Fellows to convene the Miami Valley Age-Friendly Network and launch a Culture of Equity training program.

Hosting community-wide forums on livability and equity topics and lead a portfolio of projects relating to Institute domains.

Offer an Environmental Justice Academy to leaders throughout the Region.

Convene a regional committee to improve digital access and emphasize the challenge as an equity issue that is directly related to access to opportunity for healthcare, education, and employment.

Through the Del Mar Fund, create opportunities for communities and organizations to implement demonstration projects to advance livable and equitable communities.

310.3: MVRPC Equity Management

Produce agency-wide electronic newsletter – *The Equity Digest* – to keep MVRPC staff informed.

Continue expanding the equity content on MVRPC’s website.

Create and manage distribution list of critical partners and Miami Valley supporters with an affinity for advancing equity.

Prepare for funding proposals from various federal agencies as the Region becomes eligible.

Launch the MVRPC Equity Challenge and help staff develop an equity lens.

310.4: Regional Equity Initiative Management

Continue conducting Regional Equity Initiative meetings.

Educate the Equity Leadership Team by inviting three guest experts to offer remarks during the Regional Equity Initiative meeting.

Work with Equity Leadership Team to implement Regional Equity Initiative goals.

Complete the “Deep Dive” discussions on racism with the Equity Leadership Team.

310.5: Equity Services and Projects

Provide services to member jurisdictions and regional organizations.

Educate the public and facilitate trainings to enhance the knowledge of agency staff, member jurisdictions and partners on “equity and planning”.

Conduct outreach to minority and lower-income populations for planning and recruitment.

Host strategic discussions on equity topics raised by stakeholders who face similar concerns.

Launch the Environmental Justice Academy.

Launch the UnDesign the Redline Exhibit.

310.6: Research

Attend various training opportunities such as conferences, seminars, and workshops.

WORK ELEMENT		PRODUCT	SCHEDULE
310.1	Administration	Coordination with The Dayton Foundation and other agency partners to execute Memoranda of Understanding and formal agreements to clarify roles and expectations and solidify funding	On-going
		Determine procedures for routine reporting and milestone tracking	On-going
		Develop Program Management Plan for securing resources based on the outcomes identified in the Strategic Plan	SFY 2022
		Manage branding and messaging for the Institute and conduct ongoing media and community outreach to keep effort at forefront	On-going
		Coordinate Regional Equity Initiative for the advancement of objectives in the Equity Leadership Work Plan	On-going
		Collaborate with Del Mar Encore Fellows, AARP and other partners around age-friendly and livable communities objectives	On-going
		Coordination with MVRPC departments, jurisdictions, and member agencies to incorporate Institute objectives	On-going
310.2	Programming	Initiate process to formally join Age-Friendly Network with AARP / WHO, solidifying the focus on livability for all ages	SFY2022
		Coordinate research and assemble data around the nine domains	On-going
		Lead Planning Processes with deliberate engagement of critical community partners to consider the elements of livability and equity in the framework of the nine domains which are the foundation of the Institute	On-going
		Conduct and facilitate trainings to enhance the preparedness of agency staff, member jurisdictions and partners to advance the work of the Institute through the lens of livability and equity	Annually
		Create network of critical partners through attendance at relevant meetings, conferences, and community events	On-going
310.3	MVRPC Equity Management	Produce agency-wide electronic newsletter – The Equity Digest – to keep MVRPC staff informed.	(On-going)
		Continue expanding the equity content on MVRPC’s website.	(As needed)
		Create and manage distribution list of critical partners and Miami Valley supporters with an affinity for advancing equity.	(On-going)
		Prepare for funding proposals from various federal agencies as the Region becomes eligible.	(On-going)
		Launch the MVRPC Equity Challenge and help staff develop an equity lens.	(Fall 2021)
310.4	Regional Equity Initiative Management	Continue conducting Regional Equity Initiative meetings.	(monthly)
		Educate the Equity Leadership Team by inviting three guest experts to offer remarks during the Regional Equity Initiative meeting.	(Quarterly)
		Work with Equity Leadership Team to implement Regional Equity Initiative goals.	(On-going)
		Complete the “Deep Dive” discussions on racism with the Equity Leadership Team.	(November 2021)
310.5	Equity Services and Projects	Provide services to member jurisdictions and regional organizations.	(As requested)
		Educate the public and facilitate trainings to enhance the knowledge of agency staff, member jurisdictions and partners on “equity and planning”.	(Ongoing)
		Conduct outreach to minority and lower-income populations for planning and recruitment.	(Ongoing)
		Host strategic discussions on equity topics raised by stakeholders who face similar concerns.	(Ongoing)
		Launch the Environmental Justice Academy.	(Fall 2021)
		Launch the UnDesign the Redline Exhibit.	(August 2021)
310.6	Research	Attend various training opportunities such as conferences, seminars, and workshops.	(Ongoing)

320. COMMUNITY LONG-TERM DISASTER RECOVERY
(Funded by 80% federal sources and 20% local match)

The Miami Valley Regional Planning Commission is the designated leader of the Long-Term Community Disaster Recovery Network. Community Recovery engages local governments emphasizing the application for, distribution of and progress reporting for disaster aid funding from multiple federal sources. MVRPC is uniquely positioned as a leader in the region amongst all of the government entities who will be eligible to receive portions of the funding.

The Memorial Day Tornadoes of 2019 struck 16 Miami Valley communities across 3 counties. As a multi-county regional council, MVRPC was designated the Long-Term Recovery Community Network lead following the natural disaster. MVRPC leads the comprehensive, 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.

The central focus of Community Long-Term Recovery is the intentional and strategic incorporation of mitigation actions and inclusive, comprehensive planning in recovery decision making. This results in resiliency and preparedness for future disasters.

PREVIOUS RELATED WORK

The Miami Valley Regional Planning Commission (MVRPC) has served the planning needs of the Miami Valley in Southwest Ohio since 1964, serving the Region for more than fifty years. As a Regional Planning Commission, MVRPC is a voluntary local government membership organization for members in six counties (Darke, Preble, Miami, Montgomery, Greene, and portion of northern Warren County). MVRPC serves as the MPO for Montgomery, Miami, Greene Counties, plus a portion of Northern Warren County. MVRPC also provides Regional and Environmental planning support for members in seven counties, and the Greater Region Mobility Initiative serves 9 counties. MVRPC policies guide agency interactions in many areas including the implementation of project funding, public participation in the planning process, public records retention and access, and non-discrimination.

Founded upon the principles of regional collaboration, cooperation, and consensus building, the MVRPC serves as the common ground where area partners come together to work toward a shared vision across the Region. Together, public and private partners develop and implement innovative and sustainable strategies that enhance the Region's quality of life and economic vitality. This experience and reputation makes MVRPC the ideal leader for the Community Long-Term Recovery Network.

PERFORMANCE PLAN

320: Administer funding from Economic Development Administration for the first several years of support for the Community Long-Term Disaster Recovery work, including the hiring of a full-time Recovery Planner.

Coordinate the effort with partners, area jurisdictions, FEMA and other Federal agencies (per MOU, applications and formal agreements where necessary).

Partner with the Dayton Development Coalition to update the Comprehensive Economic Development Strategy for our Region.

Administer Long-Term Disaster Recovery Leadership Board.

Lead Regional resiliency planning efforts.

Coordinate research and assemble data such as the Disaster Recovery Dashboards.

Prepare, and help impacted communities prepare, for funding proposals from various federal agencies as the Region becomes eligible for each source.

Manage reporting/documentation of program activities, such as work program preparation, progress reports, and annual reports.

Administer record-keeping and reporting, ensure compliance with funding source requirements and sub-recipients.

Conduct outreach to inform the Region as a whole about the purpose and progress.

WORK ELEMENT		PRODUCT	SCHEDULE
320	Community Long Term Disaster Recovery	Administer funding from Economic Development Administration for the first several years of support for the Community Long-Term Disaster Recovery work, including the hiring of a full-time Community Recovery Planner	On-going
		Complete routine reporting and milestone tracking	On-going
		Partner with the Dayton Development Coalition to update the Comprehensive Economic Development Strategy for our Region	SFY2022
		Administer Long-Term Disaster Recovery Leadership Board	On-going
		Lead Regional resiliency planning efforts	On-going
		Coordinate research and assemble data	On-going
		Prepare, and help impacted communities to prepare, for funding proposals from various federal agencies as the Region becomes eligible for each source	On-going
		Conduct meetings and facilitate trainings to enhance the knowledge of agency staff, member jurisdictions and partners on the Long-Term Disaster Recovery process	On-going
		Create network of critical partners through attendance at relevant meetings, conferences, and community events	On-going

400. ENVIRONMENTAL PLANNING
(Funded by Ohio EPA contracts)

The Miami Valley Regional Planning Commission undertakes various planning efforts to guide protection and preservation of natural features and resources that sustain vital ecosystem services for the Region.

PREVIOUS RELATED WORK

MVRPC maintains two water quality stakeholder committees, the Areawide Facility Planning Subcommittee (Wastewater Designated Management Agencies) and the Great Miami River Watershed Network (storm water managers, agricultural organizations and citizen activists) to provide on-going review of water quality planning efforts. Staff also participates in the Little Miami River Watershed Network.

MVRPC completed the Regional Open Space Plan in spring 2016 in coordination with the Greater Dayton Partners for the Environment. The plan details the current state of open space in the Region and identifies priority locations for future conservation.

PERFORMANCE PLAN

MVRPC will engage with partners across the region and state to perform environmental planning projects that meet the needs of our jurisdictions and other partners.

MVRPC will continue to carry out all responsibilities as the designated areawide water quality planning agency for the Miami Valley, including maintenance of the water quality management plan and continuous engagement with stakeholders in the protection of our surface waters and ground waters.

Partnership opportunities with public health districts, soil and water districts, other areawide planning agencies, watershed groups and other agencies will be explored.

MVRPC participates on the Natural Resources Assistance Councils for Districts 4 and 11 which recommend projects for funding to the Ohio Public Works Commission through the Clean Ohio Program.

Maintenance of Area-wide Water Quality Management Plan, including coordination with local jurisdictions on needed updates to local 201 wastewater collection and treatment plans

Maintenance of Sole Source Aquifer Designation for the Miami Valley Buried Valley Aquifer

Participation in the PFAS/PFOA task force and the WPAFB Restoration Advisory Board

Supporting regional partners, including MCD and watershed groups, in development of 9 Element Non-Point Source Implementation Strategy documents

Supporting Ohio EPA TMDL outreach efforts in the Great Miami and Little Miami watersheds

Conducting 208 Plan consistency reviews for all permit to install applications for Darke, Greene, Miami, Montgomery and Preble Counties. Conducting 208 Plan consistency reviews for NPDES permits and WPCLF applications as requested by Ohio EPA

Participation in the OARC Water Quality/Area-wide Committee on a quarterly basis

WORK ELEMENT		PRODUCT	SCHEDULE
401.1	Areawide Water Quality Management Plan	Coordinate with local jurisdictions on 201 Facility Plan updates, including multi-jurisdictional or Regional 201 Plan updates. Convene the Areawide Facility Planning Sub-Committee (AFPSC)	As needed
		Maintain content of the Areawide Water Quality Management Plan to reflect current projects and needs	On-going
		Participate in water quality planning projects as contracted with Ohio EPA	As needed per EPA Scope of Work
401.2	Groundwater Protection	Maintain Sole Source Aquifer (SSA) Designation support services, including distribution of SSA maps and completion of SSA project reviews	On-going
		Participate in regional efforts to study PFOS/A contamination in drinking water sources including WPAFB Restoration Advisory Board	On-going
401.3	Watershed Planning	Support watershed planning efforts in the Region as part of contracted services with Ohio EPA	As needed
		Assist MCD in development of Watershed Action Plan	As needed
		Support OEPA in TMDL outreach efforts	As needed
401.4	Communication and Technical Assistance on Environmental Topics	Coordinate the MCD/MVRPC Great Miami Watershed Network, and the Little Miami River Watershed Network,	Quarterly
		Respond to requests for water resource data and assistance	As needed
		Conduct 208 Plan Consistency Reviews of proposed developments and facilities	On-going
401.5	Interagency Liaison	Maintain communication with Areawide Water Quality Planning Agencies in Ohio, Ohio EPA and U.S. EPA. Participate in the OARC Water Quality Committee	On-going
		Coordinate with County Soil and Water Conservation Districts and County Health Districts	As needed
		Serve on related committees	On-going

600. TRANSPORTATION

MVRPC's goal is to provide a regionally coordinated approach to address the problems of mobility of people and goods in such a way as to provide: equal accessibility, alternative choices, and economical transportation to the entire Region and its citizens.

The continuing scarcity of capital and operating dollars available for all forms of transportation creates the challenge to better utilize existing Federal, State, and local resources. The trend toward short term, low capital, and quick action provides the opportunity to develop a more responsive planning process with the production of more immediately visible results.

The problems of the environment, energy, and land consumption resulting from transportation modes must be minimized. A continuing effort is essential in order to amend, update, supplement, and improve upon the transportation plan in such a way as to respond to evolving national, state, and local goals and to support economic development within the Region.

MVRPC AS METROPOLITAN PLANNING ORGANIZATION

The Miami Valley Regional Planning Commission (MVRPC) is the Metropolitan Planning Organization (MPO) for the Montgomery, Greene, and Miami County Region. With a population of approximately 800,000, MVRPC is designated as a TMA (Transportation Management Area), an urbanized area over 200,000 in population. The metropolitan planning boundaries were extended in 1992 to incorporate the Clean Air Act non-attainment area (excluding Clark County). At the request of those communities, MVRPC's MPO boundary was further expanded in 2003, 2006, and 2017 to include the northern Warren County communities of Carlisle, Franklin, Springboro, and Franklin Township.

TRANSPORTATION PLANNING PROCESS POLICY OBJECTIVES

MVRPC's Transportation Plan goals are the result of a community based visioning process that reflects the Region's priorities while complying with federally mandated planning requirements.

Long Range Transportation Plan Goals:

1. Regional Stewardship
 - Develop Regional Priorities – Continue to address regional transportation needs that further the shared social, economic, transportation, and environmental goals of the Region.
2. Vibrant Communities
 - Transportation Choices – Encourage a stronger multi-modal network in the Region to ensure that people and goods reach their destination safely, efficiently, and conveniently.
 - Transportation System Management – Continue to maintain and upgrade the regional transportation system by providing safety, security, aesthetic, and capacity improvements as needed.
 - Transportation and Land Use – Incorporate regional land use strategies into the transportation policy and the investment decision making process.
3. Vigorous Economy
 - Transportation – Continue to address regional transportation needs to enhance economic development in order to attract and retain businesses in the Region while improving the quality of life of its residents.
4. Sustainable Solutions
 - Clean Air – Encourage the pursuit of alternative fuels and transportation to reduce emissions and our reliance on petroleum-based products.

CERTIFICATION OF PLANNING PROCESS

On November 15, 2017, the Federal Highway Administration and Federal Transit Administration jointly certified MVRPC's MPO metropolitan transportation planning process. Self-certification is expected to occur in the intervening years until the next formal certification review, anticipated to begin in 2021.

PRIVATE PARTICIPATION IN THE PLANNING PROCESS

MVRPC has historically solicited input from private participants (e.g., taxi cab operators, utility companies, chambers of commerce, freight companies, citizen groups, etc.) into the transportation planning process via their representation on standing committees, task forces, TAC and MVRPC Board, as well as through the MVRPC Public Participation Process.

PLAN REVIEWS

Reviews are performed of plans by other organizations and jurisdictions to ensure consistency with regional transportation plans. These reviews are performed upon request. In addition, reviews are performed, as a service for members, of transportation aspects of their development plans and projects if the review is limited in scope and commitment of time.

ODOT SUPPORT AND ASSISTANCE

ODOT supports and assists MVRPC in the performance of the transportation planning process in a number of ways, including, but not necessarily limited to, the following:

1. District Representatives provide advice and assistance, and monitor technical activities and financial transactions related to the program.
2. The Office of Transit and Division of Planning both provide advice and assistance on planning and programming procedures and processes.
3. The Office of Technical Services provides a traffic count program through the ODOT Districts and advice and assistance in travel demand forecasting and related computer services.
4. Both the Central Office and the District Offices provide information, assistance and advice in the development and monitoring of MVRPC's biennial TIP update and long range transportation plan update.

601. SHORT-RANGE PLANNING

(Funded by CPG)

Short Range Planning details the 2050 Long Range Transportation Plan by the development of solutions to existing and evolving transportation problems requiring actions within the next four-year period. The problems generally involve more than one unit of government.

PREVIOUS RELATED WORK

The Fixing America's Surface Transportation (FAST) Act provides for an enhanced role of short range planning, which is incorporated in this Work Element. As a result of the FAST Act and its predecessors and the Clean Air Act Amendments, MVRPC's short-range planning efforts were expanded to include Miami County, in addition to Montgomery and Greene Counties.

The area consisting of Montgomery, Greene, Miami, and Clark counties was designated as a non-attainment area for 1-hour ozone pursuant to the 1990 Clean Air Act Amendments. The same area was again designated as non-attainment for the 1997 8-hour ozone and the 1997 annual standard for fine particulates in 2004. Since then the area has been re-designated to attainment/maintenance for both ozone, August 2007 and fine particulates, December 2013. Following the revocation of both standards the remaining air quality activities, including coordination with OKI for the Warren County portion of the MPO, have been consolidated under code 610.10.

Updated the Senior Transportation one-pager that promotes MiamiValleyRideFinder.org tool.

PERFORMANCE PLAN

601.3: Transit and Human Service Transportation:

On an annual basis, apply FTA Section 5307 Urban Transit Formula to reflect transit funding formula allocations. MVRPC will also continue to work with the transit agencies to re-evaluate the existing federal funding agreement.

Take citizen calls and respond to inquiries made through www.miamivalleyridefinder.org regarding transportation needs of seniors and other individuals seeking transportation. Assist individual citizens to brainstorm transportation options and direct them to resources when possible.

Continue working to centralize and standardize a volunteer driver recruiting, screening, training, and placement program through the Human Services Transportation Coordination Council.

Assist in developing a regional mobility management perspective that will work to direct riders to lowest cost appropriate providers. Help coordinate efforts among Miami, Greene, and Montgomery County mobility management efforts. Assist advocates for special populations to create innovative transportation alternatives suited to their unique needs.

Continue coordination with transit agencies, ODOT, private transportation providers and human services transportation providers to increase their cooperation in providing a variety of transportation services to transportation disadvantaged populations.

Provide technical assistance to senior and disabled populations transportation providers to improve the efficiency of their operations. Involve human service agencies serving seniors and those with disabilities in Greene, Montgomery, Miami, and northern Warren counties in the Human Services Transportation Coordination Council. Seek additional partner organizations to provide community-based transportation for seniors and those with disabilities, especially in communities which currently have no local alternatives.

Continue best practice research to identify sustainable, cost-effective solutions to the challenge of improving senior mobility. Incorporate findings from the Human Services Coordinated Transportation

Plan.

In support of GDRTA and the Regional Coordination Council, continue discussions of a regional One Call, One-Click transportation referral system and offer facilitation assistance to move those discussions forward. Coordinate with ODOT on the Gohio Mobility platform.

Research and disseminate information on evolving technologies such as Transportation Network Companies (TNCs – Uber, Lyft, etc.); MaaS projects; and advanced in-car safety technologies which may prolong safe driving and which may provide more transportation options for some seniors.

601.4: Safety Planning and Engineering Studies (Funded by CPG):

In SFY2022, regional roadway safety will remain a priority at MVRPC. Upon request, MVRPC will coordinate with ODOT and local stakeholders to apply for federal and/or state roadway safety funds for project implementation.

MVRPC will use the latest available crash data to support transportation programs and PSA messages to the public. Safety data will also be provided to local jurisdictions upon request.

MVRPC will continue to coordinate with ODOT to ensure consistency with the Ohio Comprehensive Highway Safety Plan, including the FAST Act related changes.

601.5: Federal and State legislation, regulations and funding:

Monitor all federal and transportation legislation and regulations and air quality-related legislation/regulations. Work under this activity will also include energy and disability legislation and regulations for highways, transit, airports, railroads, etc.

WORK ELEMENT		PRODUCT	SCHEDULE
601.3	Transit and Human Service Transportation	Continue to apply and update as necessary 5307 Formula Allocation	On-going
		Provide technical assistance to human services agencies	On-going
		Assist in developing a regional mobility management perspective	On-going
		Continue coordination with transit agencies ODOT, for-profit and nonprofit transportation providers	On-going
		Take citizen inquiries regarding transportation needs and refer callers to appropriate resources when possible	As needed
		Continue work to standardize volunteer driver recruiting, screening and training through the Human Services Transportation Coordination Council	On-going
		Assist in developing appropriate transportation solutions for underserved special populations	As needed
		Support GDRTA in the development and expansion of a One Call, One Click concept and ODOT with the Gohio Mobility platform	On-going
		Research new technologies that may increase the mobility of non-drivers	On-going
601.4	Safety Planning	Assist ODOT District 7 and 8 and local jurisdictions with funding requests and applications	As needed
		Use the latest available crash data to support transportation programs and PSA messages to the public.	On-going
601.5	Federal and State Legislation	Monitor transportation and air quality related legislation, regulations and funding	On-going

602. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND PROJECT MONITORING AND ASSISTANCE

(Funded by CPG and MVRPC controlled 100% STP PID #105518)

To ensure a close relationship between the urban transportation planning process and projects advanced for implementation utilizing Federal funds, the SFY2021-SFY2024 TIP (which was adopted in SFY2020) will be updated, as appropriate, for Montgomery, Greene, and Miami Counties including the jurisdictions of Carlisle, Franklin, Springboro, and Franklin Township in Warren County. The program contains a prioritized list of all highway and transit projects. Highway, bikeway, transit capital expenditures, and transit operating subsidies are included. A financial plan for the program is also included.

With the FAST Act and ODOT's Annual Budget Carryover Reduction Policy, transportation project monitoring is important in expediting the processing of projects (to fully utilize the available Federal and State funding), reducing project costs by reducing project delays, and comprehensively accounting for all State and local transportation projects (for TIP conformance with air quality goals).

PREVIOUS RELATED WORK

The Region's TIP and 2050 Long Range Transportation Plan were found to be in conformance with the STIP and Clean Air Act.

The RTA's Environmental Strategic Plan and Vehicle Replacement Schedule (ESPVRS) was adopted as the basis for the transit section of the TIP. The RTA's capital plan is updated annually. These and other documents from Greene CATS (Greene County Transit) and Miami County Transit are used as input to MVRPC's planning and programming efforts.

FHWA's Surface Transportation Block Grant (STBG) Program is the funding source for MVRPC's Surface Transportation Program (STP). Due in part to changes in ODOT's funds management strategies, MVRPC now has less flexibility in shifting the regionally controlled STP, CMAQ, and TA funds from year to year; as a result, MVRPC has eliminated the one-time 10% cost overrun allowance. MVRPC now caps project funding at the original amount approved.

In SFY2017, Web Telus was enhanced to make it easier to navigate, be mobile-responsive, and match the agency's branding. Working with the New Jersey Institute of Technology, significant changes were made including: updating the database engine to make the program faster; updating the reporting engine to make cleaner and easier to view and print reports; and updating the web-based mapping layout for a cleaner, more legible, and mobile responsive for all devices.

In order to comply with 23 CFR 450.326(d), MVRPC included a discussion of the anticipated impact the projects and programs in the SFY2021-SFY2024 TIP update have towards achieving the performance targets identified in the metropolitan transportation plan.

In SFY2021, MVRPC updated its STP/CMAQ and TA Program's Policies and Procedures. In SFY2011 the MVRPC Board of Directors adopted the Regional Complete Streets Policy. The policy was implemented starting with STP/CMAQ project solicitations in SFY2012.

PERFORMANCE PLAN

602.1: Amendments to the SFY2021-2024 TIP.

Prepare amendments to the SFY2021-SFY2024 TIP, as necessary, with input from and coordination with affected jurisdictions and agencies. MVRPC will submit TIP amendments on a quarterly basis.

602.2: Regional Transportation Planning Program and Project Development and Planning Assistance – Supplemental Funding for TIP Management (Funded by 100% MVRPC – controlled STP PID # 105518):

Implement, and update as necessary, the Policies and Procedures for STP/CMAQ and TA Programs as well as MVRPC's Major New Capacity Project (TRAC) Policies and Procedures to evaluate new projects in the TIP and the long-range plan.

Prepare short-range projections of new FAST Act funds and, if recommended by the Board, implement the FAST Act application process for the STP/CMAQ and TA Programs including any needed changes to comply with the Ohio MPO Statewide Discretionary CMAQ Program and program new projects in the TIP and long-range plan.

Prepare and publish annual listing of projects for which federal funds have been obligated in the preceding year, including investments in walkways and bicycle transportation facilities (To be published on the MVRPC web page).

Assist member jurisdictions to implement Complete Street elements into their STP/CMAQ applications in accordance with the Regional Complete Streets Policy. Act as a clearinghouse of resources on Complete Streets, conduct reviews of project applications for compliance with the Complete Streets Policy and convene and provide support to the Complete Streets Appeals Committee as necessary.

Distribute and enter results of the annual local project sponsor survey and prepare a summary of Transportation System Management (TSM) activities.

Assist ODOT, FHWA, and local jurisdictions by providing appropriate programming information and related document development requirements, including field reviews. Follow through with jurisdictions, consultants, and State and Federal agencies on agreed-upon project schedules to help promote more effective communication. Assist member jurisdictions in implementing the ODOT Local-let non-traditional development process, provide assistance to interested jurisdictions with project funding application processes (ODOT, ODNR, OPWC, etc.), and review Environmental Documents for MVRPC funded projects.

Use the regionally developed monitoring program to maintain a tight schedule adherence during the project development phase of the Region's important projects (i.e., US 35 projects, etc.).

Assist in preparing appropriate programming information and related project development requirements in order to update the TELUS TIP database system, Web TELUS enhancements and coordinate with ODOT's ELLIS system as appropriate.

Develop SFY2023 Lock-down list.

Provide staff assistance to the ODOT STIP/TIP Guidelines Subcommittee and ODOT Electronic STIP/TIP Subcommittee, as needed.

Conduct project status reviews with sponsors and ODOT District Offices to monitor project progress and to aid in project implementation.

Assist interested jurisdictions with the ODOT Transportation Review Advisory Council (TRAC) Major New Construction Program and Railroad Grade Separation application process, provide input to the ODOT TRAC, as appropriate, and rank local applications.

Participate in the Ohio MPO Statewide Discretionary CMAQ Program, as needed to manage the program and conduct funding eligibility determinations for potential new Congestion Mitigation/Air Quality (CMAQ) projects.

Work with ODOT and local jurisdictions to implement or expedite 2050 Long Range Transportation Plan projects, including coordination of the Dayton Region Priority Development and Advocacy Committee.

Provide data input, general assistance, and review functions on corridor studies, Environmental Impact

Statements (EIS) or Environmental Assessments (EA), Interchange Justification/ Modification Studies (IJS-IMS), Access Management Plans, or other on-going regional studies and projects under development. Specific tasks include but are not limited to:

- Coordinating with member jurisdictions and ODOT Technical Services on the development of specific "design year" traffic projections for projects.
- Providing traffic assignment information to member jurisdictions and their consultants for detailed project development.

WORK ELEMENT		PRODUCT	SCHEDULE
602.1	TIP Amendments	Amendments to the SFY2021-SFY2024 TIP	As Needed
602.2	Regional Transportation Planning Program and Project Development and Planning Assistance	Update STP/CMAQ and TA Policies and Major New Program Policies	August 2021
		FAST Act funding availability memo and implement application process for STP/CMAQ and TA Programs	August 2021-March 2022
		Prepare and publish annual listing of obligated projects	October 2021
		Assist jurisdictions with the Complete Streets policy	Fall 2021
		Annual project sponsor survey and TSM summary	Dec. 2021
		General assistance to ODOT and project sponsors	On-going
		Assist in preparing project programming information, update TELUS and coordinate with Ellis	As needed
		Develop SFY2023 Lock-down project listing	October 2021
		Staff assistance to ODOT STIP Subcommittee	As needed
		Project status reviews	Bi-annual
		Assistance with ODOT's TRAC Major New Program application process	On-going
		Participate in the Ohio MPO Statewide CMAQ Program and conduct CMAQ project eligibility determinations	As needed
		Provide assistance to jurisdictions to implement and expedite LRTP projects	As needed
		Provide assistance with data, consultant selection, project development and miscellaneous review functions	As needed
		Generate traffic assignment information	As needed

605. MONITORING AND SURVEILLANCE
(Funded by SFY2021 CPG Carryover and SFY2022 CPG)

Basic information on the transportation system is collected and analyzed on a regular basis to identify issues, trends, and plans in need of revision or amendment. Where feasible, this data is incorporated into MVRPC's Geographic Information System (GIS).

PREVIOUS RELATED WORK

MVRPC has been converting most of its databases to its GIS to facilitate transportation planning and engineering.

MVRPC has worked with a consortium of governments in Montgomery County in SFY 2000, 2001, 2002 and 2003 to create an accurate digital map for its transportation planning information layer. Orthophotography was flown in SFY 2000 and planimetric layers were digitized in SFY 2001 and SFY 2002. MVRPC has also assisted Greene and Miami Counties in their orthophotography projects and updates.

Traffic volumes have generally been taken on a three to four-year cycle. The counting program was updated to reflect land use development, the inclusion of Miami County and the incorporation of the traffic database into GIS. Recently, ODOT switched to a three-year counting cycle, with only the Interstates, US Routes, and State Routes to be counted. The traffic volume map was upgraded in SFY 2006 to an interactive web source app, with counts taken between 1997 and 2005 and has been updated periodically with the last update occurring in SFY 2017.

In SFY 2013, the Dayton Transportation Urbanized Area was updated to reflect changes as a result of the 2010 Census. The Dayton Area Highway Functional Classification and National Highway Systems were updated by MVRPC in SFY2014 and finalized by ODOT/FHWA in SFY 2018.

In SFY 2016, MVRPC completed updating zoning, future land use, and open space datasets and incorporated them into MVRPC's map gallery and ArcGIS Online regional resources group. In SFY 2020, MVRPC launched a new GIS Open Data Site, Miami Valley Geo-Spark using ArcGIS HUB platform.

In SFY 2014, MVRPC developed a 5 year Regional GIS business plan outlining: 1) GIS Professional Services Support (PSS) program to provide participating members direct access to MVRPC's GIS system through MVRPC's ArcGIS Online platform for their mapping and data updates and 2) Regional Geospatial Coordination (RGC) program to implement regional projects through coordination and cooperation amongst organizations in the Region. In SFY2020, MVRPC completed the 2nd regional GIS needs assessment in partnership with Southwest Ohio GIS Users Group (SWOGIS).

PERFORMANCE PLAN

605.1: Planning databases:

Continue the systematic update of MVRPC's transportation databases, including the current roadway inventory, rail, transit, bikeway, sidewalks, intermodal freight and passenger facilities, congestion management system, safety, traffic counts, and other databases as appropriate.

Continue the systematic update of land use and socioeconomic databases, including census related data, employment, population and employment projections, zoning, development tracking, utilities, and other databases as appropriate.

Continue to update various environmental datasets per FAST Act requirements, including existing environmental, historical, and natural resource databases to address FAST Act environmental mitigation and consultation requirements.

Begin implementation of Year 1 of the latest 3-year vehicle counting cycle (2021-2023) by taking supplemental in-house vehicular and bicycle traffic counts as permitted based on the local status of the Covid-19 pandemic. Update traffic count viewer with CY2017-2019 trail and bike counts and CY 2018-2020 vehicle counts.

Continue analysis and data summary of existing planning databases to support on-going transportation planning activities including congestion management, long range transportation plan, transportation improvement program, public participation, other planning efforts as appropriate. Disseminate data and respond to information requests.

Continue incorporating ACS Annual data releases by updating geographic databases, providing information to local jurisdictions, or any other assistance needed including preparation for 2020 Census releases.

605.2: Planning Research, Data, and GIS Support:

Provide general research, data, and GIS support to agency's long- and short-term planning and policy development activities, including databases described under 605.1 and planning studies described under 610.

- Conduct planning research activities that examine interrelated demographic, social, and economic issues including planning process reviews and best practices research.
- Compile and analyze data, and summarize findings through maps and other data visualization techniques.
- Perform GIS administrative tasks and provide technical support, including GIS database management, software and hardware update, and ArcGIS Online management.

Maintain and enhance agency's web mapping and data applications, including Web-TELUS (MVRPC TIP Management System), Traffic Count Viewer, Project Evaluation System, and Miami Valley Geo-Spark ArcGIS Open Data Hub Site, with additional and updated data, web maps, mapping applications, and regional D-Hive initiative, and other community-based GIS projects.

Attend various training opportunities such as conferences, seminars, and workshops.

Coordinate functions of the Resource Center, including maintenance of library collection, library/publications inventory, and data inventory.

Maintain agency liaison with the Bureau of U.S. Census and the Ohio Development Services Agency and provide program assistance as needed, including 2020 Census activities.

Respond to data, information, and mapping requests, including Census data, other socioeconomic data, and planning documents.

605.3: Regional GIS:

Regional GIS program provides enhanced GIS services to member jurisdictions and other members by allowing them to have direct access to MVRPC's transportation, land use, demographic, environment, and other GIS data. During SFY2022, MVRPC will continue its GIS services following the updated Regional GIS business plan and findings from the 2019 Regional GIS Needs Assessment to facilitate data sharing and exchange with local jurisdictions. The work tasks include:

- GIS Professional Services Support (PSS): Continue to provide GIS support to previous PSS

- program participants; seek and provide GIS services to new participants (2-4 additional participants); and form a project-specific group within ArcGIS Online, as needed.
- Regional Geospatial Coordination (RGC): Participate in Southwest Ohio GIS Users Group (SWOGIS) Steering Committee; expand Regional Geospatial Coordination program with additional partners; conduct regional projects in partnership with SWOGIS and other organizations; and implement training programs in partnership with subject matter expert GIS professionals.

WORK ELEMENT		PRODUCT	SCHEDULE
605.1	Planning Databases	Continue updating transportation, land use, and environmental databases	On-going
		Implementation of Year 1 of counting cycle (2021-2023) by taking supplemental in-house vehicular and bicycle traffic counts	Dec 2021
		Summarize and analyze planning databases to support on-going planning efforts and disseminate data	As needed
		Assistance with Census 2020/ACS Data	As needed
605.2	Planning Research, Data, and GIS Support	Provide general research, data, and GIS support to agency's planning activities	On-going
		Maintain and enhance agency's web mapping and data applications, including Miami Valley Geo-Spark	On-going
		Attend conferences, seminars, and workshops	As needed
		Coordinate Resource Center functions	On-going
		Coordinate with the U.S. Census Bureau and Ohio Development Services Agency to provide program assistance, including 2020 Census activities	As needed
		Respond to data, information, and mapping requests	As needed
605.3	Regional GIS	Continue to provide GIS support to previous PSS program participants	On-going
		Seek and provide GIS services to new participants	As needed
		Form project-specific groups with ArcGIS Online	As needed
		Participate in Southwest Ohio GIS Users Group (SWOGIS) Steering Committee	On-going
		Expand Regional Geospatial Coordination program with additional partners	On-going
		Conduct regional projects in partnership with SWOGIS and other organizations	As needed
		Implement GIS training programs in partnership with subject matter expert GIS professionals	On-going

610. CONTINUING PLANNING – REVIEW AND APPRAISAL

(Funded by SFY2021 CPG Carryover, SFY2022 CPG, and MVRPC controlled 100% STP SFY2022 PID #105520)

MVRPC ensures, by continuing review, that MVRPC's 2050 Long Range Transportation Plan (referred to in this document as the LRTP) and planning process are based on current data and information, are reflective of regional needs and meet Federal (FAST Act/Clean Air Act Amendments) and State planning requirements. Amendments to the LRTP will be made as needed. The entire Plan and planning process are reaffirmed every five years.

PREVIOUS RELATED WORK

The Regional Transportation Plan was first adopted in 1979 and was amended several times in the 1980s. A comprehensive plan update (to meet ISTEA and Clean Air Act Amendments requirements) was adopted in July 1994, with a 20 year planning horizon of 2015 and has since been updated approximately every three/four years. The most recent Plan was adopted in May 2021 with a 2050 planning horizon.

In SFY 2019, MVRPC created a webpage (<https://www.mvrpc.org/transportation/long-range-planning-lrtp/performance-management>) to track the various actions related to the implementation of the Performance Management provisions in the FAST Act legislation.

Enhancement of MVRPC's travel demand forecasting modeling capabilities continued as an emphasis in SFY 2006, including incorporating the results of the household interview survey and updating the model interface to Cube Voyager. The travel demand forecasting model is combined with the Cincinnati urbanized area and OKI and MVRPC continue to evaluate the model to ensure that it reflects the most current data and technical procedures. Work to update the travel demand model in conjunction with the 2010 Census was finalized in SFY 2020. Due to the increased computational requirements of the new activity based model, a dedicated computer was purchased to house the model in SFY 2017. All modeling work is done in close cooperation with ODOT.

In SFY2014, MVRPC Board of Directors approved the regional land use plan commonly known as Going Places. This plan outlines a series of implementation tools – specific programs and resources that would enhance local government and other organization's planning capacity to facilitate the implementation of the plan's Concentrated Development Vision. In SFY2016, MVRPC developed a 5-year implementation tools business plan and subsequently completed several work elements providing resources and support for regional coordination and collaboration efforts.

PERFORMANCE PLAN

610.1: Long Range Transportation Planning:

Prepare LRTP amendments as needed including conducting all necessary public participation activities, outreach efforts, and coordination with neighboring MPOs. Prepare for and attend various Long-Range planning related meetings including TAC and MVRPC Board meetings.

Continue coordination efforts to maintain a regional OKI/MVRPC transportation model, including miscellaneous data updates, and on-going development and coordination efforts with ODOT, OKI, and CCS-TCC (Springfield - Clark Co. MPO). Run the Region's in-house travel demand forecasting models as needed for LRTP/TIP amendments, statewide initiatives, and other regional studies. Begin data update efforts in preparation for a 2020 model calibration including traffic counts and employment estimates.

Develop a yearly (2021) transportation network including highway and transit network.

Train staff in new transportation engineering and planning techniques both internally and by attending seminars, workshops, and conferences with special emphasis on topics regarding the FAST Act implementation. Update computer software as needed.

Continue to administer a new year of MVRPC's 3 year (2021-2023) traffic counting program by working

with ODOT and local jurisdictions to implement and maintain an accurate and up-to-date traffic count database of vehicular and bicycle traffic. Due to the Covid-19 pandemic this is likely to be limited to the updating databases based on partner collected data.

Continue analysis of newly acquired data such as speeds from INRIX¹, pavement, and bridge conditions to support performance management and the project evaluation system.

Address FAST Act provisions by implementing performance management. In SFY 2022, MVRPC will work with ODOT, regional transit providers, and the MVRPC committee structure to address various performance rules.

Finalize the update to the Miami Valley Regional ITS Architecture to incorporate smart technology and continue RAD-IT Architecture maintenance for project development.

Continue participating in Regional and Statewide Transportation Initiatives including the implementation of the Access Ohio (AO45) plan and DriveOhio (Ohio's transportation technology and automation entity) by providing input, reviewing documentation, aiding with public and stakeholder coordination, or other activities as needed. As Walk.Bike.Ohio moves into the implementation phase, MVRPC will work with ODOT and other regional partners to implement the recommendations of the Walk.Bike.Ohio plan including coordination with the MVRPC's Long Range Transportation Plan.

Conduct all other transportation planning-related activities not otherwise mentioned as a separate item above. Examples include occasional participation on local jurisdictional updates of Thoroughfare or Comprehensive Plans and attending coordination or public involvement meetings to gain a better understanding of local and regional issues.

610.2: Regional Planning (Funded by 100% MVRPC controlled SYF2022 STP PID # 105520 and CPG):

MVRPC develops implementation tools identified from Going Places initiative for use by MVRPC members and throughout the region. In addition, MVRPC intends to continue its regional planning activities to support many coordination and collaboration efforts in the region by providing planning process consultation, research, and technical support.

- Implement regional planning initiative(s): Lead on regional initiatives to examine, identify, and recommend policies and action steps that address regional needs with partnering organizations as appropriate. Conduct regional projects with a focus on developing new and/or enhance previously developed tools for member organizations, local and regional organizations, and the public. Examples include enhancing Miami Valley Data Commons (a dynamic user interface to better disseminate data resources), seeking additional grant funding when feasible, compiling and sharing best practices on planning tools, and hosting workshops/seminars.
- Participate and provide support on local initiative(s): Upon request, participate and partner in planning process following the agreed upon project scope.
- Member services: Upon request, provide planning consultation and technical services to local jurisdictions and other agencies as they conduct land use, comprehensive, strategic, and corridor planning activities. The type of assistance will vary depending on the nature of the project. Typical planning services include planning project scoping, group or committee facilitation, data creation and analysis, mapping, and serving in various committees.
- Provide status updates to MVRPC TAC and Board of Directors twice a year.

610.3: Long Range Transportation Plan-Executive Summary:

Publish and distribute the 2050 LRTP Executive Summary of the May 2021 update of the Long Range Transportation Plan.

¹ INRIX is a commercially available database that provides a variety of travel reliability measures based on cellphone, other vehicle probes, and traditional road sensors. INRIX can be accessed by the Ohio MPOs through an ODOT contract.

WORK ELEMENT		PRODUCT	SCHEDULE
610.1	Long-Range Transportation Planning	Prepare 2050 LRTP amendments and attend TAC and Board meetings.	As needed
		Travel demand model coordination/LRTP Modeling	On-going
		Develop a yearly transportation network: 2021 highway and transit network	Dec 2021
		Continue staff training by attending seminars, workshops and conferences and updating software	As needed
		Administer traffic counting program	On-going
		Update and analyze transportation performance metrics	As needed
		Work with ODOT and regional transit providers to develop and report performance targets	June 2022
		Update and maintenance of Miami Valley Regional ITS Architecture	June 2022
		Participate in Regional and Statewide Transportation Planning efforts/activities	As needed
610.2	Regional Planning	Lead on regional initiatives that address regional needs with partnering organizations	Summer 2022
		Develop a new and maintain existing resources and tools, including Miami Valley Data Commons and Planning Tools	Summer 2022
		Participate and partner on local planning initiative following the agreed upon project scope	As needed
		Upon request, provide planning consultation and technical services to local jurisdictions and other agencies	As needed
		Provide status updates to MVRPC TAC and Board of Directors	Twice a year
610.3	LRTP Executive Summary	Publish the 2050 LRTP Executive Summary	Dec 2021

625. PUBLIC INFORMATION AND SERVICE
(Funded by SFY2021 carryover CPG and SFY2022 CPG)

MVRPC informs the public and solicits their input in a variety of ways. Through their involvement and participation in the planning process, the Region's transportation plans and activities are much more relevant in addressing regional needs. Transportation service to members is also provided through this activity.

PREVIOUS RELATED WORK

MVRPC's public participation practices follow those outlined in our *Public Participation Policy*. It is reviewed annually and updated routinely. The policy was most recently updated in June 2020.

MVRPC conducts special information campaigns in response to data on issues related to safety, special federal and state initiatives such as the Census and other planning and transportation related topics.

MVRPC has routinely provided census, economic and other related transportation data to the general public, developers, local jurisdictions and the State.

Staff also participates in the Ohio Association of Regional Councils (OARC) Communication and Public Participation Subcommittee and prepares materials as directed by the OARC Executive Directors. MVRPC staff updated the OARC website.

PERFORMANCE PLAN

625.1: Public participation and media relations:

Coordinate all necessary outreach regarding public participation meetings, as required and outlined in *MVRPC's Public Participation Policy*. Ensure that all consultants and partners follow the requirements in the policy.

General oversight of the website including on-going maintenance, integration of GIS information, maintenance of Web TELUS, processing / collection of public input via web-based surveys, coordination with ODOT and member jurisdictions to advertise project-specific public participation meetings, as requested.

Maintain and routinely revise all agency contacts used for the purposes of media, project, plan and special interest communication.

Maintain a robust outreach to under-served populations as outlined in the Community Impact Assessment in the Long-Range Transportation Plan.

Facilitate project-oriented public meetings and produce various Public Participation Summary booklets, as needed.

Participate in the Ohio Association of Regional Councils' Communications & Public Participation Subcommittee, as needed.

Coordinate a regional safety-based awareness / outreach campaign as regional crash data warrants.

WORK ELEMENT		PRODUCT	SCHEDULE
625.1	Public participation and media relations	Ensure compliance with <i>MVRPC's Public Participation Policy</i> and review policy annually for any necessary updates	June 2022
		Oversee and maintain agency website and various sub-domains to highlight transportation issues and options	On-going
		Routinely review and revise agency contacts in all databases	On-going
		Include outreach to under-served populations through a broad network of community organizations and media outlets	As available
		Facilitate the hosting of public meetings and when necessary, produce any documentation relevant to the gathering according the guidelines in the Public Participation Policy	As required
		Participate in the Ohio Association of Regional Councils' Communications & Public Participation Subcommittee	As needed
		Coordinate a regional safety awareness campaign to address trends in regional crash data	On-going

667.1 RIDESHARE PROGRAM

(Funded by 100% MVRPC-controlled CMAQ funds PID # 105822 – RIDESHARE Program)

MVRPC sponsors the local RIDESHARE Program which is available for FREE to anyone who lives, works or attends college in Montgomery, Greene, Miami, Preble, Darke, and Clinton Counties. When a commuter registers, and adds their commute start and destination, they can view commute solutions like carpooling, biking, walking, transit, and vanpooling. For those who do not have access to the internet, a phone number is available to call (937.223.SAVE/ 1.800.743.SAVE) to reach a Rideshare representative who can navigate the website on their behalf. The Rideshare Program is a partner of a statewide website called Gohio Commute provided by RideAmigos Commuter Management and TDM software.

PREVIOUS RELATED WORK

The RIDESHARE Program was established in 1979 and it continues to evolve. In 2010, Brookings Institute's "State of Metropolitan America" report stated "... *as carpooling declined nationally in the 2000s, only Dayton, OH, among the 100 largest metro areas, saw its carpooling rate increase.*" We feel our various outreach efforts have help boost the program's visibility and we continue to emphasize ridesharing as an alternative to driving alone.

In 2020, the Rideshare Program adjusted advertising to emphasize commuting safely and provided suggested guidelines from the CDC as a resource for those who would be commuting during the COVID-19 pandemic. This shift will continue in to SFY2022 due to ongoing pandemic impacts.

MVRPC created MiamiValleyRoads.org as a website to provide latest updates on major highway construction projects, bridge replacements and road construction detours throughout the Region with an emphasis on planning ahead to reduce congestion. This information along with route planning tools, commute solutions and other ideas are a resource to help commutes reduce traffic congestion and prevent air pollution by choosing a sustainable transportation and avoid construction project areas.

In 2019, the Rideshare Program celebrated its 40th anniversary with a Commuter Club Card mailed to each person registered/newly registered for the year. This Commuter Club Card offered discounts to users for businesses in the Region. Users were also provided a survey to complete and mail back to provide information about their current commute information.

The Drive Less Live More initiative will continue to promote trying alternative transportation options for your trips outside of your daily commute to reduce traffic congestion and air pollution.

PERFORMANCE PLAN

667.11: RIDESHARE Program activities (Funded by 100% MVRPC CMAQ funds – PID # 105822):

MVRPC will continue to coordinate with Mid-Ohio Regional Planning Commission (MORPC) which holds the statewide contract with RideAmigos (provider of an integrated TDM / ridematching software package) that will allow commuters to explore sustainable transportation options in the Region and connect with others to form carpools, vanpools or bikepools.

For commuters who don't have access to the Internet, staff will continue to provide over-the-phone navigation of the online platform on their behalf. All general public requests via the RIDESHARE phone number will be processed within 24 hours. Requests from applicants who cross rideshare boundaries (i.e., Dayton resident commuting to Columbus) will be coordinated with the other Local RIDESHARE Agencies (LRAs).

Promote Active Transportation options as outlined in the soon to be adopted Ohio Department of Transportation's Plan - Walk.Bike.Ohio..

Continue employer outreach to provide commute solution materials and presentations when available.

Perform general advertising and outreach efforts / special events to promote the overall concept of ridesharing. The website and phone numbers will be included in the advertising.

Cross-promote the RIDESHARE Program with the Air Quality Awareness Program and various ODOT construction projects through outreach efforts to promote MiamiValleyRoads.org .

Coordinate with ODOT and OARC Rideshare / Air Quality Group to update road signs as needed and survey local jurisdictions who would like road signs or need to replace current signs.

Coordinate the “Drive Less Live More” Initiative in conjunction with regional partners to expand opportunities to promote alternative transportation options to events in the Region.

Coordinate the Guaranteed Ride Home Program for those eligible RIDESHARE participants who request reimbursement.

Participate in the statewide RIDESHARE / Air Quality OARC subcommittee meetings.

WORK ELEMENT		PRODUCT	SCHEDULE
667.11	RIDESHARE Program	Continue contract with MORPC to host a web-based, commute solutions search tool	Annually
		Provide users services on GohioCommute.com or over the phone, if needed	As requested
		Promote Active Transportation options as outlined in the soon to be adopted Ohio Department of Transportation’s Plan - Walk.Bike.Ohio	On-Going
		Employer outreach	On-going
		General advertising and outreach to promote RIDESHARE, including cross promoting with the Air Quality Awareness Program and ODOT including MiamiValleyRoads.org	As needed
		Coordinate with ODOT and OARC Rideshare/Air Quality subcommittee to update Rideshare Road Signs as needed	On going
		Coordinate the “Drive Less Live More” Initiative	On-going
		Coordinate the Guaranteed Ride Home Program	On-going
		Participate in RIDESHARE / Air Quality OARC meetings	3-4 per year

667.2 AIR QUALITY AWARENESS PROGRAM
(Funded by 100% MVRPC-controlled CMAQ funds PID #105824)

The Miami Valley Region is required by the federal Clean Air Act to have a plan to keep the air clean. One part of the plan calls for outreach to residents to reduce air pollution. Many local industries are already doing their part by upgrading their facilities, but everyone's help is needed to achieve clean air. That's where MVRPC's Air Quality Awareness Program comes into play. Through outreach efforts, we educate the public about "Air Quality Alerts", conditions that cause the alerts, and needed actions to reduce air pollution.

PREVIOUS RELATED WORK

The overall Air Quality Awareness Program was established in 1995 in an effort to educate the public about air quality issues and how they affect the health and well-being of residents.

In 2020, the name used for days with elevated air pollution and Air Quality Index above 100 was changed to Air Quality Alerts. The name change was influenced by the National Weather Service which uses this term along with several other areas partners. This name change also better aligns with the name of the measurement tool, Air Quality Index, and program name, Air Quality Awareness Program. A new logo and branding materials were developed to promote the new name.

In 2019, the National Weather Service in Wilmington, Ohio became an outreach partner for the MVRPC Air Quality Awareness Program. Each time an APA is issued for the area, the NWS adds it to their NOAA radio broadcast, to their website weather advisory map as an Air Quality Alert for the counties in the Miami Valley Region and shares the APA social media posts to their followers. This partnership has drastically increased the visibility of the messaging about APA to residents.

We continue to coordinate with air quality agencies around the state via the Ohio Association of Regional Council's RIDESHARE & Air Quality subcommittee meetings held on a quarterly basis.

The www.miamivalleyair.org website information was integrated into the updated www.mvrpc.org website, but the URL is still used in advertising.

PERFORMANCE PLAN

667.21: Miami Valley Air Quality Awareness:

Issues "Air Quality Alerts" in coordination with the Regional Air Pollution Control Agency (RAPCA). The alerts will indicate which pollutant / pollution reading (ground-level ozone vs. PM 2.5 / Particle Pollution) is rising and emphasizes the actions residents can take to help reduce air pollution.

Coordinate with GDRTA, Clark County-Springfield TCC, Springfield City Transit, Miami County Transit, and Greene County Transit Board (Greene CATS) when the advisories are issued.

Continue to maintain the air quality website (www.miamivalleyair.org) to include ground-level ozone / PM 2.5 information and EnviroFlash option.

Continue to advertise messaging of actions residents can take to reduce air pollution.

Participate in the statewide RIDESHARE / Air Quality OARC meetings.

667.22: Enhanced Air Quality Forecasting:

The Regional Air Pollution Control Agency (RAPCA) will continue to provide air quality forecasts to MVRPC as part of their overall function as the local air pollution control agency using the Sonoma Technologies forecasting subscription.

WORK ELEMENT		PRODUCT	SCHEDULE
667.21	Miami Valley Air Quality Awareness Program	“Air Quality Alert” issued in coordination with RAPCA	As needed
		Update outreach materials and distribution list for AQAs	On-going
		Provide custom emails for when an air quality alert is issued for the Region	On-going
		Coordinate with GDRTA, Clark County-Springfield TCC, Springfield City Transit, Miami County Transit, and Greene CATS when the advisories are issued	As needed
		Continue to maintain the air quality website (www.miamivalleyair.org) to include ground-level ozone / PM 2.5 information and EnviroFlash option	On-going
		Advertising and outreach efforts promoting the program messages of actions to reduce air pollution and information about AQA’s	Quarterly
		Participate in RIDESHARE / Air Quality OARC meetings	3-4 per year
667.22	Enhanced Air Quality Forecasting	Contract with RAPCA / Forecasting Service / Consultant for enhanced, year-round air quality forecasting	SFY22

667.3 ALTERNATIVE TRANSPORTATION PROGRAM

(Funded by MVRPC-controlled CMAQ funds PID #105824 and 100% MVRPC-controlled STP funds PID #102944)

MVRPC encourages the public to use alternative transportation, and communities to develop in ways that facilitate that choice. MVRPC promotes transportation alternatives such as biking, walking, and transit as proven congestion management strategies which reduce the demand for single occupancy vehicles, save money, protect air quality, and improve personal health.

PREVIOUS RELATED WORK

The MVRPC Board approved the Comprehensive Local-Regional Bikeways Plan in December 2008 and the Update of that plan in November 2015. The plan prioritizes improvements to the bikeway network, policies, and programs intended to improve the cycling environment throughout the Region. Staff will continue implementing the plan recommendations in SFY22.

MVRPC passed the Regional Complete Streets Policy in January 2011, fulfilling a recommendation of the 2008 Comprehensive Local Regional Bikeways Plan. The Complete Streets policy is used on an annual basis to ensure that MVRPC funded projects consider the needs of all users, including cyclists, pedestrians, disabled persons and transit riders.

The agency supported the development of Yellow Springs Active Transportation Plan, and the Dayton Large District Safe Routes to School Plan.

MVRPC has conducted several walk audits of active transportation including Xenia, Yellow Springs, University of Dayton, Miami University, Bellbrook, Dayton and Troy, several of which have resulted in community improvements.

PERFORMANCE PLAN

667.31: Alternative Transportation Activities/Outreach (Funded by MVRPC-controlled CMAQ funds– PID # 100686):

Implementation of the recommendations of the Comprehensive Local-Regional Bikeways Plan and the 2015 Bike Plan Update is an important goal of MVRPC. MVRPC will promote active transportation options including transit, cycling and walking through a variety of outreach and promotional activities. MVRPC will continue partnerships with Bike Miami Valley, Safe Kids Coalition, ODOT, transit agencies, RAPCA, Dayton Regional Green Initiative, Hanley Sustainability Institute, park districts, member jurisdictions and agencies, cycling clubs, and other entities with complementary goals.

Strategies and actions will align with ODOT's Walk.Bike.Ohio Plan (to be adopted Spring 2021), and will include cross promotion of active transportation efforts, encouraging multi-modal initiatives, public events, production and distribution of printed materials and electronic media, supporting safety programs and events, involvement with cycling events/products, social media outreach, board/committee membership, active transportation events, and other public presentations.

Alternative transportation also includes alternatively fueled vehicles and their supporting infrastructure. MVRPC will support efforts to increase adoption of electric and CNG vehicles in the Region in order to improve the region's air quality. The agency will support statewide efforts to move infrastructure for connected and autonomous vehicles forward.

667.32: Alternative Transportation Planning Activities (Funded by 100% MVRPC-controlled STP funds PID #102944):

MVRPC will conduct a complete update of the 2015 Bike Plan Update to transform the plan into a Regional Active Transportation Plan (RATP). The update process will align goals, policies, programs and projects in the RATP with the Walk.Bike.Ohio Plan from ODOT (to be adopted Spring 2021). The proposed RATP will broaden the scope of the Bike Plan Update to include consideration of pedestrian facilities and access to transit.

MVRPC provides technical assistance to member jurisdictions in support of implementation of the Regional Complete Streets Policy (in coordination with TIP management activities under 602.2) and technical assistance to member jurisdictions seeking to develop local complete streets policies. The Regional Bikeways Committee serves as a central input forum for active transportation topics related to bike plan implementation and development. Bikeways Committee meetings are jointly planned with Bike Miami Valley and Rails-to-Trails Conservancy, the two leading alternative transportation advocacy organizations in the Region.

We will assist regional transit agencies to plan for improved connectivity between the three transit systems in the Region. MVRPC will plan for and promote the completion of accessible pedestrian infrastructure in coordination with funding available through FTA Section 5310. Staff will work with local jurisdictions to identify connectivity and access opportunities for multi-modal commuting.

Encourage and assist jurisdictions to include bicycle and pedestrian facilities in comprehensive plans, engineering transportation plans and thoroughfare plans.

WORK ELEMENT		PRODUCT	SCHEDULE
667.31	Alternative Transportation Activities/ Outreach	Complete an active transportation “dash board” feature for MVRPC web site to report on community progress in becoming more bike and walk friendly (additional miles of trail, new access points, additional parking, etc.)	SFY 2021
		Participate in opportunities to increase public awareness of alternative transportation	As requested
		Attend meetings that focus on Safe Routes to School coordination and participate in outreach activities	On-going
667.32	Alternative Transportation Planning Activities	Provide assistance to jurisdictions related to implementation of Regional Complete Streets Policy	On-going
		Complete a comprehensive update of the 2015 Bike Plan Update, transforming it into a Regional Active Transportation Plan aligned with Walk.Bike.Ohio.	Spring 2022
		Schedule and staff the regional bikeways committee meetings	Quarterly

674.1 ADMINISTRATION OF THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES

TRANSPORTATION PLAN

(Funded by 100% FTA Section 5310 and PID # 110349, 100% SPR)

Under the FAST Act, the regionally controlled FTA formula program *Enhanced Mobility of Seniors and Individuals with Disabilities* (Section 5310), it is required that projects must be included in a locally developed coordinated public transit/human services transportation plan. As such, within the Dayton urbanized area, the FTA Direct Recipients have agreed that MVRPC will be the Designated Recipient and continue to convene the MPO counties Human Services Transportation Coordination Council, update the Coordinated Plan, and beginning in SFY22 will take over all administration for Section 5310 funds. GDRTA, Miami County Transit and Greene County Transit will assist with some elements of managing program in their service areas.

MVRPC will also work in partnership with ODOT to implement the regional transportation coordination initiative. MVRPC was selected to be the Regional Coordinating Agency (RCA) on behalf of ODOT to establish and update a Regional Transportation Coordination Plan, convene a Regional Transportation Council, and provide funding recommendations to ODOT for the state administered Section 5310 program in non-MPO counties.

PREVIOUS RELATED WORK

MPO Administered Counties

MVRPC has managed and updated the Public Transit Human Services Transportation Coordination Plan for Greene, Miami, Montgomery and northern Warren counties since 2007. Since then, MVRPC requested and received Designated Recipient status from the Governor of the State of Ohio for the Section 5310 program and developed the Program Management Plan for Section 5310. MVRPC hired RLS for consultant assistance to update the Public Transit – Human Services Transportation Coordination Plan for Greene, Miami, Montgomery, and portions of Northern Warren Counties, conducted public engagement activities to identify and prioritize needs and gaps in transportation service and completed the Public Transit- Human Services Transportation Coordinated Plan.

Between FY2015-2019, MVRPC conducted solicitations for the regionally-controlled Section 5310 grant program as well as updated the vehicle funding application form. The agency also worked to develop a steering committee to review and score applications. Beginning in SFY22, MVRPC will take over all administration for Section 5310 funds.

Greater Region Mobility Initiative

The Greater Region Mobility Initiative hosted a total of ten council meetings since 2018 and developed a transportation coordination plan to assist ODOT in awarding funding to six counties within a larger region identified as Region 2 or the Greater Region.

PERFORMANCE PLAN

674.13: Participate as appropriate in all aspects of implementing the Coordinated Public Transit Human Services Transportation Plan. Identify and champion specific strategies to address transportation gaps, issues, and coordination opportunities. Amend the Plan Update to include approved projects.

674.13: Act as Designated Recipient for the urbanized area for the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) funding.

Perform administrative and planning tasks for 5310 in partnership with GDRTA. Beginning in FY2017, GDRTA submitted one grant application for the regional 5310 allocation. GDRTA then contracted with MVRPC for duties related to project selection and project monitoring. GDRTA then completed the grant application and reporting process with the FTA.

In FY2022, MVRPC will recertify with FTA as the Designated Recipient and will take over all Section 5310 Program Administration with the FTA as well as the procurement and purchasing of 5310 awarded vehicles for future funding cycles.

MVRPC will convene and facilitate quarterly regional coordination meetings and ad hoc working groups to identify and pursue coordination opportunities, share ideas and report on on-going efforts.

Assist in maintaining the informational website www.miamivalleyridefinder.org which acts as a public inventory of transit and human services transportation resources for the Miami Valley area. In addition, MVRPC will provide feedback on the development of the new Gohio Commute Mobility tool which will serve as a statewide mobility resource.

Revise the PMP to reflect changes to the program administration in FY2022. Determine and implement process for awarding funding of the regionally-controlled 5310 allocation in accordance with the revised PMP, the Regional Coordination Plan, and funding availability and the needs of participating agencies. Work with transit agencies, disability advocacy groups, and jurisdictions to identify priority projects and improvements to ensure transportation services are more accessible to disabled persons and the elderly.

Engage in statewide 5310 forums organized by ODOT to coordinate efforts of large urbanized MPOs with the ODOT 5310 program.

674.14: Enable all Ohio communities the opportunity to develop a coordinated plan for eligibility of Specialized Transportation awards and to prepare for regionalization (Funded by PID # 110349, 100% SPR).

Continue the coordinated planning process (The Greater Region Mobility Initiative - GRMI) in Ohio's rural and urban areas which includes the following eight counties: Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble and Shelby. The coordinated planning process addresses all regional transportation options, including rural transportation, specialized transportation, and health and human service transportation. GRMI will also provide support to mobility management projects.

Implement a process in coordination with ODOT to determine eligibility of Section 5310 applicants and provide project recommendations to ODOT for 5310 funding for calendar year 2022.

WORK ELEMENT		PRODUCT	SCHEDULE
674.13	Coordinated Public Transit Human Services Transportation Plan	Advise and convene Human Services Transportation Council on any relative changes to the 5310 program administration and assist in relative tasks relating to program administration.	On-going
		Convene and facilitate quarterly Human Services Transportation Coordination Council meetings	Quarterly
		Convene ad hoc working groups focused on expanding services, driver issues, resource sharing, information sharing and other coordination opportunities	On-going
		Assist in maintaining and implementing existing informational tools such as www.miamivalleyridefinder.org and new tools such as Gohio Commute Mobility statewide tool	On-going
		Work with partners to implement the HSTC plan and assist in developing a structure for the HSTC	On-going
	Designated Recipient for Enhanced Mobility for Seniors and People with Disabilities (Section 5310)	Revise regional Program Management Plan for Section 5310 to reflect transition to MVRPC's administration leadership	Fall 2021
		Complete recertification with FTA to designate MVRPC as the 5310 direct recipient	Fall 2021
		Develop new cycle for 5310 program administration	Fall 2021
		Perform 5310 administration functions	On-going
		Coordinate with ODOT and FTA to ensure that the process for managing the 5310 process and the new CRRSAA meets requirements and expectations	On-going
		Manage award process for 5310 vehicle funding	As needed
674.14	Greater Region Mobility Initiative (GRMI)	Convene GRMI Human Services Transportation Coordination Council meetings	Quarterly
		Meet with Mobility Managers in Region 2 to discuss transportation related topics throughout region and shape content for GRMI Council meetings	Quarterly
		Conduct outreach to older adults and people with disabilities for planning and recruitment	On-going
		Conduct annual update of regional transportation coordination plan and review SWOT Analysis	Fall 2021
		Assist Region 2 with providing structure to the GRMI Council	Summer 2021
		Work with GRMI Council to implement regional coordination plan goals	On-going
		Create strategy for scoring 5310 projects in region and provide funding recommendations to ODOT for Champaign, Clark, Darke, Preble and Shelby Counties	Winter 2022
		Provide support to regional mobility management projects	On-going
		Provide support to the regional transit assessment project administered through Clark County TCC	On-going
		Continue to network and expand the GRMI Council including transit users, transportation agencies, clergy, medical facilities, public health and other interested parties	On-going
		Continue to work with ODOT on the development of future regions and RCAs through development of a Regional Coordinated Plan Guidance document	On-going

674.2 TRANSIT EXCLUSIVE PLANNING (RTA)

(As submitted by RTA)

The Greater Dayton Regional Transit Authority (RTA) staff will utilize, if made available, approved grant funds for planning purposes. The projects described below will be funded with the support of 5307 funding and RTA local funding.

PREVIOUS RELATED WORK

In September 2009, RTA opened the Wright Stop Plaza (WSP) operation which modified how public transportation service operated through Dayton's Central Business District (CBD). Funds will continue to be used to monitor and improve transit service delivery plans not only through the CBD but outlying areas as well. Over the past four years, RTA have successfully planned and implemented new service to access jobs and education, opportunities at the Austin Landing, the Dayton International Airport area, the Dayton Racino, Pentagon Boulevard in Beavercreek, P&G distribution center and the Cornerstone development in Centerville.

In 2016, RTA conducted surveys and utilized the data collected to understand the transit needs of existing and future customers, while improving the current quality of transit service delivery. This included a Customer and Non-Customer survey. Customer communication, outreach, and education programs were an important element of these efforts. Findings from these studies are being utilized within aspects of RTA's 2018 – 2021 Comprehensive Operational Analysis (COA), also known as the What Drives You (WDY) campaign, RTA's transit network redesign project.

Beginning in December 2016, as part of RTA's technology enhancement project, customers are now able to access real-time information while waiting at their bus stops. Results from customer outreach have proved to be successful and RTA have received a lot of positive customer comment in person, on the phone and throughout RTA social media outlets. Since the launch of RTA RideTime, the RTA Staff has tracked the usage of RideTime products by RTA customers.

Transit App: The Transit app is a trip planning and real-time tracker tool for customers to use to plan their trip and know when their bus will be arriving to their stop. This platform was rolled out to our customers in December of 2016 with the launch of 'Ridetime' and has grown to become the preferred method of bus tracking and trip planning. The RTA continues to actively promote the app heavily on social media, the website and also has showcased the app through community events—specifically at community colleges and universities. Since December 1st 2016 through December 31st 2020, there has been an average of 39 daily downloads for a total of 58,435.

RideTime Text/Email Alert Subscribers: RideTime Text/Email Alert Subscribers: With the launch of RideTime in 2016, the GDRTA rolled out a text and email alert subscription program for customers. The agency had a different email alert system that some customers were already enrolled in at the launch of RideTime, which was phased out in 2017. By the end of December 2016, the GDRTA had 139 customers signed up for RideTime text/email alerts. Since its initial launch, the agency has promoted the system to increase usage, boosting subscribers to 1,226 total users as of December 2020.

Text 4 Next Bus: The RideTime release also included a feature where customers could text the RTA their bus stop number and receive a message back when the next buses would be arriving to that stop. Initially this was our most widely adopted method of customer real-time inquiries with 1,010,675 incoming texts in 2018, with a daily average of 2,768. In 2020, there were 263,467 total incoming texts, with a daily average of 721. The usage of this feature has drastically decreased from 2018 to 2020, which aligns with the increase in usage of Transit app.

Beginning in 2016, RTA created a new line of alternative mobility services called Connect. RTA Connect is intended to give customers one-stop access to the mobility option that best meets their needs. The Connect line of services include Americans with Disabilities Act (ADA) - Complementary Paratransit, On-Demand, Link bike share, and coordinated services with other agencies.

Through **Connect Coordination**, RTA partnered in 2019 with the Montgomery County Veterans Service Commission, to provide transportation for customers traveling to and from the Veterans Administration Hospital. Reservations are made via the RTA Call Center and trips are scheduled to RTA or other subcontracted providers of the RTA. In 2020, RTA also partnered with the Area Agency on Aging and the Montgomery County Prosecutors Office.

On-Demand services launched in June 2017, creating the state of Ohio's first partnership between a public transit agency and the transit network companies Lyft, Uber and Anton's Taxi. The goal of the program is to enhance and increase accessibility in previously underserved areas. The program is designed and structured to complement rather than compete with existing RTA services. The partnership will also connect customers to existing transit services as a result of service alterations and/or reductions. In February 2019, the program was expanded to zone based services, increasing the accessibility of services to previously unserved or underserved areas. To date, over 100,000 trips have been provided, with over 70% of the trips connecting to RTA fixed route services.

In addition to regular Paratransit services, **Countywide** services launched in 2016 providing expanded access to all eligible paratransit customers above the ADA requirement of service within $\frac{3}{4}$ quarter mile from the fixed route boundary. Countywide paratransit reservations are available to all paratransit customers who make a reservation up to 7 days in advance. Since the start of countywide paratransit, over 10,000 trips have been taken. In November 2019, the RTA determined based on usage, to lower the price from \$5.00 to \$3.50 per trip, to be in line with all other paratransit trips. In May 2018, RTA launched the **Paratransit Monthly Pass**, an additional way for paratransit customer to pay for their trips. The monthly paratransit pass is valid for unlimited rides during a calendar month, beginning on the first of the month and expiring on the last day of each month. Customers can purchase the passes for \$115 from the pass outlets at RTA transit centers or by calling RTA's call center. **Same Day Paratransit** services launched in October 2018. To expand the ADA paratransit service within Montgomery County, same day services were launched to reach all ADA eligible customers. Prior to October, paratransit service only served customers who made reservations 7 days in advance and up to the day before. The program expanded the current paratransit service operational requirements (as defined by the ADA), providing an opportunity for all ADA eligible residents customers to travel same day as availability allows. The program provides the customers with more flexibility and the ability to work around critical medical appointments that may not run on time.

PERFORMANCE PLAN

674.2.1: Market Research and Customer Outreach

RTA will continue to conduct surveys and data collection to be used in understanding the transit needs of existing and future customers and to improve the quality of transit service delivery. This will include a Customer/Non-Customer survey. Customer communication, outreach, and education programs will be an important element of these efforts as well. Much of the focus in 2021, will focus on the implementation of the new fare collection system, Tapp Pay.

In 2021, it will be imperative to continue to shift customers to new trip planning (MaaS) and fare payment system technologies and media through well develop marketing and communication outreach effort. RTA's goal is to deliver a 100% on-board cashless experience that is universally accessible. In order to do that, RTA will create specific, pro-active plans and execute in order to promote and provide access to persons with disabilities, low-income, limited English speaking proficiency, unbanked, and underbanked.

As RTA implements an advanced fare payment system Tapp Pay in 2021, it will be imperative to understand RTA's current fare structure and best approaches to implement new fare value and media with the addition of contactless smart card, bankcards and mobile applications.

Fare system project schedule for 2021 is as follows:

- February 2021
 - Mobile account-based ticketing via Transit, fare capping. Cash sale outlets come online for Tapp Pay mobile.

- March 2021
 - Ticket based passes utilized, distributed to bulk purchasers.
- April 2021
 - Smartcard account-based ticketing, fare capping. TVM and sale outlets come online for smartcards and mobile.
- May 31, 2021
 - Fareboxes removed from vehicles, on-board cashless system fully implemented.
- August 2021
 - Paratransit fleet separation, enabling different cap rates and validation on fixed route.

Once launched to the public, RTA staff will review comprehensive reports from the systems that show when and why customers are using the systems and more importantly, where they are using the services.

674.2.2: Annual Planning and Zoning Workshop

Each year RTA joins forces with the Miami Valley Chapter of the Ohio Planning Conference and will conduct the Annual Miami Valley Planning and Zoning Workshop in 2021.

674.2.3: Coordinated Planning

Coordinate with MVRPC, ODOT, and Federal Transit Administration (FTA) to update RTA's Transit Asset Management Plan as needed and work together on the upcoming Public Transportation Agency Safety Plan.

674.2.4: 2021 Title VI Passenger Fare Survey and Report

As a recipient of U.S. Department of Transportation, FTA funding, the RTA must comply with Title VI and Environmental Justice regulations. This is to insure that RTA provides fair and equitable fares, services and amenities delivery and installation, meaningful customer outreach plans, and periodic service equity review processes.

674.2.5: Member of Human Services Transportation Council and Greater Regional Mobility Initiative Council

As a member of the Human Services Transportation Council and Greater Regional Mobility Initiative Council, RTA actively participates, supports and provides assistance in achieving the goals of both councils which are focused on improving the overall mobility of seniors, people with disabilities and low-income within the Miami Valley region and surrounding counties supported by the MVRPC.

WORK ELEMENT		PRODUCT	SCHEDULE
674.2.1	Market Research & Customer Outreach	Customer Satisfaction Surveys & MaaS & Fare Payment System	August 2021
674.2.2	Annual Planning & Zoning Workshop	Materials, Planning and Event Development	2021 Date TBD
674.2.3	Coordinated Planning	Coordinate with MVRPC, ODOT, and FTA to update RTA's Transit Asset Management Plan as needed and work together on the upcoming Public Transportation Agency Safety Plan	Ongoing
674.2.4	2021 Title VI Passenger Fare Survey and Report	The survey and report is to insure that RTA provides a fair and equitable fare program and structure. This effort will be completed in accordance with RTA's policies and procedures related to Title VI	May 2021
674.2.5	Member of Human Services Transportation Council and Greater Regional Mobility Initiative Council	Participate, support and provide assistance in achieving the goals of both councils which are focused on improving the overall mobility of seniors, people with disabilities and low-income within the Miami Valley region and surrounding counties supported by the MVRPC	Ongoing

674.3 TRANSIT EXCLUSIVE PLANNING (MIAMI COUNTY PUBLIC TRANSIT)

(As submitted by Miami County Transit)

The projects described below will be funded with local funding.

PREVIOUS RELATED WORK

In SFY2003 the Miami County Transit was transitioned from a FTA rural system (Section 5311) to the urban formula program (5307).

PERFORMANCE PLAN

674.3.1: Coordinated Planning: Work with a consultant on finance planning and costing.

WORK ELEMENT		PRODUCT	SCHEDULE
674.3.1	Coordinated Planning	Coordinate with MVRPC, ODOT, and FTA to update our Transit Asset Management Plan as needed	On-going
		Work with a consultant on finance planning and costing	On-going

674.4 TRANSIT EXCLUSIVE PLANNING
(GREENE COUNTY TRANSIT BOARD – GREENE CATS)
(As submitted by Greene County Transit Board)

PREVIOUS RELATED WORK

Greene CATS has participated in the Miami Valley Regional Human Services Transportation Council since its inception. It also added participation in the Greater Region Mobility Initiative in 2018. The Greene County Transit Board developed and has managed the Miami Valley Ride Finder website since its inception in 2012. Greene CATS currently does not accept payment via debit or credit card and does not have a mobile ticketing app.

PERFORMANCE PLAN

674.4.1: Regional Human Services Transportation Council (HSTC): Participate by attending in the quarterly meetings and planning projects needed to improve and expand mobility options and capacity.

674.4.2: Greater Regional Mobility Initiative (GRMI): Participate by attending in the quarterly meetings and planning projects needed to improve and expand mobility options and capacity.

674.4.3: Manage MiamiValleyRideFinder.org website including GRMI counties.

WORK ELEMENT		PRODUCT	SCHEDULE
674.4.1	Attend HSTC meetings and serve on project sub-committees.	Alignment of Access Ohio 2045 strategies with MPO Transportation Plan development Establishing new and expanding existing transportation partnerships	Ongoing throughout the project year.
674.4.2	Attend GRMI meetings and serve on project sub-committees.	Alignment of Access Ohio 20545 strategies with MPO Transportation Plan development Establishing new and expanding existing transportation partnerships	Ongoing throughout the project year.
674.4.3	MiamiValleyRideFinder.org website	Management of website and inclusion of GRMI county transportation providers	Ongoing throughout the project year
674.4.4	Develop plan for online payments and mobile ticketing	Ability of riders to pay with debit or credit cards and/or using a mobile ticketing app	Plan completed by September 2021, implemented by January 2022.

697. WORK PROGRAM ADMINISTRATION
(Funded by SFY2021 CPG Carryover and SFY2022 CPG)

The objective of this work element is to facilitate the efficient administration of the transportation planning program.

PREVIOUS RELATED WORK

Committee staff support was provided during SFY2021. Staff attended OARC meetings and coordinated with ODOT on various issues during SFY2021.

During SFY2021 Transportation Budget and Work Program amendments were prepared and submitted to ODOT. Annual progress report was prepared and was adopted by the MVRPC Board in SFY2021.

Self-certification resolution was prepared, adopted, and submitted to ODOT in SYF2017. On November 15, 2017, the Federal Highway Administration and Federal Transit Administration jointly certified MVRPC's MPO metropolitan transportation planning process. Self-certification is expected to occur in the intervening years until the next U.S. DOT formal certification review beginning in 2021.

Per the recommendations of the 2005 Planning FHWA/FTA Certification Review, planning Agreements were updated.

In FY2012 FTA reviewed and approved our Title VI program. A Title VI Update is provided to ODOT annually as part of the Work Program submittal. In SFY2013 MVRPC prepared a Title VI assessment and provided this document to ODOT. During FY2011 MVRPC prepared a Title VI Program procedures document which was provided to ODOT. MVRPC Title VI Program procedures document was updated during SFY2014, 2017 and again in 2021. The MVRPC Board of Directors approved the MVRPC Title VI Program procedures during their February 2021 meeting.

PERFORMANCE PLAN

697.1: Work Program Administration:

Provide technical direction and program oversight to the transportation-planning program.

Provide staff support to Technical Advisory Committee (TAC) and Board of Directors.

Manage reporting/documentation of program activities, such as work program preparation and amendments, progress reports, and self-certification.

Review the MVRPC planning process and determine/certify its compliance (self-certification) with planning laws and regulations, per MPO planning requirements.

Coordinate with ODOT and the Ohio Association of Regional Councils of transportation plans and other statewide activities.

Coordinate the program with other agencies, area jurisdictions, transportation system operators and other agency divisions.

Prepare and submit to ODOT Annual Title VI Compliance Report. Incorporate any updates as necessary to Title VI procedures documentation.

WORK ELEMENT		PRODUCT	SCHEDULE
697.1	Work Program Administration	Transportation program supervision	On-going
		Committee staff support	On-going
		Transportation Budget and Work Program	April 2022
		Transportation Budget and Work Program Amendments	As needed
		Progress report	September 2022
		Coordination with ODOT and OARC	On-going
		Coordination with other MVRPC divisions, jurisdictions, system operators and other agencies	On-going
		Annual Title VI Compliance Report	March 2022

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
TRANSPORTATION PLANNING PROGRAM
REVENUE BUDGET TABLE
July 1, 2021 - June 30, 2022**

Subcategories

FY 2022 CPG and STP

601 Short Range Planning
601 Monitor Fed/State Pin Regs & Funding
602 Transportation Improvement Program
605 Continuing Planning - Surveillance
610 Long Range Planning
625 Service
697 Transportation Program Admin

Total CPG & Supplemental Planning

	REVENUE SOURCE							
	Federal	State (ODOT)	Local	Subtotal	FHWA - STP			Total
					Federal	Softmatch	Local	
(1)	31,100	3,888	3,888	38,875				38,875
(2)	16,986	2,123	2,123	21,232				21,232
(2)	94,318	11,790	11,790	117,898	240,406	60,101		418,405
(2), (3)	516,658	64,582	64,582	645,822				645,822
(2), (3)	530,971	66,371	66,371	663,713	140,721	35,180		839,614
	74,302	9,288	9,288	92,877				92,877
	135,194	16,899	16,899	168,992				168,992
	1,399,528	174,941	174,941	1,749,410	381,127	95,281		2,225,818

CPG and STP Carryover

601 Short Range Planning
602 Transportation Improvement Program
605 Continuing Planning - Surveillance
610 Long Range Planning
625 Service
697 Transportation Program Admin

Subtotal

	REVENUE SOURCE							
	Federal	State (ODOT)	Local	Subtotal	FHWA - STP			Total
					Federal	Softmatch	Local	
(4)	73,084	9,136	9,136	91,355				91,355
	99,396	12,425	12,425	124,245				124,245
	16,751	2,094	2,094	20,939				20,939
	43,127	5,391	5,391	53,909				53,909
	232,358	29,046	29,046	290,448				290,448

Other Projects

Total - Special Projects

REVENUE SOURCE							
FHWA SPR/ Other Disc	State Safety ODOT	FHWA CMAQ	FHWA STP Funds			Other Local	Total
			New	Old	Softmatch	Local	

Rideshare, Air Quality and Alternative Transportation

667.1 Commuter Assistance
667.1 Commuter Assistance Carryover
667.21 Air Quality Program
667.2 Air Quality Program Carryover
667.22 AQ Enhanced Forecasting
667.31 Alternative Transportation
667.31 Alternative Transportation - Carryover
667.32 Alternative Transportation Planning

Total Rideshare, Air Quality and Alt. Transportation

	REVENUE SOURCE							
	FHWA SPR	FTA Sect 5310	State Match	FHWA STP Funds			Other Local	Total
				State	MPO	Softmatch	Local	
(5)			465,000					465,000
(6)								
(7)			305,014					305,014
(7)			35,000					35,000
(7)			99,986					99,986
(2)				219,662	54,916			274,578
			905,000	219,662	54,916			1,179,578

Transit Exclusive

674.13 Coordinated Public Transit - 5310
674.14 Regional Coordinated Plan
674.2 FTA to GDRTA Transit Service Planning
674.3 Miami County Transit Service Planning
674.4 Greene County Transit Service Planning

Subtotal - Transit Exclusive

Grand Total

REVENUE SOURCE							
FHWA SPR	FTA Sect 5310	State Match	FTA Sect 5307		Local	Other Local	Total
(8)		131,908					131,908
(9)	126,221						126,221
(10)						40,000	40,000
(10)						2,000	2,000
(10)						9,000	9,000
	126,221	131,908				51,000	309,129

4,004,973

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
TRANSPORTATION PLANNING PROGRAM
EXPENDITURE BUDGET TABLE
July 1, 2021 - June 30, 2022**

Subcategories/Tasks

CPG and STP

601 Short Range Planning	
601.1 A/Q, Mgmt Systems & Control Plans	
601.2 Urban Freight & Rail	
601.3 Transit & HS Transportation	
601.4 Safety Study	
601.5 Federal and State Legislation	
602 Transportation Improvement Program	
602.1 T.I.P. New & Amendments	
602.2 T.I.P. Project Management	
605 Continuing Planning - Surveillance	
605.1 Transportation Data Bases	
605.2 Regional Planning GIS Support	
605.3 Regional GIS	
610 Long Range Planning	
610.1 LRP Update	
610.2 Regional Landuse Planning	
610.3 LRTP Executive Summary	
625 Service	
625.1 Public Involvement	

697 Program Administration

Subtotal

CPG and STP Carryover

601 Short Range Planning	
602 Transportation Improvement Program	
605 Continuing Planning - Surveillance	
605.1 Transportation Data Bases	
605.2 Regional Planning GIS Support	
610 Long Range Planning	
610.1 LRP Update	
610.2 LRP Land Use	
625 Public Involvement	
697 Program Administration	
Subtotal - CPG and STP Carryover	

665 Special Projects

Subtotal - Special Projects

667.1 Commuter Assistance	
667.11 Rideshare	
667.11 Rideshare Carryover	
667.1 Commuter Assistance	
667.12 Vanpool Subsidy & Admin and Carryover	
667.2 Air Quality Activities	
667.21 Miami Valley Air Quality Program	
667.2 Miami Valley Air Quality Program Carryover	
667.22 Air Quality Enhanced Forecasting	
667.3 Alternate Transportation Planning Program	
667.31 Alternative Transportation	
667.31 Alternative Transportation - Carryover	
667.32 Alternative Transportation Planning	
Subtotal - Comm. Assist, AQ, Alt. Trans.	

674 Transit Exclusive

674.13 Coordinated Public Transit - 5310	
674.14 Regional Coordinated Plan	
674.2 GDRTA Transit Service Planning	
674.3 Miami Co Transit Service Planning	
674.4 Greene Co Transit Service Planning	

Subtotal - Transit Exclusive

Grand Total

Person Hours	EXPENDITURES						Total
	Direct Labor	Fringe Benefits	Contract Services	Other Costs	Indirect	Capital	
477	22,919	14,084		6,957	16,148		60,107
601.1							11,139
601.2							27,736
601.3							21,232
601.4							
601.5							
3,880	178,803	109,874		3,749	125,979		418,405
602.1							110,351
602.2							308,054
7,425	266,395	163,700		28,035	187,693		645,822
605.1							236,369
605.2							260,146
605.3							149,307
7,984	347,416	213,487	17,000	57,596	244,778		839,614
610.1							385,466
610.2							418,472
610.3							35,677
545	27,789	17,076	5,000	23,432	19,579		92,877
625.1							
846	68,642	42,180		9,665	48,363		168,992
21,407	911,964	560,402	22,000	88,912	642,540		2,225,818
455	15,372	9,446		19	10,830		35,666
498	23,977	14,734		84	16,893		55,688
475	26,416	16,233		52	18,612		61,313
707	27,125	16,668		28	19,111		62,932
160	8,995	5,528		79	6,338		20,939
277	22,742	13,975		1,169	16,023		53,909
2,572	124,627	76,584		1,431	87,807		290,448
900	34,038	20,916	102,193	283,870	23,982		465,000
667.11							
667.11							
667.1							
667.12							
567	21,444	13,177	76,635	178,649	15,109		305,014
667.21							
667.2							
667.22							
			35,000				35,000
654	29,098	17,881	13,576	18,929	20,502		99,986
667.31							
667.31							
667.32							
1,784	85,759	52,699	20,531	55,167	60,423		274,578
3,905	170,339	104,673	247,935	536,615	120,016		1,179,578
1,194	45,744	28,109		25,825	32,230		131,908
1,436	52,353	32,171		4,811	36,886		126,221
	25,000	15,000					40,000
			2,000				2,000
	6,000	3,000					9,000
2,630	129,097	78,280	2,000	30,636	69,116		309,129
30,514	1,336,027	819,939	271,935	657,594	919,479		4,004,973

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
TRANSPORTATION PLANNING PROGRAM
NOTES TO REVENUE & EXPENDITURE BUDGET TABLES
July 1, 2021- June 30, 2022**

Number

- (1) FHWA/ODOT planning grants are from Consolidated Planning Grant (CPG) and Surface Transportation Program (STP) grants.
- (2) Funding under the "STP" portion of these work elements is the regional supplemental planning funds that use a soft match. Encumbrance for PID # 105518 in the amount of \$575,085 for work elements 602.2, and 667.32.
- (3) Encumbrance for PID # 105520 in the amount of \$175,901 for STP using a soft match for work element 610.2.
- (4) Requesting a six (6) month extension of MVRPC SFY2021 CPG grant to fund these work elements.
- (5) Funding for this project is being requested utilizing CMAQ funds. This is a Rideshare project eligible for 100% federal funding. New encumbrance for PID # 105822 of \$465,000 is requested for work element 667.11.
- (6) Funding is not requested for Van Pool.
- (7) Funding for this project is being requested utilizing 100 % CMAQ funds. A new encumbrance for PID # 105824 in the amount of \$440,000.

Work element 667.21 - \$305,014
Work element 667.31 - \$99,986
Work element 667.22 - \$35,000
- (8) Funded by FTA 5310 funding awarded to GDRTA and passed through to MVRPC for administration of project evaluations.
- (9) Funded by a carry forward PID # 110349 100% SPR and PID # 110349 in the amount of \$59,560, a partial year of funding. Requesting an additional \$59,560 for FY 2022.
- (10) Funded by FTA directly to the Transit Agencies. MVRPC is not responsible for the grant or the local match.

RESPONSIBLE AGENCY INFORMATION:

MVRPC is the responsible agency for all subcategories with the exception of 674.2, 674.3, 674.4, FTA Section 5707 grants to the Transit Agencies.

Consultant service contracts or pass-through contracts are anticipated under all of the subcategories. See Expenditure Budget Table "Contract Services".

Exhibit T.1

AGREEMENTS

Effective July 1, 1982, the Transportation Coordinating Committee ceased to exist and its functions, including the MPO function, were assumed by the Transportation Committee of the Miami Valley Regional Planning Commission (MVRPC). In accordance with this action, MVRPC entered into Agreement No. 3604 with the Ohio Department of Transportation for purposes of the continuation of the urban transportation planning process. In addition, MVRPC also agreed to accept the assignment by the Transportation Coordinating Committee of all of TCC's rights and obligations under all contracts to which TCC was a party. Therefore, the following agreements are currently in effect to implement the continuing transportation planning program:

- A. State of Ohio Agreement No. 18816 between the Miami Valley Regional Planning Commission and the State of Ohio for the Continuation of the Urban Transportation Planning Process for the Dayton Urbanized Area (June 9, 2015).
- B. Agreements for the Preparation of a Regional Updated Comprehensive Transportation Report and Development Study, between Miami Valley Regional Planning Commission and cities, villages, and townships in and including Montgomery County.

Montgomery County (June 3, 1980)
City of Brookville (December 16, 1980)
City of Centerville (May 5, 1980)
City of Clayton (January 8, 1998)
City of Dayton (July 20, 1967)
City of Englewood (December 23, 1980) City of Huber Heights (July 27, 1981) City of Kettering (April 8, 1980)
City of Miamisburg (May 5, 1981)
City of Moraine (July 25, 1967)
City of Oakwood (April 7, 1980)
City of Riverside (February 14, 1994)
City of Trotwood (April 7, 1980)
City of Union (January 26, 1981)
City of Vandalia (August 4, 1980)
City of West Carrollton (April 24, 1980) Village of Farmersville (July 23, 1979)
Village of Germantown (January 17, 1983) Village of New Lebanon (July 16, 1996) Village of Phillipsburg (May 26, 1970)
Jefferson Township (February 7, 1984)
Washington Township (February 7, 1984)
Clay Township (March 24, 2004)
German Township (March 24, 2004)
Harrison Township (March 24, 2004)
Miami Township (July 8, 2014)
Perry Township (March 24, 2004)

- C. Agreements for the Preparation of a Regional Updated Comprehensive Transportation Report and Development Study, between Miami Valley Regional Planning Commission and cities, villages, and townships in and including Greene County.

Greene County (July 11, 1967)
City of Beavercreek (March 9, 1981)
City of Bellbrook (March 24, 1980)
City of Fairborn (April 21, 1980)
City of Xenia (March 27, 1980)
Village of Yellow Springs (April 10, 1967) Bath Township (February 6, 2019)
Beavercreek Township (January 31, 1994)
Sugarcreek Township (March 24, 2004)
Miami Township (October 20, 2008)
Xenia Township (March 24, 2004)

- D. Agreements for the Preparation of a Regional Updated Comprehensive Transportation Report and Development Study, between Miami Valley Regional Planning Commission and cities, villages, and townships in and including Miami County.

Miami County (July 20, 1992)
City of Piqua (July 20, 1992) City of Tipp City (June 15, 1992) City of Troy (June 16, 1992)
Village of West Milton (July 14, 1992) Bethel Township (February 28, 2002)
Monroe Township (September 5, 2000)

Exhibit T.1

AGREEMENTS

Concord Township (March 24, 2005)
Village of Covington (April 20, 2011) Village of Pleasant
Hill (July 15, 2016)

- E. Agreements for the Preparation of a Regional Updated Comprehensive Transportation Report and Development Study, between Miami Valley Regional Planning Commission and cities, villages, and townships in Warren County.

Village of Carlisle (October 28, 1997)
City of Springboro (May 4, 1988)
City of Franklin (March 24 2004)
Franklin Township (June 28, 2017)

- F. Other Cooperative Agreements

MVRPC has signed agreements for cooperative planning responsibilities with other MPOs, transit agencies and a regional air quality agency. These are:

1. Memorandum of Understanding for Cooperative Transportation Planning between OKI and MVRPC, dated August 14, 2008.
2. Memorandum of Understanding among the MVRPC, the CCSTCC, the OKI Regional Council of Governments, the OEPA, the ODOT, the U.S. EPA-Region 5, the FHWA-Ohio Division, and the FTA-Region 5. The final memorandum was signed by all parties and completed on July 2014.
3. Memorandum of Understanding for Cooperative Transportation Planning between the ClarkCounty-Springfield Transportation Coordinating Committee and MVRPC, dated August 8, 2008.
4. Memorandum of Understanding for Cooperative Transportation Planning between the GreaterDayton Regional Transit Authority and MVRPC, dated November 1, 2007.
5. Memorandum of Understanding for Cooperative Transportation Planning between the GreeneCounty Transit Board and the Miami Valley Regional Planning Commission, dated April 7, 2005.
6. Memorandum of Understanding for Cooperative Transportation Planning between the MiamiCounty Transit System and the Miami Valley Regional Planning Commission, dated April 7, 2005.

Exhibit T.2

**Miami Valley Regional Planning Commission
Cost Allocation Plan**

July 1, 2021 - June 30, 2022

- 1) Cost Allocation Plan Certification
- 2) Plan Description
- 3) Schedule 1 - Rate Base and Computation of Rates
- 4) Schedule 2 - Fringe Benefit Costs
- 5) Schedule 3 - Indirect Cost Pool Expenses
- 6) Schedule 4 - Schedule of Revenues
- 7) Schedule 5 - Chart of Accounts - Expenses
- 8) Schedule 6 - Fringe Benefit Base & Cost Comparisons FY 2019 - FY 2022
- 9) Schedule 7 - Indirect Base & Cost Comparisons FY 2019 - FY 2022

**CERTIFICATE OF INDIRECT
COSTS**

This is to certify that I have reviewed the indirect cost rate proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal as dated below, to establish billing or final indirect costs rates for fiscal year ending June 30, 2022 are allowable in accordance with the requirements of the Federal award(s) to which they apply and the provisions of subpart E - cost Principles of Part 200. Unallowable costs have been adjusted as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal Government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct.

Governmental Unit: Miami Valley Regional Planning Commission

Signature: _____

Name of Official: Brian O. Martin, AICP

Title: Executive Director

Date of Execution: _____

Exhibit T.2

MIAMI VALLEY REGIONAL PLANNING COMMISSION DESCRIPTION OF COST ALLOCATION PLAN

The Miami Valley Regional Planning Commission (MVRPC) prepares a cost allocation on an annual basis. MVRPC operates from only one location and funding is primarily from ODOT Federal Highway CFDA 20 sources. The plan, which includes fringe benefits and indirect costs, is used for the purpose of determining allocation rates and is prepared in accordance with the provisions of Federal requirements. The plan is submitted to the over-sight grantor agency, the Federal Highway Administration, through the Ohio Department of Transportation, for approval and authorization of provisional negotiated rates that are used for billing purposes during the state fiscal year (July 1 - June 30). When fiscal year costs are finalized, MV prepares an adjusting year end cost allocation to reflect actual fringe benefits and indirect costs.

The accounting system makes cost allocation journal entries each payroll period. The following are summaries of the accounting treatment for fringe benefits and indirect costs:

FRINGE BENEFITS

Fringe benefit costs are recorded when accrued in a special cost center within the general fund. The chart of accounts in Schedule 5 contains detailed information concerning the individual items of fringe benefits cost included in this cost center. The basis for reallocating these costs back to the benefiting cost centers is total productive salary each pay period multiplied by the provisional fringe recovery rate.

INDIRECT COSTS

Administrative support costs are recorded in a special cost center within the general fund. The basis for reallocating these costs back to the benefiting cost centers is total direct productive salary costs plus the reallocated fringe benefits charged to those cost centers each pay period multiplied by the provisional indirect cost recovery rate. MVRPC's policy as to the classification of an item of cost as indirect is as follows:

If a specific item of cost is incurred for a common purpose benefiting more than one cost center and is not readily assignable to a cost center specifically benefited, without effort disproportionate to the results achieved, that item of cost is considered an indirect cost.

The chart of accounts in Schedule 5 lists the various items of cost and the general accounting treatment as they relate to the indirect cost pool.

Exhibit T.2

Schedule 1

Miami Valley Regional Planning Commission

Cost Allocation Plan Rate Base and Computation of Rates

July 1, 2021 - June 30, 2022

Rate Base

	Productive Salaries	Allocated Fringe Benefits	Total Personnel
Transportation	1,300,889	799,397	2,100,286
Environmental	45,679	28,070	73,749
Local Planning Activities	178,876	109,930	288,806
Public Affairs	32,414	19,918	52,332
Total Indirect Base	1,557,857	957,315	2,515,172 (B)
Indirect Cost Pool	355,534	218,478	574,012
Total	1,913,391	1,175,793	3,089,184

(A)

MVRPC has two intermediate cost objective (pools): fringe benefits and indirect costs.

Notes (A) Fringe Benefit Cost Pool Base = Total Productive Salaries

(B) Indirect Cost Pool Base = Total Direct Personnel

Computation of Rates

Fringe Benefit Cost Recovery Rate

Total Fringe Benefit Costs (Schedule 2) divided by	1,175,793
Total Productive Salary Costs	1,913,391

Equal

Computed Fringe Benefit Recovery Rate	61.45%
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Indirect Cost Pool Recovery Rate

Total Indirect Costs (Schedule 3) divided by	1,097,666
Total Direct Personnel Costs	2,515,172

Equal

Computed Indirect Cost Recovery Rate	43.64%
--------------------------------------	--------

Exhibit T.2

Schedule 2

Miami Valley Regional Planning Commission

**Cost Allocation Plan
Fringe Benefit Costs**

July 1, 2021- June 30, 2022

GLA #	Description	Budget
Non-productive Labor Costs		
5531	Holidays	\$ 96,035
5521	Sick leave taken	73,795
5541	Other leave	12,465
5657	Vacation Earned	200,070
5662	Personal Leave Earned	17,610
5653	Retirement Pay	-
	Subtotal	399,975
Employer Contribution Costs		
5651	Workers compensation	26,201
5652	Unemployment insurance	3,240
5654	Health insurance	351,114
5650	Health insurance - waiver	5,212
5655	Life insurance	1,584
5656	P. E. R. S.	319,006
5658	Parking & Other	25,920
5661	F. I. C. A. (Medicare only)	33,041
5664	PERS - ERIP	-
5667	Tuition reimbursement	10,500
	Subtotal	775,818
	Total Costs	<u>1,175,793</u>

All of the above fringe benefit costs are paid in accordance with MVRPC's adopted personnel policies. The cost are accumulated in the fringe benefit cost pool and reallocated to cost centers monthly based upon the currently approved fringe benefit rate.

Exhibit T.2

Schedule 3

Miami Valley Regional Planning Commission

**Cost Allocation Plan
Indirect Cost Pool**

July 1, 2021 - June 30, 2022

GLA #	Description	Budget
	PERSONNEL	
5511	Salaries	\$ 355,534
5700	Allocated FB	218,478
	Total Personnel	<u>574,012</u>
	CONTRACTUAL SERVICES	
5813	Audit Fees	21,500
5814	Legal Services	6,500
5815	Computer Services	45,000
5816	General	33,000
5817	Hardware & software agreements	57,714
	Total Professional Services	<u>163,714</u>
	OTHER COSTS	
6211	Office Supplies	21,000
6233	Telephone	18,000
6235	Metered Postage	5,000
6236	Other Postage & Shipping	1,000
6241	Travel Confer & Seminars	2,000
6247	Mileage	1,000
6248	Meeting Expenses	2,400
6251	Advert (legal & employment)	3,000
6252	Printing	12,811
6261	Insurance	11,600
6281	Utilities	-
6202	Maintenance & Equip Serv Agreements	32,482
6411	Rental - Office Space	181,500
6412	Rental - Equipment	12,300
6413	Rental - Other	500
6271	Prof dues & memberships	18,000
6272	Publications	6,000
6284	All Other	4,000
	Total Other Costs	<u>332,593</u>
6298	Depreciation charge	27,347
	Total Costs	<u>1,097,666</u>
	Less: Misc revenues & reimbursements	
	Total Recoverable Costs	<u><u>1,097,666</u></u>

Exhibit T.2

Schedule 4

MIAMI VALLEY REGIONAL PLANNING COMMISSION SPECIAL REVENUE FUND GRANTS & GENERAL FUND RESOURCES July 1, 2021 - June 30, 2022

Source of Funds	Revenues			Gen'l Fund Transfers	Total Resources
	Grantor	Other	Total		
SPECIAL REVENUE FUND					
Federal Grants					
Dept. of Transportation/ODOT					
Transportation Planning	\$ 1,399,528	\$ 174,941	\$ 1,574,469	\$ 174,941	\$ 1,749,410
Transportation Planning - Carryover	232,358	29,046	261,404	29,046	290,448
Supplemental Planning	575,085	-	575,085	-	575,085
Supplemental Planning - Carryover	-	-	-	-	-
Landuse Regional Plan	175,901	-	175,901	-	175,901
Rideshare/Vanpool	465,000	-	465,000	-	465,000
Rideshare/Vanpool Carryover	-	-	-	-	-
Air Quality & Alt Transp Programs	440,000	-	440,000	-	440,000
Air Quality & Alt Transp Carryover	-	-	-	-	-
Regional Coordinated Plan Pilot	126,221	-	126,221	-	126,221
FTA Human Services Transit	131,908	-	131,908	-	131,908
Total Transportation Federal Grants	3,546,001	203,987	3,749,988	203,987	3,953,973
Federal Economic Development Agency					
Disaster Recovery	178,047	44,512	222,559	-	222,559
Community Development	113,864	-	113,864	8,637	122,501
USEPA/OEPA					
OEPA - Water Quality Mgmt Planning - 604b	125,000	-	125,000	-	125,000
Subtotal - Federal Grants/SR Fund	3,962,912	248,499	4,211,411	212,624	4,424,033
General Fund					
MGCLERC	3,899	-	3,899	-	3,899
Regional Projects	412,404	-	412,404	-	412,404
Administrative & Other Contract Programs		22,900	22,900	297,421	320,321
Subtotal - General Fund	\$ 416,303	\$ 22,900	\$ 439,203	\$ 297,421	\$ 736,624
Total	\$ 4,379,215	\$ 271,399	\$ 4,650,614	\$ 510,045	\$ 5,160,657

Schedule 5
MIAMI VALLEY REGIONAL PLANNING COMMISSION
CHART OF ACCOUNTS

Cost Code

PERSONNEL

Salary Expense

Salaries Gross wages paid to employees. This includes expense for time worked and paid leave for holidays, sick leave and other paid leave.

- 5511 Regular salary & wages paid to MVRPC employees.
- 5521 Salaries & wages paid for accrued sick leave.
- 5525 Salaries & wages paid for accrued vacation leave (reduces accrued vacation).
- 5531 Salaries & wages paid for regularly scheduled holidays.
- 5537 Salaries & wages paid for accrued personal leave (reduces accrued personal leave).
- 5539 Salaries & wages paid for accrued sick leave converted to retirement pay (reduces accrued retirement).
- 5541 Salaries & wages paid for any other leave.

Fringe Benefits

- 5651 Workers Compensation Expense
Represents the MVRPC contribution as employer to the Ohio Workers' Compensation Fund administered through Montgomery County.
- 5652 Unemployment
Represents the MVRPC contribution as employer to the Ohio Unemployment Compensation Fund. Effective April 1, 1982, MVRPC elected to be a contributing payor rather than a reimbursing payor.
- 5653 Retirement Pay

Represents the expense incurred when an employee becomes eligible to retire under the P.E.R.S. system. Converted Sick Leave at 4 days sick leave to 1 day retirement, maximum of 30 days retirement pay.
- 5654 Health Insurance - Anthem Administered Plan
Represents the expense incurred by MVRPC to provide health insurance benefits to employees electing this insurance plan.
- 5655 Life Insurance
Represents the expense incurred by MVRPC to provide life insurance benefits to employees.
- 5656 P.E.R.S. Expenses
Represents MVRPC'S contributions as employer to the Ohio Public Employees Retirement System (PERS) at the legislated rate.
- 5657 Vacation Leave Earned
Represents the dollar value of vacation leave earned each pay period by MVRPC employees
- 5658 Other Fringe Benefits
Represents the cost of any fringe benefit given by MVRPC that is not accounted for elsewhere.
- 5659 Health Insurance - Employee Assistance Program /Admin
Represents MVRPC's costs associated with an employee assistance program and the administrative fees assessed to MVRPC by Montgomery County for MVRPC participating in the County's health insurance program.
- 5660 Waived Health Insurance Payments
Represents payments to employees that are eligible for MVRPC's health insurance coverage but elect to have health insurance provided outside of MVRPC's plans.
- 5661 F.I.C.A. (Medicare Supplemental)
Represents the cost to MVRPC as employer, of providing the Medicare supplemental coverage to all employees hired after April 1, 1986.
- 5662 Personal Leave Earned
Represents the dollar value personal leave earned each pay period by MVRPC employees.
- 5665 Health Insurance - Med Mutual Administered Plan
Represents the expenses incurred by MVRPC to provide health insurance benefits to employees electing this insurance plan.
- 5667 Tuition Reimbursement
Tuition reimbursement for approved job related education plans.

Cost Code

5700 Allocated Fringe Benefits (job cost system only)

All of the above fringe benefit costs are paid in accordance with MVRPC's adopted personnel policies. The cost are accumulated in the fringe benefit cost pool and reallocated to cost centers monthly based upon the currently approved fringe benefit rate.

PROFESSIONAL SERVICES

5810 Contract/temporary Labor

Expenses for contract or temporary labor, usually obtained through temporary employment agencies, are charged to the cost center receiving the benefit. The costs in this account are included in the base for allocating indirect charges.

5811 Consultants

Expenses incurred for services performed under contract by consultants and contractors are charged to the cost center receiving the benefit.

5812 Pass-Through Grants

Disbursements by MVRPC under sub-grant agreements are charged to the cost center receiving the benefit.

5813 Audit

Expenses incurred for auditing the records of the MVRPC. Audit fees for agency-wide audits are charged to the indirect cost pool. Any special purpose audits required by specific grant or contract are charged to the cost center receiving the benefit.

5814 Legal

Expenses incurred for legal services pertaining to overall agency matters are generally charged to the indirect cost pool. If a grant or project requires specific legal assistance, those legal costs are charged to the cost center receiving the benefit.

5815 Computer

Expenses for services related to computer operations and assistance, including WEB and Internet Service Provider fees, are charged to the cost center receiving the benefit.

5816 General Services

Expenses for general services, usually authorized by purchase order, are charged to the cost center receiving the benefit.

5817 Computer Hardware & Software Agreements

Expenses for hardware & software support agreements, usually charged to the indirect cost pool unless the expense relates only to a specific project.

5818 GIS & Scanning Services

Expenses for GIS assistance & image scanning & data conversion services are charged to the cost center receiving the benefit.

6020 In-Kind Services

The fair market value of services donated to MVRPC, usually obtained to document local commitment to grant, are charged to the cost center receiving the benefit. A corresponding entry is also made to the revenue account, In-Kind Contributions.

OTHER COSTS

6202 Maintenance & Repair

Expenses for repair, maintenance and upkeep on all assets of MVRPC. Most expenses are charged to the indirect cost pool; except for the maintenance of assets purchased specifically for a particular cost center.

6211 Supplies

Expenses for office supplies, including supplies for computers, printers, plotters, copiers, as well as routine office supplies. These items are generally charged to the indirect cost pool. However, if a cost center requires special supplies that are not

6233 Telephone

Expenses for telephone services including basic service, long distance, directory listings, etc, charged to the indirect pool. For programs that require special or cellular telephone services such as (800) numbers, the costs are charged to the cost center

Cost Code

- 6235 Postage
Expenses for metered postage, general mailings to committees, taskforces, newsletters and other mass mailings are charged to the cost center receiving the benefit. All other mail through the meter is charged to the indirect cost pool.
- 6235 Other Postage & Shipping
Expenses for postage not recorded through the postage meter, including postage due, special handling and other parcel services, are charged to the cost center receiving the benefit. Postage and shipping cost on items purchased are considered a part of the
- 6241 Travel (requiring travel authorization)
Expenses for approved travel by staff, Commission Members and others on official agency business are charged to the cost center receiving the benefit. Staff travel is charged according to staff time charges. Travel costs incurred by Commission members are
- 6247 Mileage/Local Travel (not requiring travel authorization)
Expenses for travel costs, including mileage and parking while on official agency business, usually within the region and Columbus, when an official travel authorization form is not required.
- 6248 Meeting Expenses
Expenses incurred to hold meetings are charged to the cost center receiving the benefit. MVRPC Board & Executive Committee meetings are charged as indirect costs.
- 6251 Advertising
Expenses for advertising in all appropriate media and advertising supplemental materials are charged to the cost center receiving the benefit. Employment advertising is charged to the indirect cost pool.
- 6252 Printing
Expenses for the outside preparation and printing of reports, brochures, newsletters, etc., including typesetting, plates, folding and handling. All expenses are charged to the cost center receiving the benefit.
- 6253 Technical Reproduction
Expenses for technical reproductions such as blue prints, photographs, maps and charts. All expenses are charged to the cost center receiving the benefit.
- 6261 Insurance
Expenses for all agency insurance including, bonds, general comprehensive business and professional liability insurance policies, are charged to the indirect cost pool.
- 6271 Memberships
Expenses for agency memberships in other organizations that benefit the entire organization are charged to the indirect cost pool. Expenses for memberships which primarily benefit individual programs are charged to the cost center benefiting.
- 6272 Publications and Subscriptions
Expenses for newspapers, journals, magazines, books, etc. that are applicable to all MVRPC activities are charged to the indirect cost pool. All others are charged to the cost center most directly benefiting. All publications are cataloged.
- 6273 Information & Data
Expenses for the purchase of information & data required for MVRPC planning purposes are charged to the cost center receiving the benefit.
- 6281 Utilities: Elect, Water & Sewer, etc.
Expenses for the use of electricity is charged to the indirect cost pool.
- 6284 Other Expenses
Expenses for items not classified elsewhere are charged to the cost center receiving the benefit. These include meeting expenses.
- 6299 Amortization and Depreciation
The current year's amortization of aerial photographs and depreciation of MVRPC assets are charged to the indirect cost pool.
- 6411 Office Space - Rent
Expenses for the lease of office space is charged to the indirect cost pool.
- 6412 Equipment Rental
Expenses for the lease or rental of office and operating equipment, generally charged to the indirect cost pool unless the equipment is of a highly technical nature and acquired to perform functions unique to a specific cost center.

Cost Code

CAPITAL OUTLAY

Capital assets are treated as expenditures in the General and Special Revenue Funds in the period acquired. A corresponding journal entry is made to record the assets acquired at its cost in the appropriate Fixed Asset and Investment in General Fixed Assets.

- 6511 Office Furniture and Fixtures
- 6512 Office Equipment
- 6513 Leasehold Improvements
- 6514 Vehicles

INDIRECT CHARGES

- 7000 Allocated Indirect (job cost system only)
The indirect costs are accumulated in the indirect cost pool and reallocated to cost centers monthly based upon the currently approved indirect rate.

Exhibit T.2

Schedule 6

Miami Valley Regional Planning Commission

Cost Allocation Plan - Supplemental Information

Fringe Benefit Costs - FY 2022

Comparisons FY 2019 - FY 2022

Description	FY2019 Actual	FY2020 Actual	FY2021 Budget	FY 2022 Budget
PRODUCTIVE SALARY BASE				
Transportation	1,226,580	1,224,949	1,296,086	1,300,889
Environmental	28,164	59,484	41,239	45,679
Local Planning Activities	38,504	50,478	228,434	178,876
Public Affairs	16,240	27,220	43,479	32,414
Subtotal	1,309,488	1,362,131	1,609,238	1,557,857
Indirect	358,172	374,448	386,196	355,534
Ineligible Indirect Salaries				
Total Productive Salaries	1,667,660	1,736,579	1,995,434	1,913,391
EXPENSES				
Non-productive labor costs				
Holidays	82,979	83,930	95,483	96,035
Sick leave	91,727	35,389	76,276	73,795
Other leave	7,051	-	12,440	12,465
Vacation	169,165	182,766	203,989	200,070
Personal Leave	15,508	17,526	17,470	17,610
Retirement Pay	-	-	14,497	-
Housing allowance				
Subtotal	366,431	319,611	420,155	399,975
Employer contribution costs				
Workers compensation	4,225	11,450	23,130	26,201
Unemployment insurance	4,339	5,740	2,250	3,240
Health insurance - Total	293,661	299,052	357,846	356,326
Life insurance	1,321	1,551	1,450	1,584
P. E. R. S.	279,907	285,195	323,800	319,006
Employee parking/Auto allow	25,747	25,527	27,540	25,920
F. I. C. A. (Medicare only)	27,971	28,837	33,536	33,041
PERS ERIP	-	-	-	-
Tuition Reimbursement	-	-	10,500	10,500
Subtotal	637,171	657,351	780,052	775,818
Total Costs	1,003,602	976,962	1,200,207	1,175,793
	60.18%	56.26%	60.15%	61.45%

Exhibit T.2

**Schedule 7
Miami Valley Regional Planning Commission
Cost Allocation Plan
Indirect Cost Pool - FY 2021
Comparison FY 2019 - FY 2022**

Description	FY 2019 Actual	FY 2020 Actual	FY2021 Budget	FY 2022 Budget
Direct Salaries by Program				
Transportation	1,155,893	1,224,949	1,296,086	1,300,889
Environmental	25,149	59,484	41,239	45,679
Community Services	46,041	50,478	228,434	178,876
Public Affairs	12,147	27,220	43,479	32,414
Totals	1,239,231	1,362,131	1,609,238	1,557,857
FB Allocated - % Rate	58.1%	56.3%	61.1%	61.5%
FB Allocated	720,466	766,306	967,920	957,315
Total Indirect Base	1,959,697	2,128,436	2,577,158	2,515,172
EXPENSES				
PERSONNEL				
Salaries	333,911	374,448	386,196	355,534
Allocated Fringe Benf. (see rates above)	194,130	210,657	232,288	218,478
Total Personnel	528,041	585,105	618,484	574,012
CONTRACTUAL SERVICES				
Audit Fees	9,893	11,893	21,500	21,500
Legal Services	1,605	3,480	6,500	6,500
Computer Services	33,977	38,979	79,533	102,714
General	18,690	27,274	33,000	33,000
Total Professional Services	64,165	81,626	140,533	163,714
OTHER COSTS				
Office Supplies	11,747	9,683	31,000	21,000
Telephone	13,232	13,836	18,000	18,000
Postage - Metered	1,132	867	5,000	5,000
Postage - Other	-	-	1,000	1,000
Confer & Seminars	3,000	800	2,000	2,000
Mileage	199	507	1,000	1,000
Meeting Expenses	3,263	1,405	2,400	2,400
Advert (legal & employment)	640	2,215	3,000	3,000
Printing	4,860	-	12,811	12,811
Technical Reproduction	-	-	-	0
Insurance	8,153	6,962	11,600	11,600
Utilities	-	-	-	0
Maintenance	2,554	5,067	32,482	32,482
Rental - Office Space	166,125	170,375	181,500	181,500
Rental - Equipment	7,141	10,020	12,300	12,300
Rental - Other	-	-	500	500
Prof dues & memberships	14,610	10,051	17,780	18,000
Publications	679	792	5,000	6,000
All Other	101	410	3,000	4,000
Total Other Costs	237,435	232,990	340,373	332,593
Depreciation charge	23,163	27,347	25,000	27,347
Total Recoverable Costs	852,803	927,069	1,124,390	1,097,666
	43.52%	43.56%	43.63%	43.64%

Exhibit T.3
MIAMI VALLEY REGIONAL PLANNING COMMISSION
STAFF SUMMARY

Name	Position	% of Time Federal Projects
Anderson	Transit Coordination Planner	84%
Arnold	Manager, Short Range Programs	83%
Baxter	Planner II - Transpiration Coordination	83%
Daniel	Coordinator, Short Range Programs	83%
Diamond	Administrative Assistant	0%
Dibert	Accounting Specialist	0%
Eley	Regional Equity Initiative Manager	5%
Harner	GIS Manager	83%
Henry	Manager, Programs and Public Outreach	80%
Keels	Director, Finance and Human Resources Administration	2%
Kim	Director, Community and Regional Planning	83%
Lee, A.	Planner II	85%
Lindsay	Manager, Environmental Planning	61%
Lombardelli	Assistant to Executive Director	16%
Lucas	Manager, Information Systems and Web	64%
Martin	Executive Director	50%
Metz	Disaster Recovery Planner	87%
Parikh	Transportation Project Manager	83%
Planner / Co-op	Co-ops (2)	100%
Polk	Senior Planner	84%
Ramirez	Director, Transportation Planning and Funding	83%
Schweikhart	Director, Strategy and Engagement	54%
Simpson	Planner I	87%
Swain	Production Coordinator and Information Systems Support	0%
Uhlhorn	Planner II	85%
Whitaker	Senior Planner	84%

Exhibit T.4

MIAMI VALLEY REGIONAL PLANNING COMMISSION SALARY SCALE PLAN AND POSITION CLASSIFICATION

July 1, 2021 - June 30, 2022

PAY GRADES	PAY RANGES		POSITIONS
	MINIMUM	MAXIMUM	
1	27,040	31,200	Co-op/Intern
2	31,200	40,896	Receptionist/Secretary, Administrative Assistant
3	35,360	55,337	Production Coordinator, Production Coordinator and Information Systems Support
4	37,843	57,499	Planner I
5	38,091	66,197	None
6	46,786	77,824	Accounting Specialist, Planner II, Assistant to Executive Director, Accountant, Sustainability Planner, Disaster Recovery Planner
7	52,713	92,969	Planner III, Senior Planner, Equity Planner, Program & Public Outreach Manager, Disaster Recovery Manager
8	61,002	111,923	GIS Coordinator, Principal Planner, Planner IV, Transportation Project Manager, Coordinator Short Range Programs, Manager, Institute for Livable and Equitable Communities
9	68,247	121,861	Manager, Information Systems and Web, Program Manager, GIS Manager
10	70,366	152,949	Program Director, Regional Equity Initiative Manager, Associate Executive Director

TITLE VI COMPLIANCE QUESTIONNAIRE

Metropolitan Planning Organizations (MPOs) & Regional Transportation Planning Organizations (RTPOs)

General

1. Which office within your organization has lead responsibility for Title VI compliance?

Executive Director, with the Regional Equity Initiative Manager

2. Who is your designated Title VI Coordinator? Please provide the person's name, title and contact information.

Carlton Eley, Regional Equity Initiative Manager, MVRPC.
Phone 937-223-6323, celey@mvrpc.org.

3. Does your organization have a Title VI Program Plan? If so, please provide the website link or attach a copy.

Yes. At the time of completing the questionnaire, the January 2021 Title VI Program Plan and Procedures description has not been added to MVRPC's website.

Currently, the website has the August 2017 version

https://www.mvrpc.org/sites/default/files/mvrpc_agency_title_vi_program_procedures_description

The landing page for the 2021 description is here. -<https://www.mvrpc.org/non-discrimination-policy>

4. Does your organization have a Title VI policy? If so, please provide the website link or attach a copy.

MVRPC's Title VI policies for assurance of compliance and program procedures description here. - <https://www.mvrpc.org/non-discrimination-policy>

5. Does your organization have written Title VI complaint procedures? If so, please provide the website link or attach a copy.

https://www.mvrpc.org/sites/default/files/mvprc_agency_title_vi_complaint_procedure_and_compliant_form.pdf

6. Does your organization have a Title VI complaint form? If so, please provide the website link or attach a copy.

Yes, see link in question #5.

7. Does your organization make the public aware of the right to file a complaint? If so, describe how this is accomplished.

Yes. MVRPC website has Title VI assurances, notice of right to file a complaint and instructions on how to file.

8. In the past three years, has your organization been named in any Title VI and/or other discrimination complaints or lawsuits?

No.

9. Has your organization provided written Title VI Assurances to ODOT?

Yes.

Is the Title VI Assurance included in the MPO self-certification resolution (Note, this only applies to MPOs, RTPOs do not approve self-certification resolutions)?

Yes.

If so, please provide a copy as an attachment.

10. Does your contract language include Title VI and other non-discrimination assurances?

Yes.

11. Do you use any of the following methods to disseminate Title VI information to the public (select all that apply):

- i. Title VI posters in public buildings - no
- ii. Title VI brochures at public events - no
- iii. Title VI complaint forms in public buildings –no, but available in our public office
- iv. Title VI complaint forms at public events -no
- v. Title VI policy posted on your website - yes
- vi. Title VI Program Plan posted on your website – yes, title VI procedures document on web site.
- vii. Other (Please explain)

Public Involvement

12. Does your organization have a Public Participation Plan?

Yes. An updated public participation policy with very detailed requirements and procedures, entitled "Public Participation Policy for Transportation Planning", has been adopted and implemented by the MVRPC Board of Directors.

If so, please provide the website link or attach a copy.

<https://www.mvrpc.org/about/policies/mvrpc-public-participation-policy>

When was the Public Participation Plan most recently updated?

June 2020.

13. Please select which of the following outlets your organization uses to provide notices to different population groups (select all that apply):

- i. Neighborhood and community paper advertisements - yes
- ii. Community radio station announcements - No
- iii. Church and community event outreach – MVRPC sends public notice information to a community organization called Latino Connection and East End Community Services and they then forward by email to all of their members.
- iv. Targeted fliers distributed in particular neighborhoods – only if a particular project is neighborhood specific.
- v. Other (Please explain)
For regional planning projects MVRPC will publish a quarter page size public notice advertisement, and we routinely use social media postings for public involvement notices.

14. Do you coordinate with local community groups to facilitate outreach to minorities and low-income populations? If so, please list groups.

Posters (both English and Spanish versions) advertising the public participation meetings are provided to GDRTA hubs, and Greene CATS and Miami County Transit offices. They are also distributed to the Latino Connection, a local Hispanic community-based outreach organization and East End Community Services, a nonprofit organization to meet the needs of neighbors living in east Dayton, Ohio. Newspaper ads are printed in both Spanish and English in La Mega Nota, a free newspaper distributed throughout the region. Newspaper ads announcing the public meeting are also printed in the Dayton Weekly News; both are free newspapers distributed in Dayton. Translation services for the hearing-impaired are provided via the Family Services Association, upon request. C-print translations are provided, upon request.

MVPRC meetings are always held in ADA accessible locations and when possible near GDRTA fixed transit routes.

15. Do you take the following into consideration when identifying a public meeting location (select all that apply):

- i. Parking - yes
- ii. Accessibility by public transportation - yes
- iii. Meeting times - yes
- iv. Existence of ADA ramps -yes
- v. Familiarity of community with meeting location – yes

16. Have meeting participants requested special assistance (e.g., interpretation services) ahead of any public event in the past year?

Yes, two transit planning public meetings received hearing-impaired services, as requested by the meeting participants. Translation services for the hearing-impaired are provided via the Family Services Association, upon request. C-print translations are provided, upon request. MVPRC meetings are always held in ADA accessible locations and when possible near GDRTA fixed transit routes.

If so, describe how the request was addressed.

See above. Family Services Association is contacted to provide special assistance during a public event/meeting.

Limited English Proficiency (LEP) and Language Assistance

17. Are you familiar with the LEP four-factor analysis methodology?

Yes.

18. Are you familiar with the LEP language assistance Safe Harbor threshold?

Yes.

19. Does your organization have an LEP Plan and/or a Language Assistance Plan (LAP)? If so, please provide the website link or attach a copy.

MVRPC has performed LEP analysis and because our region has a limited LEP population we do not have a written plan but we have all of the components for elements of a LEP plan in our processes. A document describing this is attached.



LEP Plan elements
per FHWA.doc

Regarding the Long Range Transportation Plan, extensive public participation efforts in the form of: special public input meetings in all three counties (Miami, Montgomery and Greene); presentations in various media; placing ads with minority-focused newspapers; and less traditional methods such as placing surveys on RTA buses have been used to insure the broadest range of public input possible into the process. For the 2016 Plan update, a dedicated plan website, online advertising and social media outreach are also utilized in an effort to reach new audiences. Similar efforts were utilized in seeking input on the TIP.

In SFY 2013, MVRPC completed a Limited English Proficiency (LEP) analysis for the MPO area. The analysis indicates that less than 1 percent of the population 5 years or older (approximately 5,400 individuals) is not proficient in English. Approximately 50 percent of the LEP individuals speak Spanish as their primary language with the remainder speaking other Indo-Euro, Asian Pacific, or other languages. As a result, MVRPC is focusing its outreach efforts in the Spanish speaking population.

Posters (both English and Spanish versions) advertising the public participation meetings are provided to GDRTA hubs, and Greene CATS and Miami County Transit offices. They are also distributed to the Latino Connection, a local Hispanic community-based outreach organization and East End Community Services, a nonprofit organization to meet the needs of neighbors living in east Dayton, Ohio. Newspaper ads are printed in both Spanish and English in La Mega Nota, a free newspaper distributed throughout the region. Newspaper ads announcing the public meeting are also printed in the Dayton Weekly News; both are free newspapers distributed in Dayton. Translation services for the hearing-impaired are provided via the Family Services Association, upon request. C-print translations are provided, upon request.

20. Has your organization identified vital documents that need to be made available in languages other than English? If so, describe how that need is being addressed.
The MVRPC website (www.mvrpc.org) includes a Spanish translation option. Also public notices, posters and advertising are in English and Spanish.

21. Do you have a list of staff who speak languages other than English?

Yes, Spanish, Korean, Indian (Hindi and Gujarati) and Chinese dialects.

22. Do you provide free translation services in languages other than English to the public upon request?

Yes.

23. How often do you receive requests for language assistance?

No requests have been received.

Title VI Training

24. Who provides Title VI training to your staff?

- i. ODOT staff- yes
- ii. Title VI Coordinator - no
- iii. Other (Please explain)

25. How often are Title VI trainings conducted?

ODOT conducts training as needed.

26. How many staff were trained on Title VI this year?

None.

Transportation Planning Program - Data Collection and Analysis

27. Does your agency maintain documentation describing its procedures for incorporating Title VI requirements into the region's transportation planning program?

Yes, documentation is maintained as part of MVRPC policies and processes. For example, an annual Title VI compliance review document, MVRPC policies, public assurances, relevant contact language, and transportation planning documents describe how these requirements are included in the region's transportation planning program.

28. Does your organization maintain socio-demographic data and mapping for the transportation planning region?

Yes, this information is provided in the profiles of the urbanized area in our State of the Region Report and more detailed subsequent reports on topics such as Economics and Housing. These reports, coupled with the more specific types of data generated through such activities as the Long Range Transportation Plan (particularly the section on Environmental Justice and the associated community impact analyses), the Long Range Plan and TIP public participation

processes, origin/destination studies, traffic volume studies, household travel surveys, travel time studies, and surveys of the elderly and handicapped, are used as tools to guide policy and plan development.

The updated demographic analysis including a comparison to previous (2000) data can be found under the Long Range Transportation Plan section of the MVRPC website at:
<http://www.mvrpc.org/sites/default/files/CommunityImpactAnalysis2000-2010.pdf>

Socio Demographic Profile - 2000-2010 Target Population Thresholds

Data Set	County	2000 Total	2010 Total	2010 Universe	2000 Threshold	2010 Threshold	2000-2010 Change %
Minority Population	Gre	15,911	21,903	161,573	10.80%	13.56%	25.56%
	Mia	4,174	5,784	102,506	4.20%	5.64%	34.29%
	Mot	130,978	139,881	535,153	23.40%	26.14%	11.71%
	War	8,464	20,262	212,693	5.30%	9.53%	79.81%
Persons in Poverty	Gre	10,937	20,714	153,075	7.40%	13.53%	82.84%
	Mia	5,912	12,366	101,709	5.98%	12.16%	103.34%
	Mot	54,650	87,503	523,164	9.77%	16.73%	71.24%
	War	5,822	13,096	207,043	3.68%	6.33%	72.01%
Disabled Population*	Gre	20,875	16,647	117,780	17.90%	14.13%	-21.06%
	Mia	15,500	11,897	76,759	20.30%	15.50%	-23.65%
	Mot	102,901	73,416	398,033	23.60%	18.44%	-21.86%
	War	21,939	16,941	148,311	18.40%	11.42%	-37.93%
Elderly Population	Gre	17,492	21,998	161,573	11.80%	13.61%	15.34%
	Mia	13,096	15,731	102,506	13.20%	15.35%	16.29%
	Mot	76,679	81,041	535,153	13.70%	15.14%	10.51%
	War	14,858	22,936	212,693	9.40%	10.78%	14.68%
Hispanic Population	Gre	1,813	3,439	161,573	1.20%	2.12%	76.67%
	Mia	721	1,341	102,506	0.70%	1.31%	87.14%
	Mot	7,096	12,177	535,153	1.30%	2.28%	75.38%
	War	1,633	4,784	212,693	1.00%	2.25%	125.00%
Zero-Car Households	Gre	2,838	3,033	62,770	5.13%	4.83%	-5.85%
	Mia	1,891	2,114	40,917	4.91%	5.17%	5.30%
	Mot	22,257	21,305	223,943	9.71%	9.51%	-2.06%
	War	1,925	2,047	76,424	3.44%	2.68%	-22.09%

Note: * Because of the changes to the definition, the 2010 ACS disability data should not be compared to the previous 2000 disability data. (see Section C). Source: 2000, 2010 Census; 2008-2012 American Community Survey

Limited English Proficient (LEP) Persons in the Miami Valley

County	Speaks English "Well"	Percent Speaks English Well	Total LEP: Speaks English "Not Well"	Percent LEP: Speaks English "Not Well"
Greene	7,948	90.8%	805	9.2%
Miami	2,098	84.7%	380	15.3%
Montgomery	21,241	84.1%	4,017	15.9%
Warren*	1,263	88.4%	167	11.6%
Total:	32,550	85.8%	5,369	14.2%

Source: 2006-2010 American Community Survey 5-Year Estimates

29. Does your organization use data to identify protected groups for consideration in the planning process?

Yes, available census data, summarized to various geographical levels, (TAZ, Block Group, County) is analyzed using standard statistical analysis techniques and displayed when appropriate using Geographic Information Systems. The data is also sometimes analyzed in combination with the results of the regional travel demand model output.

30. Does your organization conduct Transportation Plan and Transportation Improvement Program environmental justice analyses of the impacts that planned transportation system investments will have on both minority (including low-income status populations) and non-minority areas? Discuss the assessment methodology and resulting documentation.

The data is used at all levels of plan development, as well as throughout the decision-making process: planners utilize the data to develop various alternatives from which the system with the least negative impacts will be chosen; the various task forces and committees consider this data in making their recommendations to the MVRPC Board of Directors (the policy board); and the Board of Directors is made aware of the data as a factor that is weighed prior to making a final decision. The project evaluation system used to prioritize projects for MVRPC STP and CMAQ funding gives additional points to projects that have a positive impact in an environmental justice area. From time to time MVRPC might also examine the impacts that a particular plan, project, or condition has on an environmental justice and other populations of interest such as the June 2019- Accessibility Analysis for Basic Services Report.

https://www.mvrpc.org/sites/default/files/accessibility_analysis_final-web.pdf

MVRPC's Long Range Transportation Plan (the Plan) and Transportation Improvement Program (TIP) include an assessment of the impacts that planned transportation improvements have on environmental justice and other populations of interest. The approach known as *Community Impact Assessment* is documented in Chapter 9 of the 2040 Plan. *Community Impact Assessment* was originally developed for the June 2001 update of the transportation Plan and has subsequently been updated based on 2000 and 2010 Census/ACS data and the most current transportation plan projects. The identification of target areas has been updated based on 2010 Census population and 2008-2012 ACS socio-economic data (see table under question 21) and is used to analyze the impact of the SFY 2018-2021 TIP.

MVRPC's approach to Community Impact Assessment includes:

1. Defining target populations. MVRPC's target population groups include minorities, persons in poverty, disabled, elderly, Hispanic, and zero-car households.

2. Identifying target areas. MVRPC defines areas of high concentration at the Traffic Analysis Zone (TAZ) level to utilize the travel demand model in conducting tests for adverse impacts. County average percentages for each selected population are used to determine if a given TAZ falls above or below the county's threshold for each target population.
3. Conducting tests for adverse impacts. Using data from the regional travel demand model and the results of step 2 above, MVRPC studied the impact that the proposed plan projects have on work commuting times, accessibility to major facilities, and transit availability for both targeted and non-targeted population groups. When possible the impact of two build scenarios (projects in the TIP only and all projects in the Plan) were compared to existing conditions. The results of the analysis indicated no disproportionate adverse impacts in areas of high target populations concentrations as a result of projects in the Plan or TIP.
4. Additional public participation efforts to fully engage diverse population groups.

The TIP also includes an assessment, by funding amount, of the aggregate impact the short-range transportation projects have on the various target populations.

31. Does your organization track demographic information of participants in its transportation planning program public involvement events?

No.

Technical Assistance

32. Provide the name, title, and contact information for the person who completed this questionnaire and the date the questionnaire was completed.

Carlton Eley, Regional Equity Initiative Manager, MVRPC.
Phone 937-223-6323, celey@mvrpc.org.
Completed February, 2021.

Is this the person who should be contacted with follow-up questions?

No.

If not, please provide the name, title, and contact information for that individual.

Brian Martin, Executive Director, MVRPC. Phone 937-223-6323, bmartin@mvrpc.org.

33. Do you have any questions regarding this questionnaire?

No.

Would your organization like Title VI training or other Civil Rights technical assistance from ODOT? If yes, please explain.

Yes.

Title VI training. MVRPC is exploring online training options that are accessible and not overly burdensome.

MVRPC's short-listing of training options, include:

- Overview of FHWA's Civil Rights Program Requirements for Local Public Agencies - <https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=civilrig>
- FTA's Title VI Training - <https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/title-vi-training>

If ODOT has Title VI Training suggestions that will enable MVRPC (or its staff) to remain current, please share them.



A RESOLUTION BY THE MIAMI VALLEY REGIONAL PLANNING COMMISSION

1. Adopting the MVRPC State Fiscal Year 2022 Budget
(Resources, Expenditures & Staffing)
2. Establishing the preliminary Calendar Year 2022 MVRPC Membership Assessment
Rate
3. Adopting the MVRPC State Fiscal Year 2022 Work Program

WHEREAS, the Bylaws of the Miami Valley Regional Planning Commission (the Commission) require the preparation and adoption of a budget and work program for each fiscal year; and

WHEREAS, Agreement between the Commission and the State of Ohio requires the Commission to prepare an annual budget and work program for a continuing, comprehensive and cooperative urban transportation planning process; and

WHEREAS, the SFY 2022 Draft Budget and Work Program has been approved by the Executive Committee of the Miami Valley Regional Planning Commission; and

WHEREAS, the Commission's Executive Director has attached the recommended SFY 2022 Budget and Work Program.

NOW, THEREFORE BE IT RESOLVED that the Commission approves the Miami Valley Regional Planning Commission SFY 2022 Budget and Work Program as attached, adopting the MVRPC SFY 2022 Budget (Resources and Expenditures - Schedules A, B, F and G; and Staffing - Schedules C and D), establishing the preliminary calendar year 2022 membership fee rate using 2010 census populations to be revised with 2020 census data (Schedule E), and adopting the MVRPC SFY 2022 Work Program.

BE IT FURTHER RESOLVED that the Commission authorizes the Executive Director and other officers of the Commission to take any and all actions that in their judgment are necessary to carry out the purposes of this Resolution and the Budget, and Work Program approved thereby. These actions include, but are not limited to, applying for grants, entering into contracts and providing any related information requested by the various funding agencies.

Brian O. Martin, AICP
Executive Director

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

May 6, 2021



MEMORANDUM

To: Members of the MVRPC Board of Directors
From: Brian O. Martin, AICP, Executive Director
Date: April 6, 2021
Subject: May 6, 2021 Amendment of MVRPC Constitution and Bylaws

A March 12, 2021 meeting of the Policy Subcommittee was held to review and discuss proposed amendments to the Constitution and Bylaws of the Miami Valley Regional Planning Commission. On April 1, 2021 the Executive Committee reviewed and approved the attached revisions to the Constitution and Bylaws.

The proposed amendments reflect revisions to the Constitution and Bylaws that would include meetings conducted on electronic platforms and create a permanent Institute for Livable & Equitable Communities Steering Committee (ISC). Proposed revisions would:

- Update the term “Chair” to “Chairperson” throughout the document
- Update the Table of Contents to include the addition of Section XI – Institute for Livable & Equitable Communities Steering Committee
- Update Section IV, Definitions
- Update Section VII, Meetings of the Board of Directors
- Add a new Section XI, Institute for Livable & Equitable Communities Steering Committee

In accordance with the Section XV Amendment Procedures of the MVRPC Constitution and Bylaws, the Executive Committee Resolution for the amendment and a copy of the Bylaws amendment documents were transmitted to the members of the Board of Directors for consideration at the next Board meeting. Your action to approve the proposed revisions at the May 6, 2021 Board of Directors meeting is respectfully requested.

Proposed Constitution and Bylaws of the



MIAMI VALLEY

Regional Planning Commission

Adopted: May 6, 2021

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CONSTITUTION AND BYLAWS
OF THE
MIAMI VALLEY REGIONAL PLANNING COMMISSION

SECTION I. A REGIONAL PLANNING COMMISSION CREATED AND NAMED

As set forth in their Resolutions of Cooperation and in fulfillment of the desires and wishes of the several Boards of County Commissioners, City and Village Councils, and Planning Commissions within the Miami Valley Region of southwestern Ohio, a regional planning commission is hereby created and it shall be named and known as “The Miami Valley Regional Planning Commission.”

SECTION II. AUTHORITY

The Miami Valley Regional Planning Commission, vested with all the powers, both expressed and implied, as set forth in the Ohio Revised Code, Title 7, Chapter 713, is established as a regional planning Commission to serve those political subdivisions within the Miami Valley Region of southwestern Ohio that join together in the execution of their Resolutions of Cooperation.

SECTION III. OBLIGATIONS

The Constitution and Bylaws of the Miami Valley Regional Planning Commission, as outlined herein, is binding upon all parties who are in good standing with the Miami Valley Regional Planning Commission and shall be the official document used by the Commission to delineate and describe its functions, duties, procedures, and areas of operation.

SECTION IV. DEFINITIONS

Alternate – each appointing authority may appoint one alternate to the member it has designated, who shall be an elected official or the chief executive officer or administrator of the appointing body at the time of this appointment. Said alternate shall be authorized to act in place of such member in the event of the latter’s absence at any meeting of the Board of Directors and to cast such votes as such member could have cast if present.

Appointing Authority – member organizations that appoint Board of Director delegates or Technical Advisory Committee members.

Board of Directors – the Members of the Miami Valley Regional Planning Commission.

Commission – the Miami Valley Regional Planning Commission.

Delegate – the voting representative from the governmental, other governmental and non-governmental members of the Commission.

Executive Committee – a permanent committee appointed by the Board of Directors that is responsible for working with the Executive Director to act on routine and emergency matters of the Commission and responsible for all powers and authority delegated and assigned by the Board of Directors.

Governmental Member – the person selected by any unit of local government participating in the Miami Valley Regional Planning Commission to represent that body in accordance with the provisions defined herein.

Institute for Livable & Equitable Communities Steering Committee - a permanent committee comprised of regional partners who are representative of MVRPC member organizations or Institute funders, approved by the members of the Commission to provide oversight, guidance and advisory leadership to accomplish the mission and vision for the MVRPC Institute for Livable & Equitable Communities.

Metropolitan Planning Area (MPA) – Metropolitan Planning Area (also known as the MPO Planning Area) is the geographic area as determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area as defined by the Bureau of the Census plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.

Metropolitan Planning Organization (MPO) – a designation given to the Commission in accordance with federal and state regulations for the purpose of conducting the urban transportation planning process for the Dayton, Ohio Urbanized Area.

Miami Valley Region – the geographic area that includes all or portions of Clark, Darke, Greene, Miami, Montgomery, Preble and Warren Counties.

Miami Valley Regional Planning Commission – MVRPC board members representing the Miami Valley Region.

Non-governmental Member Organization – any organization that is not a unit of local government or other governmental organization as defined herein.

Other Governmental Member Organization – a governmental organization other than a unit of local government. Examples of such organizations include, but are not limited to: library districts, park districts, County Engineers located within the Metropolitan Planning Organization (MPO) planning boundaries; and, in accordance with the requirements of the current surface transportation reauthorization bill, the district office(s) of the Ohio Department of Transportation that serve the MPO planning area and the urban transit operators.

Population – population based on the most recent U.S. Census or subsequent official U.S. Bureau of the Census estimates.

Technical Advisory Committee - a permanent committee, appointed by the members of the Commission to represent each of their respective organizations, that is responsible for advising the Board of Directors on technical issues or other delegated and assigned matters.

Unit of Local Government – a county, city, village, or township.

SECTION V. MISSION STATEMENT AND RESPONSIBILITIES

Being a regional planning Commission, the Miami Valley Regional Planning Commission shall be charged with carrying out the following expressed mission statement and responsibilities, as well as other assignments as may be adopted subsequently by the Board of Directors.

A. Mission Statement

The mission of the Miami Valley Regional Planning Commission is:

To serve as a forum and resource where regional partners identify priorities, develop public policy and implement collaborative strategies to improve the quality of life and economic vitality throughout the Miami Valley.

B. MVRPC Goals

1. Regional Stewardship - We think regionally while discussing and making decisions on issues that affect the Miami Valley Region. Our members collaborate on regional topics that improve service delivery and quality of life in our communities.
2. Vibrant Communities - We leverage the considerable resources of the Miami Valley Region, public and private funding to nurture and enhance our Region as well as our communities.
3. Partnerships - We partner with business, civic, and governmental organizations and jurisdictions resulting in relationships and synergies leading to shared initiatives and engagement.
4. Sustainable Solutions and Environment - We focus on preserving and enhancing the valuable ecosystem services that benefit the residents of the Miami Valley Region. The natural environment provides valuable ecosystem services to our Region that when properly preserved and protected, help to filter our water and air, moderate temperature extremes, store carbon and protect valuable topsoil.

C. Responsibilities

In keeping with this Constitution, the responsibilities of the Miami Valley Regional Planning Commission shall be to make studies, maps, plans, recommendations, and

other reports of the region that may include adjoining areas or portions thereof, that affect the development and welfare of the region as a whole or one or more political units within the region or a county. The responsibilities may include, but not be limited to:

1. Preparing plans, including studies, maps, recommendations, and reports on:
 - a. Regional goals, objectives, opportunities and needs; standards, priorities, and policies to realize such goals and objectives
 - b. Economic and social conditions; quality of life issues
 - c. The general pattern and intensity of land use and open space
 - d. The general land, water and air transportation systems, and utility and communication systems
 - e. General locations and extent of public and private works, facilities, and services
 - f. General locations and extent of areas for conservation and development of natural resources and the environment
 - g. Long range programming and financing of capital projects and facilities
2. Promoting understanding of and recommending measures to implement the plans of the region.
3. Collecting, processing and analyzing social and economic data; undertaking continuing studies of natural and human resources; and coordinating such research with other government agencies, educational institutions and private organizations.
4. Contracting with and providing planning assistance to units of local government, agencies, districts, planning commissions, and other organizations, both public and private; coordinating the planning with neighboring planning areas; and cooperating with the state and federal governments in coordinating planning activities and programs in the region.
5. Reviewing comprehensive land use, open space, transportation, public facilities and equity plans, projects, and implementing measures of local governments.
6. Reviewing applications for state and federal financial assistance projects; commenting upon and making recommendations to promote coordination of planning activities in the region.
7. Reviewing the planning, programming, location, financing and scheduling of public facility projects within and/or affecting the development of the region.

8. Undertaking other studies, planning, and programming; conducting experimental or demonstration projects found necessary in the development of plans for the region; and coordinating work and exercising all other powers necessary and proper for the discharging of its responsibilities.
9. Providing a forum for the sharing of information and ideas, the exploration of regional issues, and the initiation of special projects and cooperative ventures.
10. Providing a variety of mechanisms to solicit broad public input on regional programs and activities.
11. Serving as the Metropolitan Planning Organization (MPO) in accordance with federal and state regulations for the purpose of conducting the urban transportation planning processes for the MPO Planning Area.
12. Serving as the Area wide Water Quality Planning Organization in accordance with federal and state regulations for the purpose of conducting water quality planning for the Miami Valley Region.

SECTION VI. PARTICIPATION AND MEMBERSHIP

A. Participation

1. Upon execution of a Resolution of Cooperation, all units of local government located within the Miami Valley Region may participate in the Commission and appoint members to the Board of Directors.
2. The Board of Directors may consider requests for participation by units of local government located outside the Miami Valley Region that also demonstrate the regional significance of their activities and interests and their willingness to comply with the terms of membership participation as prescribed herein.
3. Non-governmental organizations located within the Miami Valley Region that satisfactorily demonstrate to the Board of Directors that their programs, activities, interests or facilities are regionally significant or regionally oriented may appoint liaison representatives and provide financial support to the Commission and may nominate individuals for appointment to the Board of Directors and its committees.
4. Other governmental organizations located within the Miami Valley that satisfactorily demonstrate to the Board of Directors that their programs, activities, interest or facilities are regionally significant or regionally oriented may appoint representatives, may provide financial support to the Commission and may nominate individuals for appointment to the Board of Directors and its committees (except as specified in the Executive Committee appointment section). Examples of such organizations include, but are not limited to: County Engineers located within the Metropolitan Planning Area (MPO) planning boundaries; and, in accordance with the requirements of the current surface transportation

reauthorization bill, the District Office(s) of the Ohio Department of Transportation and the urban transit operations that serve the MPO planning area.

B. Membership; Appointment

1. Each participating unit of local government shall be entitled to appoint one member to the Board of Directors, who shall be an elected official of the appointing body at the time of this appointment. Members appointed by units of local government shall be known as “governmental members.”
2. Each appointing authority may also appoint one alternate to the member it has designated, who shall be an elected official or the chief executive officer or administrator of the appointing body at the time of this appointment. Said alternate shall be authorized to act in place of such member in the event of the latter’s absence at any meeting of the Board of Directors and to cast such votes as such member could have cast if present.
3. The Board of Directors may at any time, or from time to time, appoint additional “non-governmental” or “other governmental” members to the Board of Directors who may be persons nominated by non-governmental organizations or other governmental organizations deemed by the governmental members to be fairly representative of groups or interests having substantial interests in and impact upon the Miami Valley. All such members shall be known as “non-governmental” or “other governmental” members of the Board of Directors, as defined herein. Said members shall be an employee or an appointed official of the member organization.

The non-governmental or other governmental members may also appoint one alternate to each member it has designated, who shall also be an employee or an appointed official of the member organization. Said alternate shall be authorized to act in place of such member in the event of the latter’s absence at any meeting of the Board of Directors and to cast such votes as such member could have cast if present. The number of non-governmental members shall be limited so that the aggregate number of all non-governmental members shall not exceed one-third (1/3) of the aggregate number of all governmental members.

4. Each member may be appointed for a term of two years and may be re-appointed. Terms are effective with annual membership January 1st.
5. In the event that a governmental member shall resign, die, be incapacitated or fail or refuse to carry out his duties as a member of the Board of Directors, that member’s appointing body may appoint a successor. In the event that a non-governmental member shall resign, die, be incapacitated, or fail or refuse to carry out his or her duties as a member of the Board of Directors, the governmental members of the Board of Directors may appoint a successor. A person who shall succeed a member in the events stated shall serve for the unexpired term of such member.

SECTION VII. MEETINGS OF THE BOARD OF DIRECTORS

A. General

1. There shall be at least six meetings of the Board of Directors within a calendar year. The Board of Directors meetings can include MPO and Regional issues. The Board of Directors shall schedule a calendar of events at its annual meeting, which shall include time and place. The Chairperson, with the concurrence of a majority of the Executive Committee members, shall have the discretion to add, delete or modify the time, date and/or place of any meeting.
2. Meetings of the Board of Directors, Executive Committee, Board Committees and Subcommittees may be conducted by means of teleconference, video conference, or any other similar electronic technology while remaining compliant with Ohio's Open Meetings Act (OMA) if granted authority by Legislation or Executive Order.
3. The Executive Director, in consultation with the Chairperson, shall prepare the agenda. Matters to be discussed, along with the agenda, shall be distributed to the Board of Directors at least seven (7) calendar days prior to any meeting of the Board of Directors.
4. The Annual Meeting of the Miami Valley Regional Planning Commission shall be held in March concurrent with or immediately following the March Board of Directors meeting, for the primary purposes of electing officers and members of the Executive Committee, and for conducting business pertinent to the well being of the Commission and its members.
5. In addition to the responsibilities described in Section V, other functions that the Board of Directors may perform at its meetings include, but are not limited to, the following:
 - a. Select Executive Committee members, as prescribed in Subsection IX. B.
 - b. Adopt and amend the constitution and bylaws, as prescribed in Section XVI.
 - c. Approve the annual budget and work program.
 - d. Establish membership assessments and dues, in accordance with Subsection XIII.
 - e. Appoint non-governmental and other governmental members.
 - f. Appoint a Nominations Committee to solicit nominations for officers, to be nominated at the next annual meeting.
 - g. Act upon requests for participation in the Commission by units of local government located outside the Miami Valley Region.

- h. Develop and establish regional goals and objectives that carry out the mission and responsibilities of the Commission as stated in Section V and approve any official comprehensive regional plans resulting there from.
 - i. Review and approve revisions to official comprehensive regional plans that may periodically be required to insure the currentness of said documents. Establish such committees as it may deem necessary or desirable; appoint persons thereto, who need not be members of the Board of directors; and oversee the operation of said committees, including approval of committee reports.
 - j. Serve as a forum for the exchange of information and ideas and the discussion of significant regional issues.
6. In addition to the regularly scheduled meetings of the Board of Directors, special meetings may be called to consider a specific item(s) of business that urgently requires action. Such meetings shall be called by the Chairperson in consultation with the Executive Director or by petition of ten (10) of the members to the Chairperson.
 7. Meeting notices for public meetings to be conducted by teleconference, video conference, or other similar means will include the technology and specifications required to provide proper access to the public which may include URL, Meeting ID, web address, telephone numbers, password(s) and access code(s).
 8. Except as otherwise provided herein, all meetings of the Board of Directors shall be conducted in accordance with the most current edition of Robert's Rules of Order, Newly Revised.

B. Quorum

1. A quorum shall consist of one-third (1/3) of the total number of all members of the Board of Directors or their alternates, and for an MPO vote one-third (1/3) of the total number of all MPO members of the Board of Directors or their alternates.
2. The presence of a quorum shall be established by audible roll call at the beginning of the meeting and upon the request of any member. Such request may be made following the departure of any member, or following the taking of any vote for which the announced totals add to less than a quorum.
3. If a quorum shall not be present at any Board of Directors meeting and the Chairperson shall deem action necessary on any matter determined to be of an emergency nature, the Chairperson may call an emergency meeting of the Board of Directors, not sooner than three (3) days from the date of the meeting at which there was not a quorum.

Notice of the emergency meeting and the items to be discussed shall be provided to all Board of Directors members at least seventy-two (72) hours before the hour

of the special meeting. At the emergency meeting, those members present at the meeting shall constitute a quorum.

C. Voting

1. Except where otherwise specified herein, at any meeting of the Board of Directors at which a quorum shall be present, the action of members casting a majority of all votes shall constitute official action by the Board of Directors.
2. Voting for meetings conducted by teleconference, video conference, or other similar means may be performed by audible roll call or electronic roll call unless required under the rules or ordered by the Board to be taken by ballot. Business may also be conducted by unanimous consent.
3. Each member of the Board of Directors shall be entitled to one vote, unless weighted voting is invoked according to Division 3 of this section.
4. In order to preserve an approximation of proportional representation by population, some Board members are entitled to cast votes on a weighted basis, but only after following the procedure described in Division a. and/or b. of this section.
 - a. Unless otherwise prohibited herein, a request by a member to employ weighted voting may be made at a meeting of the Board of Directors. The request shall specifically identify the agenda item for which weighted voting is sought and shall be made prior to any non-weighted vote being taken. The item shall then automatically be placed on the agenda of the next meeting, at which time a weighted vote will be conducted.
 - b. Unless otherwise prohibited herein, a motion to suspend the above rule and permit weighted voting on a specifically identified agenda item at that same meeting may be made prior to any non-weighted vote being taken. In order to take effect, the motion shall be approved by an affirmative vote of three-fourths (3/4) of the members present.
 - c. Vote allocation: Members of the Board of Directors shall be entitled to cast the following number of votes on issues related to the Commission's duties and responsibilities as an MPO:

Individual	Number of Votes
Member designated by the Board of Commissioners of the largest county in the Region	3
Member designated by each Board of Commissioners of other member counties	2
County Engineer of each MPO member county	1

Member designated by:

Largest city in the region	6
Each other city	2
Each village	1
Member designated by each township	1
Other governmental members	1
Non-governmental members	1

5. Upon the request of any member, a roll call vote shall be taken.
6. On issues for which the Chairperson, acting in consultation with the Executive Director, shall deem that it is desirable to obtain a vote of the full Board of Directors, a vote by mail may be conducted, using a mailing list which exactly corresponds to the current official roll of voting members.

D. MPO Voting

Only those **governmental** members located within the MPO Planning Area and paying the assessment required for participation in the MPO function as described in Subsection **XIII. C** may vote on issues related to the Commission's duties and responsibilities as an MPO.

Those **governmental or other governmental** members appointed to the Board of Directors in accordance with the requirements of the current surface transportation reauthorization bill, i.e., the district office(s) of the Ohio Department of Transportation that serve the Dayton Urbanized Area and the urban transit operators, may vote on issues related to the Commission's duties and responsibilities.

In conjunction with the annual meeting, a total of three non-governmental and/or other governmental members shall be chosen by a caucus of the non-governmental and other governmental members to vote on issues related to the Commission's duties and responsibilities as an MPO. Said members shall be announced immediately thereafter and become effective at the next Board meeting.

SECTION VIII. OFFICERS OF THE BOARD OF DIRECTORS

A. Election of Officers

At the Annual Meeting of the Miami Valley Regional Planning Commission, the Board of Directors shall, in accordance with the requirements of Section IX, appoint members of the Board of Directors to the Executive Committee, and shall also elect a Chairperson, a First Vice-Chairperson, and a Second Vice-Chairperson to serve as Officers for the Board of Directors until the next Annual Meeting and until their successors shall have

been elected and qualified. The following procedures shall be used to elect the Chairperson, First Vice-Chairperson and Second Vice-Chairperson:

1. The Board of Directors shall appoint a Nominations Committee. All Board of Directors members, except the current Chairperson, shall be eligible for membership on the Nominations Committee.
2. The Nominations Committee shall solicit candidates from the full governmental membership of the Board of Directors for the Offices of Chairperson, First Vice-Chairperson and Second Vice-Chairperson and shall nominate one candidate for each office. All full governmental membership members of the Board of Directors, including members of the Nominations Committee, shall be eligible to become nominees, except that no member shall serve more than two (2) consecutive terms in the same office. Alternates to the Board of Directors shall not be eligible to become nominees. The Nominations Committee shall contact each person whom it wishes to nominate to ascertain willingness to serve.
3. The report of the Nominations Committee shall be sent to the membership in the regular mailing for the Annual Meeting and shall be presented at the Annual Meeting.
4. Following presentation of the Nominations Committee report, the Chairperson shall ask for nominations from the floor by officer position. Individuals may be nominated for, but may not hold, more than one position. Each officer shall be elected separately and voted upon in the following order: Chairperson, First Vice-Chairperson and Second Vice-Chairperson.
5. If there is more than one nominee for any position, elections for that office shall be conducted by secret ballot.
6. Newly elected officers shall assume office at the close of the election process and shall serve until the next Annual Meeting and until their successors shall have been elected and qualified.
7. In the event that an Executive Committee Officer shall resign, die, be incapacitated or fail or refuse to carry out his duties as a member of the Executive Committee, only those members who have served on the Board of Directors for two years or more shall be eligible for filling a vacant Executive Committee Officer position.

B. Duties of Officers

1. The Chairperson of the Board of Directors shall conduct all meetings of the Board of Directors and shall sign all resolutions enacted by the Board of Directors and the Executive Committee.

2. The Vice-Chairpersons shall acquaint themselves with the duties of the Chairperson. The First Vice-Chairperson shall serve as Secretary, and in the absence of the Chairperson shall assume all responsibilities charged to the Chairperson. The Second Vice-Chairperson shall be responsible for providing fiscal oversight of the Commission's finances and, in the absence of the Chairperson and First Vice-Chairperson, shall assume all responsibilities charged to the Chairperson.
3. The Executive Director of the Miami Valley Regional Planning Commission shall serve as Treasurer to the Commission, shall be an officer of the Commission without vote, and the Executive Director, acting as the Treasurer, shall be responsible for the execution of all duties and responsibilities as defined in Section XIII.
4. The First Vice-Chairperson, acting as the Secretary, shall be responsible for the recording of all minutes of meetings of the Board of Directors and the Executive Committee and shall sign said minutes. The Executive Director shall be responsible for all mailings of minutes and notices of meetings, all correspondence, and the safekeeping of records and other documents of the Commission.
5. The Second Vice-Chairperson shall be responsible for fiscal oversight and authorization of expenditures and disbursements, in accordance with Division 2 of Subsection IX. A, Divisions 1, 2 and 3 of Subsection XIII. D and Division 3 of Subsection XIII. E.
6. The Officers shall also concurrently serve as their jurisdiction's representative to the Executive Committee.

SECTION IX. EXECUTIVE COMMITTEE

A. Duties and Responsibilities

Within the membership of the Board of Directors, there is hereby created an Executive Committee that is authorized by the Board of Directors to:

1. Establish such committees as it may deem necessary or desirable; appoint persons thereto, who need not be members of the Board, and oversee the operation of said committees, including approval of committee reports.
2. Approve the draft annual budget and work program, as well as budget and work program revisions, in accordance with Subsection XIII. B.
3. Establish procedures regarding authorization of expenditures and disbursements, including contracts and agreements for expenditures or disbursements, in accordance with Subsection XIII. D and E.

4. Establish personnel policies, in accordance with Section XV.
5. Provide general direction to the Executive Director regarding implementation activities for the above in accordance with the policies of the Board of Directors.
6. Oversee the recruitment of, develop a recommendation for, negotiate with and act to select an Executive Director.
7. Evaluate the Executive Director through appointment of an Evaluation Committee and action upon that Committee's recommendations.
8. Exercise all other powers that may be delegated to it by resolution of the Board of Directors.
9. Transmit copies of minutes of Executive Committee meetings to the members of the Board of Directors no later than the earlier of (a) thirty (30) days from the date of the meeting at which action was taken, or (b) the next meeting of the Board of Directors.

B. Appointments

1. At the annual meeting, members of the Executive Committee shall be selected for a one year term from those members serving on the Board of Directors. Alternates to the Board of Directors shall not be eligible to serve as Executive Committee members.
2. The composition of the Executive Committee shall be as follows:
 - a. One member representing each member County Commission.
 - b. Members are selected from representing cities and villages, one of which shall be the largest populated city in the region. The other members shall be chosen by a caucus of the member cities in attendance, to be held in conjunction with the annual meeting. One member shall be chosen from each of the counties located within the MPO Planning Area and paying the assessment required for participation in the MPO function. Selection of additional members equal to the number of counties in the Region's MPO Planning Area shall be chosen from all eligible members, with a restriction that the county with the largest populated city in the region shall have a total of no more than the number of counties in the MPO Planning Area plus one for the largest city in the region. Results will be announced immediately thereafter and become effective at the next Executive Committee meeting.
 - c. Three members representing townships, to be chosen by a caucus of the member townships in attendance, to be held in conjunction with the annual meeting. Members shall be chosen from the counties located within the MPO Planning Area and paying the assessment required for participation

in the MPO function. No more than one member shall be located within the same county. Results will be announced immediately thereafter and become effective at the next Executive Committee meeting.

- d. Three members representing non-governmental and/or other governmental participants, to be chosen by a caucus of those non-governmental and other governmental members in attendance, to be held in conjunction with the annual meeting. Results will be announced immediately thereafter and become effective at the next Executive Committee meeting.
- e. The Chairperson of the Board of Directors, who shall also serve as Chairperson of the Executive Committee.
- f. The First Vice-Chairperson and Second Vice-Chairperson of the Board of Directors.
- g. In the event that an Executive Committee member shall resign, die, be incapacitated or fail or refuse to carry out his duties as a member of the Executive Committee, a caucus of the member's type of entity shall be reconvened to select a replacement member using the process described in this section. A person who shall succeed a member in the events stated shall serve for the unexpired term of such member.

C. Executive Committee Meetings

- 1. **General** The Executive Committee will be scheduled to meet at least six times within the calendar year. The time and the place shall be determined by the Board of Directors, with every consideration given as to the probability of maximum attendance at the meetings. The Chairperson, with the concurrence of a majority of the Executive Committee members, shall have the discretion to add, delete, or modify the time, date, and/or place of any meeting.
- 2. **Quorum** A quorum shall consist of a majority of the total number of all Executive Committee members
- 3. **Voting** Each member of the Executive Committee shall be entitled to cast one vote on matters coming before the Executive Committee. At meetings at which a quorum is present, a majority of the votes cast shall constitute official action by the Executive Committee. Upon the request of any member, a roll call vote shall be taken.

D. Procedures

The procedures and operations of the Executive Committee shall be the same as those applicable to the Board of Directors, except to the extent otherwise provided in this Section IX.

SECTION X.

TECHNICAL ADVISORY COMMITTEE

A. Duties and Responsibilities

There is hereby created a permanent Technical Advisory Committee (hereinafter called TAC) that shall provide advice to the Board of Directors in regard to:

1. Long and short range comprehensive plans for the development of the region.
2. Professional and technical considerations involved in plans and decisions.
3. Programs for financing, staging, detailing, administering, or otherwise implementing the plans.
4. Solutions to specific development programs.
5. Evaluating, making recommendations, and reviewing analysis for recommendation to the Board.

B. Participation

1. Each participating unit of local government shall be entitled to appoint one voting member to the TAC, who shall be an employee or, if there is no appropriate employee available, an elected official of that member's organization. Each non-governmental or other governmental appointing authority shall be entitled to appoint one member to the TAC, who shall be an employee or an appointed official of that member's organization. In the event that a TAC member shall resign, die be incapacitated or fail or refuse to carry out their duties as a member, that member's appointing body may appoint a successor. A person who shall succeed a member in the events stated shall serve for the unexpired term of such member.

The County Engineers from each of the counties that are members of the MPO in accordance with the provisions of Division 4 of Subsection VI.A. shall also be members of the TAC. Additionally, in accordance with the requirements of the current surface transportation reauthorization bill, the district office(s) of the Ohio Department Of Transportation that serve the MPO Planning Area and the urban transit operators are each eligible to appoint one member to participate in the TAC.

2. Each appointing authority may also appoint one alternate to the member it has designated. Said alternate shall be employee or, if there is no appropriate employee available, an elected or appointed official of that member's organization and authorized to act in place of such member in the event of the latter's absence at any meeting of the TAC and to cast such votes as such member could have cast if present.

3. Each member may be appointed or elected for a term of two years and may be re-appointed or re-elected. Terms are effective with annual membership January 1st.

C. Officers

The officers of the TAC shall consist of a Chairperson, Vice-Chairperson and Secretary. The County Engineers from each of the counties that are members of the MPO, in accordance with the provisions of Division 4 of Subsection VII. C, shall Chairperson the TAC on an annual rotating basis. The Chairperson of the TAC shall appoint, annually at the March meeting, the Vice-Chairperson from among the members of the TAC. The Executive Director of the Commission shall serve as Secretary of the TAC.

D. Quorum

A quorum shall consist of TAC members or their alternates present at the meeting.

E. Voting

Each member of the TAC shall be entitled to cast one vote on matters coming before the TAC at meetings thereof, except that only members of the MPO in accordance with the provisions of Division 4 of Subsection VII. C may vote on issues related to the Commission's duties and responsibilities as an MPO.

At meetings at which a quorum is present, a majority of the votes cast shall constitute official action by the TAC. Upon the request of any member, a roll call vote shall be taken.

**SECTION XI. INSTITUTE FOR LIVABLE & EQUITABLE COMMUNITIES
STEERING COMMITTEE**

A. Duties and Responsibilities

There is hereby created a permanent Institute for Livable & Equitable Communities Steering Committee (hereinafter called ISC) that, on behalf of the Board of Directors, shall:

1. Provide oversight, guidance and advisory leadership to accomplish the mission and vision for the MVRPC Institute for Livable & Equitable Communities.
2. Establish strategic direction for the Institute and determine near and long-term priorities for the ISC and all Institute Sub-Committees, whether temporary or permanent.
3. Appoint members to serve on Institute Sub-Committees.
4. Evaluate and explore evidence based solutions and create synergy for the Institute strategic priorities.

5. Ensure a sustainable operations strategy and alignment of resources to accomplish the established strategic priorities.
6. Advocate for funding, legislation, and policy adoption in support of Institute strategic priorities.
7. Offer formal motions of support, recognition and commendation for efforts aligned with Institute strategic priorities.

B. Participation

1. Members of the ISC will represent MVRPC member organizations or Institute funders and will be approved by the MVRPC Board of Directors.
2. The Executive Committee will determine the initial members of the ISC with approval by the Board of Directors.
3. The total number of voting members of the ISC shall be thirteen (13) with not more than 3 Institute funders.
4. Members of the ISC will be diverse and will include representatives from MVRPC member organizations or Institute funders who align with the Institute domains, and will include grassroots community leaders.
5. The ISC shall meet at least quarterly and provide summary reports to the MVRPC Board of Directors on a quarterly basis with a formal presentation no less than annually.
6. The time and the place shall be determined by the ISC, with every consideration given as to the probability of maximum attendance at the meetings. The Chairperson, with the concurrence of a majority of the ISC members, shall have the discretion to add, delete, or modify the time, date, and/or place of any meeting.
7. In the event that an ISC member shall resign, die, be incapacitated or fail or refuse to carry out their duties as a member, that member's organization may appoint a successor subject to the approval of the Executive Committee. A person who shall succeed an ISC member in the events stated shall serve for the unexpired term of such member.
8. Each member is appointed for a term of one year and may be re-appointed annually. Chairpersons serve two (2) year terms. Terms are effective with membership on January 1st.

C. Officers

The ISC officers shall consist of a Chairperson, Vice-Chairperson and Secretary. The Chairperson will be a member of the MVRPC Board of Directors. The Chairperson of the ISC shall appoint annually at the January meeting a nominating committee to recommend a slate of candidates to serve as the Vice-Chairperson and Secretary from among the members of the ISC. Members of the ISC shall vote on the slate of candidates annually at their April meeting.

D. Temporary Sub-Committees, Working Groups or Task Forces

1. The ISC may establish other temporary sub-committees, working groups or task forces in order to meet a specific challenge.
2. These temporary groups shall not be permanent, and must have limited scope and timeframe.
3. These temporary groups shall be led by a member of the appropriate group. Participants shall be comprised of individuals and organizational representatives committed to accomplishing the task of the temporary group. Participants will be solicited, not appointed.
4. These temporary groups shall provide reports to the ISC at each meeting during the temporary committee's tenure.

E. Quorum

For the meetings of each body, a quorum shall consist of ISC members present for the respective meeting.

At meetings for which a quorum is present, a majority of the votes cast shall constitute official action by the ISC. Upon the request of any member, a roll call vote shall be taken.

F. Procedures

The procedures and operations of the ISC shall be the same as those applicable to the Board of Directors, except to the extent otherwise provided in this Section XI.

SECTION XII. OTHER COMMITTEES

- A. The Board of Directors may establish and appoint members to standing committees, whose members may be drawn from both the membership of the Board of Directors as well as other sources, on such basis as may be appropriate. Any Board of Directors member shall be eligible to be appointed by the Board of Directors as Chairperson of a standing committee.

Said committees may carry out any activities within the scope of the Commission's authority in order to facilitate intergovernmental cooperation or coordination between participating units of governments, or for any other lawful purpose. Any such committee may represent, or be formed for a purpose concerning, fewer than all units of governments participating in the Commission.

- B.** The Board of Directors shall have the authority to establish and appoint members, including committee Chairpersons, to ad-hoc committees, whose functions consist of providing advice and counsel to the staff, standing committees, Executive Committee and/or Board of Directors, on a specific task or project.
- C.** At any committee meeting, a quorum shall consist of a majority of the total number of all committee members.
- D.** A majority vote of those committee members present and voting shall constitute official action by any committee.
- E.** Each committee member shall be permitted to name an alternate to act for the member in the member's absence. The alternate's name shall be provided by the member to the Chairperson of the committee in writing.
- F.** Committee meetings shall be held at such time as there occurs a need to do so. Time and place of meetings shall be determined by the Chairperson of the committee in consultation with the Executive Director. The Chairperson of the Board of Directors shall be informed of the time and place of all committee meetings.

SECTION XIII. FINANCIAL RESPONSIBILITIES

A. General

The Board of Directors may accept, receive, and expend funds, grants, donations, and services from: the federal government or its agencies; departments, agencies, and instrumentalities of state or local governments; quasi-governmental sources; and civic and other non-governmental sources. It may also contract with respect thereto, and provide such information and reports as may be necessary to secure such financial aid. Any liabilities or obligations that the Board of Directors may incur in the exercise of these powers shall not constitute any liability or obligation on the part of the individuals who are members of the Board of Directors, the participating units of local government, or the cooperating non-governmental organizations.

B. Annual Budget and Work Program

- 1. The Annual Budget and Work Program for maintaining and operating the Miami Valley Regional Planning Commission, for the fiscal year beginning July 1st next, shall be prepared by the Executive Director and submitted to the Board of Directors prior to the date of its May meeting for approval. Said budget shall not

include expenditures in excess of current revenues and available resources. Budget and work program revisions shall also be prepared by the Executive Director as necessary during the course of the fiscal year and submitted to the Executive Committee for approval.

2. Following approval by the Board of Directors of the Annual Budget and Work Program, the Executive Director shall prepare an appropriations budget for expenses to be incurred for that year. Such appropriations may be modified or supplemented from time to time during the year, but shall at no time exceed the amount reflected in the currently approved Budget and Work Program or revisions approved by the Executive Committee thereto.

C. Apportionment of Costs

1. General

- a. As a condition of participation, each unit of local government shall be required to pay a per capita assessment based upon the total population within that government's boundaries, as determined by the most recent U.S. Census. In the case of a township, the assessment shall be calculated upon the total population of the unincorporated areas within its boundaries. In the case of a county, the level of assessment shall be calculated upon an amount equivalent to 25% of the total county population.

One level of per capita assessment shall be established for those members located within the MPO Planning Area that are eligible to participate in the MPO function. A separate level of assessment shall be established for those members that are not located within the MPO Planning Area.

The assessment level shall be reviewed and approved annually by the Board of Directors and any changes therein shall be approved by two-thirds of the total membership. Any change shall be effective January 1st of the following calendar year and no change shall be made after November 1st of any year. Weighted voting shall not be employed in establishing the assessment level.

- b. Each non-governmental organization and other governmental member that desires to participate and establish liaison with the Commission and nominate persons for appointment as non-governmental or other governmental members thereto shall pay an annual fee to defray such additional costs as their activities may engender for the Commission. The amount shall be determined annually by the Board. Any change in this fee shall be effective January 1st of the following calendar year, and no change shall be made after November 1st of any year.
- c. In the first year of participation, the applicable assessment or fee shall be prorated based upon the amount of time remaining in that calendar year. In the case of a unit of local government, the amount shall be paid no later

than thirty (30) days following the passage of the resolution of cooperation. Commencement of participation is contingent upon receipt of payment.

- d. Where functions or committees shall be established by the Board of Directors that shall represent less than all units of government participating in the Commission in order to carry out activities within the scope of the Commission's authority, special assessments may be levied against those units of government represented based upon the cost of services rendered to, and the operation of, such functions or committees.

2. Delinquency in Payment

- a. After the first year of participation, annual membership assessments, fees, and dues shall be billed by the Commission no later than January 1 and shall be paid no later than April 15. Failure to remit payment within this period shall be construed as withdrawal by the delinquent party, resulting in the removal of all rights and privileges of participation, including the right of the member appointed by it to vote, until said remittance shall be received by the Commission. Should any delinquent party seek reinstatement in any subsequent year, said party shall be reinstated only after payment of all assessments, dues and fees owed to the Commission.

D. Receipts, Expenditures and Disbursements

1. Upon receipt of any funds, the Treasurer of the Commission shall deposit them with the Treasurer of Montgomery County, Ohio. Said funds shall be deposited to the account of "Miami Valley Regional Planning Commission."
2. An imprest cash account shall be maintained by the Treasurer for the purpose of minor disbursements. All other disbursements of the Commission and the replenishment of the imprest cash account shall be made by voucher drawn on the Auditor of Montgomery County, signed as hereinafter provided.
3. The procedures for authorizing expenditures or disbursements shall be periodically reviewed and established by the Executive Committee, with the provision that the Executive Director shall not approve his/her own account.
4. A monthly report detailing expenditures and reimbursements shall be prepared by the Executive Director, reviewed by the Second Vice-Chairperson, and provided to the Executive Committee.
5. Should the need arise, the Executive Director may temporarily designate a deputy administrative employee of the Commission to act in the Executive Director's behalf on the matters referred to in paragraphs 3 and 4 above.

E. Contracts and Agreements

1. The Executive Director is hereby authorized to undertake for any government participating in or any nongovernmental organization cooperating with the Commission, the study, planning and mapping of, or reporting upon public matters affecting the development of such participating government or nongovernmental organization, which pertain to the region as a whole or any part thereof. The costs and scope of such services shall be by agreement and shall be paid by the participating government or non-governmental organization in accordance with that agreement.
2. The Executive Director is hereby authorized to make formal application for, accept, and execute all grants and contracts which are specified and approved by the Board of Directors or Executive Committee as part of the Annual Budget and Work Program.
3. The procedures for authorizing the execution of all other agreements/contracts for expenditures or disbursements shall be periodically reviewed and established by the Executive Committee.
4. Should the need arise, the Executive Director may temporarily designate a deputy administrative employee of the Commission to act in the Executive Director's behalf on the matters referred to in paragraphs 1, 2 and 3 above.

SECTION XIV. AUDIT OF RECORDS

A fiscal audit of the operations, activities and records of the Commission shall be performed annually by a firm of independent certified public accountants. A copy of the audit shall be made part of the permanent records of the Commission and copies shall be made available to all participating governments and public agencies in addition to appropriate state and federal agencies.

SECTION XV. PERSONNEL

The Board of Directors shall delegate to the Executive Committee the responsibility for the employment of an Executive Director and such other personnel as may be necessary to perform the work of the Commission within the limits of the budget.

- A. The Executive Director shall be appointed by and serve at the pleasure of the Executive Committee of the Board of Directors.
- B. The Executive Director, as an Officer of the Commission without vote, shall have charge of and manage the active operation of the Commission; shall employ all personnel and superintend and control the work to be done by said personnel; shall sign all reports, correspondence, and recommendations of the Commission; shall keep active accounts of all property passing through the Executive Director's

hands; shall be responsible for public relations and information; shall do and perform all other duties incident to the operation of the Commission; and perform such other duties as may from time to time be assigned to or requested of the Executive Director by the Board of Directors or the Executive Committee.

- C.** The Executive Director shall prepare and, upon approval by the Executive Committee, administer personnel policies, job classifications, and a salary plan for Commission employees.
- D.** The Executive Director shall serve as Secretary to any committees and shall see that such duties as the position entails are performed.
- E.** Should the need arise, the executive director may temporarily designate a deputy administrative employee of the Commission to act in the Executive Director's behalf on the matters referred to in paragraphs B through D above.
- F.** In the event of the resignation, extended absence, or incapacity of the Executive Director, the Board of Directors may employ such person or persons as necessary, including any member of the Board of Directors, on an interim basis, until the Executive Director resumes responsibilities or a new Executive Director is selected, and may compensate the person so appointed from funds available for that purpose; and may also allocate and apportion the functions and duties assigned to the Executive Director under this Constitution among such persons, and in such manner, as the Board of Directors may decide.

SECTION XVI. AMENDMENT PROCEDURES

This Constitution may be amended from time to time only in accordance with the following procedures, and under no circumstance shall weighted voting be employed:

- A.** A resolution approving the form of such proposed amendment shall be adopted by the Executive Committee at least fifteen (15) days prior to the date of the next regular meeting of the Board of Directors; or a petition signed by at least ten (10) members setting forth the proposed amendment shall be delivered to the Executive Director at least fifteen (15) days prior to the next regular meeting of the Board of Directors.
- B.** The Executive Director shall, within five (5) days thereafter, transmit to each Board of Directors member a copy of the proposed amendment.
- C.** Such proposed amendments shall be presented at the next regular meeting of the Board of Directors. Amendments shall become effective upon receiving the affirmative vote of a majority of all Board of Directors members present and voting at such meeting, if a quorum is present.
- D.** Paragraphs A, B, C and D of this Section XV may be amended only if the proposed amendment has been approved at a meeting by the affirmative vote of a

two-thirds majority of the Board of Directors members present and voting at such meeting, if a quorum is present.

SECTION XVII. INCLUSION OF STATUTES AND SEVERABILITY

All applicable statutes of the State of Ohio are included in this Constitution and are made a part thereof.

If any article, section, subsection, paragraph, sentence, or phrase of this Constitution is for any reason held to be invalid by a court of competent jurisdiction, such provision shall be considered to be severable and such decision shall not affect the validity of the remaining portions of this Constitution.

SECTION XVIII. WITHDRAWAL

- A.** Any unit of local government may withdraw its participation at any time by duly adopting a resolution to do so and delivering a certified copy thereof approved by the legislative body of said unit of local government to the Executive Director of the Miami Valley Regional Planning Commission, at least three hundred sixty-five (365) days prior to the actual date of withdrawal.

Such withdrawal shall be effective on the three hundred sixty-sixth (366th) day from the date the Executive Director acknowledges receipt of the certified copy of the resolution to withdraw. Presentation of the resolution to withdraw shall not relieve the withdrawing party of its obligations to contribute its pro-rata share of fees, costs and assessments during its period of participation, nor shall said withdrawing party withdraw its area from the study area before the effective date of withdrawal.

- B.** Any non-governmental or other governmental organization may withdraw its support, maintenance and cooperation at any time by a letter indicating its intent to do so, and delivering a copy thereof, approved and signed by the chief executive officer of said organization, to the Executive Director of the Miami Valley Regional Planning Commission, at least ninety (90) days prior to the actual date of withdrawal.

Such withdrawal shall be effective on the ninety-first (91st) day from the date the Executive Director acknowledges receipt of the letter of withdrawal. Presentation of the letter of withdrawal shall not relieve the withdrawing party of its obligation to contribute its annual dues during its period of participation, nor is any portion of said dues considered refundable.

- C.** If official notice of withdrawal from the Commission is not given as prescribed herein, the withdrawing party shall remain liable for all fees, costs and assessments applicable to it and shall be reinstated only after payment thereof to the Commission.

SECTION XIX. DISSOLUTION OF THE MIAMI VALLEY REGIONAL PLANNING COMMISSION

MPO designation shall remain in effect until an official re-designation is made by agreement between the Governor and local government units that represent at least 75% of the existing MPA population (including the largest city), based upon population as named by the US Bureau of Census.

The Miami Valley Regional Planning Commission shall be dissolved only after and upon full compliance with the procedure for dissolution as described herein and under no circumstance shall weighted voting be employed:

- A.** The Chairperson of the Board of Directors shall notify every member of the Board of Directors by registered mail, return receipt requested, at least sixty (60) days before the day of the Board of Directors meeting at which a motion for dissolution is to be discussed. At said meeting, a motion will be entertained to dissolve the Miami Valley Regional Planning Commission. Following said motion, which is duly made and seconded, each member in attendance shall be polled and his/her vote recorded.
- B.** After the votes have been tabulated and it has been ascertained that more than two-thirds (2/3) of the full membership of the Miami Valley Regional Planning Commission have voted to dissolve the Miami Valley Regional Planning Commission, the Commission shall be dissolved. At the earliest possible date following date of dissolution, all monetary debts incurred by the Board of Directors, Executive Committee, and/or the staff, shall be paid in full.
- C.** Each political subdivision represented on the Board of Directors at the time of dissolution shall be entitled to and receive its pro-rata share of the net proceeds from the disposal of the assets after all debts are paid, to be used exclusively for public purposes.

Adopted by the Miami Valley Regional Planning Commission, July 18, 1963

Amended April 3, 1968
Amended May 23, 1973
Amended September 26, 1973
Amended March 27, 1974
Amended December 3, 1975
Amended September 22, 1976
Amended September 28, 1977
Amended September 26, 1979
Amended March 24, 1982
Amended January 26, 1983
Amended October 26, 1983
Amended October 24, 1984
Amended January 22, 1986
Amended September 23, 1992

Amended February 25, 2004
Amended September 7, 2006
Amended January 4, 2007
Amended December 3, 2009
Amended March 7, 2019
[Amended May 6, 2021](#)

**A RESOLUTION BY THE
MIAMI VALLEY REGIONAL PLANNING COMMISSION
APPROVING PROPOSED AMENDMENTS TO ITS CONSTITUTION AND BYLAWS**

WHEREAS, the Miami Valley Regional Planning Commission desires to amend its Constitution and Bylaws; and

WHEREAS, the Constitution and Bylaws of the Miami Valley Regional Planning Commission require that a Resolution approving the form of the proposed amendments be adopted by the Executive Committee at least fifteen (15) days prior to the date of the next regular meeting of the Commission; and

WHEREAS, the MVRPC Executive Committee adopted the amendments highlighted in the attached draft proposed Constitution and Bylaws during its regularly scheduled meeting on April 1, 2021; and

WHEREAS, the MVRPC Executive Director distributed the draft proposed Constitution and Bylaws to the MVRPC Board of Directors within five (5) days as required; and

WHEREAS, the Board of Directors desire to include meetings conducted on electronic platforms and to create an Institute for Livable & Equitable Communities Steering Committee (ISC) as set forth in the draft proposed Constitution and Bylaws hereby attached as Exhibit A with amendments in blue.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission approves the aforesaid amendment.

Brian O. Martin, AICP
Executive Director

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

Date



ELEVEN IMPLEMENTATION TOOLS

PRIORITY #1

**Better Information for
Stronger Decision Making**

STRONGER DECISION MAKING

TOOL A: Shared Regional Geographic Information System (GIS)

PRIORITY #2

**Strengthen Regional
Collaboration**

COLLABORATION

TOOL G: Targeted Subgroups to Address Specific Issues of Local Jurisdiction Coordination

PRIORITY #3

**Build the Region's
Capacity for Solution**

CAPACITY FOR SOLUTION

TOOL I: Innovative Solutions for Sustainable Development and Redevelopment



Montgomery County Land Bank Thriving Neighborhood Initiative

*Strengthen and stabilize low/moderate income
neighborhoods through sustainable,
comprehensive, and strategic solutions*





**Castlewood
Neighborhood**

**Huffman
Neighborhood**

**Seibert/Riverview/
Curtis
Neighborhood**



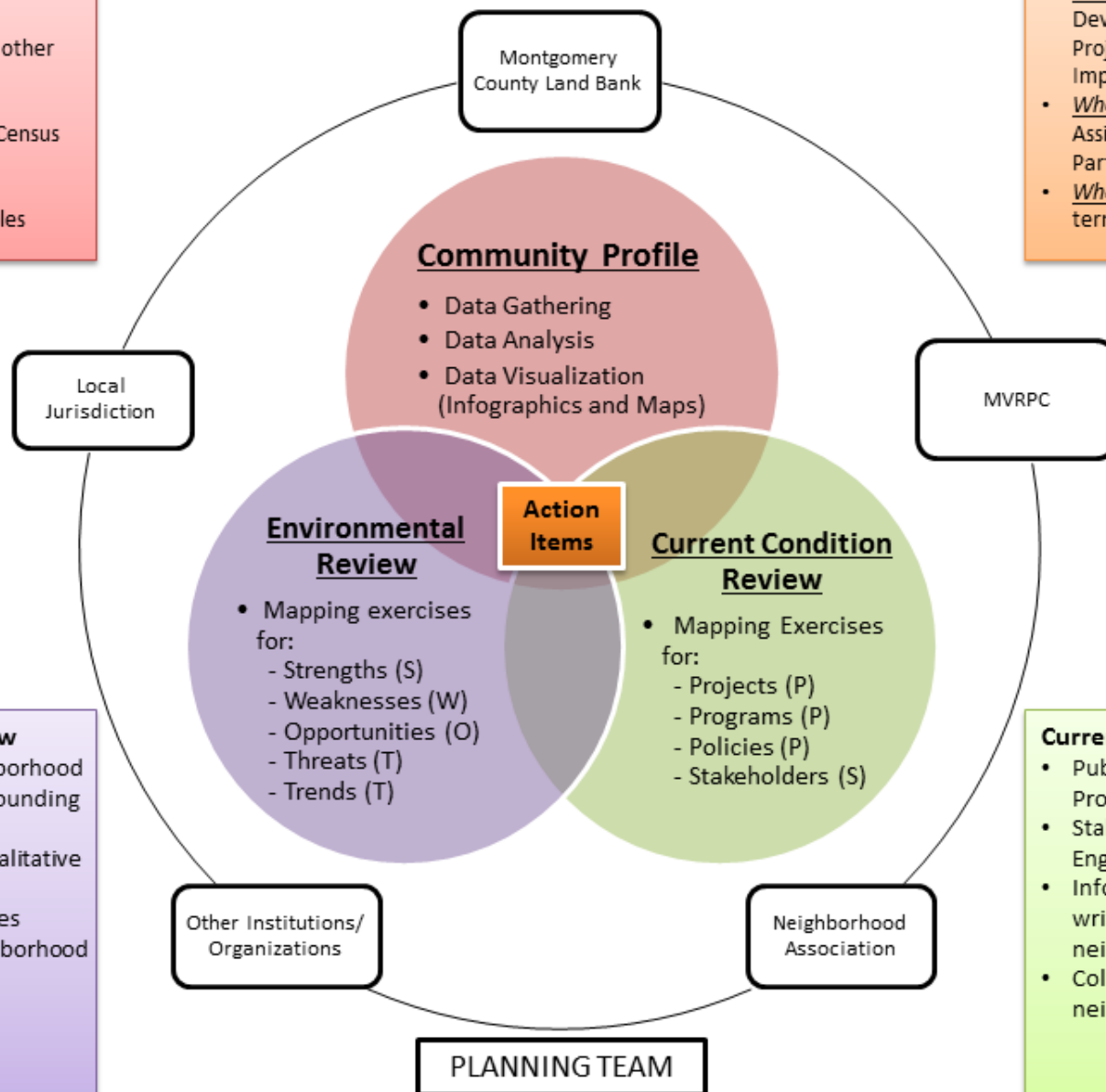
Community Profile

- Need to develop a Matrix of Data Variables and Maps
- Neighborhood level, benchmarked to the community level, and other communities
- Trends and Snapshot
- Parcel level data and Census data
- Demographics and Socioeconomic variables

NEIGHBORHOOD ORIENTATION AND PROJECT SCOPE DEVELOPMENT

Action Items

- Where: Confirm neighborhood project site
- What: Policy/Plan Development and Projects/Programs Implementation
- Who/How: Consultant Assistance and/or Existing Partners
- When: Short term and Long term

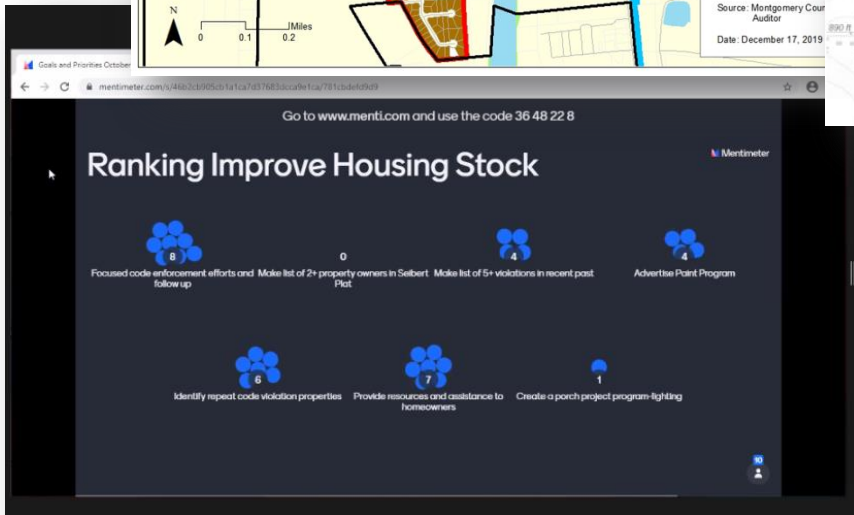
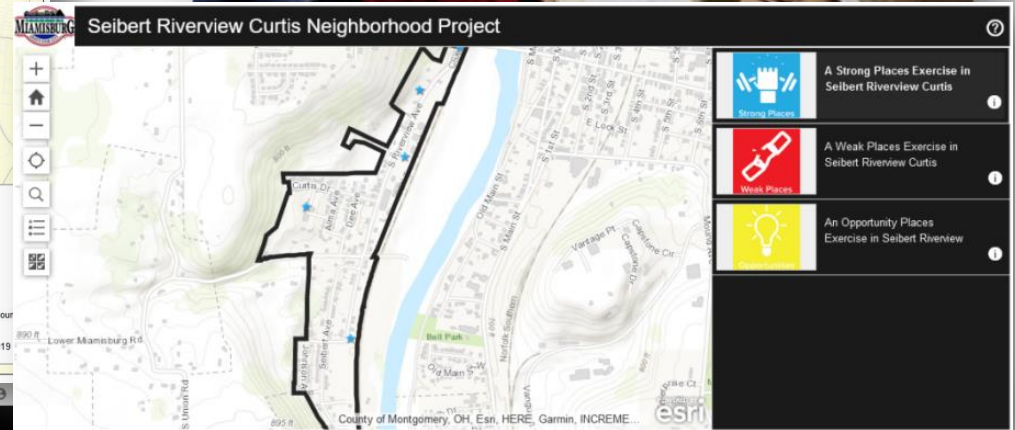
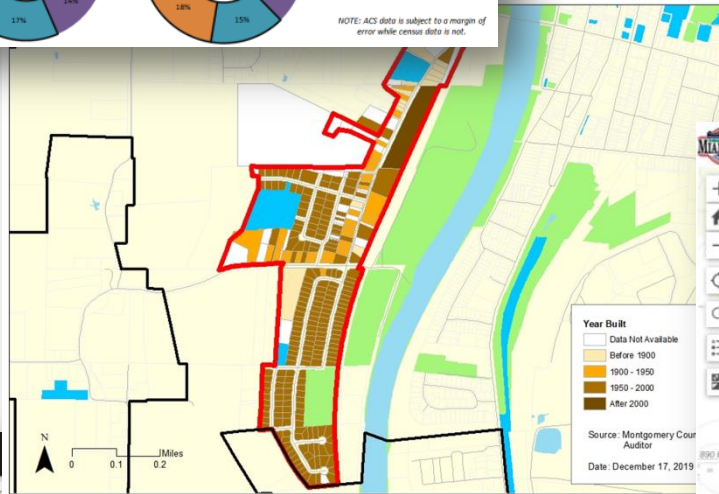
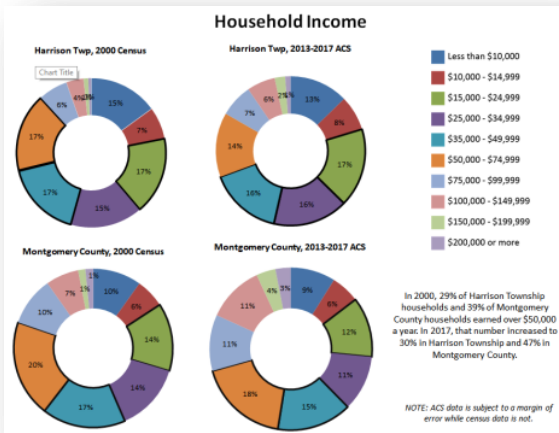


Environmental Review

- SWOTT at the neighborhood project site and surrounding areas
- Quantitative and Qualitative Information
- Information and notes written on the neighborhood map
- Colored dots on the neighborhood map

Current Condition Review

- Public and Private Projects, Programs, and Policies
- Stakeholders for Engagements
- Information and notes written on the neighborhood map
- Colored dots on the neighborhood map



Planning and Health



Source: County Health Rankings model - University of Wisconsin Population Health Institute (2016)





Land Use & Health Workshop

Miami Valley

June 19th, 12:30 – 4:30

TOOLE
DESIGN

Ohio
Department of Health



A microscopic image showing several spherical virus particles with a red, spiky surface, characteristic of coronaviruses. The particles are set against a dark, blurred background.

COVID-19

Coronavirus Disease 2019



**A healthy community
does not happen by
accident**





PUBLIC HEALTH

- Community Health Assessment
- Community Health Improvement Plan



PLANNING

- Comprehensive Plan
- Transportation Plan
- Land Use Plan
- Community Development Plan
- Site Plan





PLAN4Health Miami Valley



Promote and advocate “Health in All Plans and Policies”

Convene and engage partners to improve environments that are known to be key determinants of health

Lead and/or support regional and local planning efforts aimed at providing built environments that result in healthy people and communities





Understanding
Where We Are



Identifying Barriers &
Opportunities



Seeking Solutions &
Building Capacity

PLAN4Health – Miami Valley: A Planning for Health Initiative





Outcome and Output

- Projects and programs intended to promote healthy environments and communities at the regional (5+ counties) and local level.
- Not to develop a Regional Health Plan nor does it intend to duplicate planning efforts undertaken by local public health departments.
- Not a Health Equity initiative. However, this topic will be included as appropriate during each project/program.
- Anticipated outcomes and outputs include data, maps, infographics, information sharing applications, forums for knowledge and information sharing, networking opportunities, and best practices.





MIAMI VALLEY

Regional Planning Commission



PLAN4HEALTH - MIAMI VALLEY

HOME // REGIONAL PLANNING // PLAN4HEALTH MIAMI VALLEY

Planning Services & Resources ↓

Community Plans

Plan4Health Miami Valley

Regional Profiles

Going Places Initiative ↓

A healthy community does not happen by accident. It requires a comprehensive approach covering all aspects social, physical, and economic environments. Creating environments that promote healthy behaviors and improve health outcomes in our communities requires collaboration and partnerships between planning and health professionals.

MVRPC's PLAN4Health – Miami Valley Initiative, launched in spring of 2021, aims to explore how planning can impact health outcomes across the Region. It is a multi-year effort with a focus on projects and programs intended to:

- Promote and advocate for "Health in All Plans and Policies."
- Convene and engage partners to improve conditions that are known to be key determinants of health.
- Advance planning efforts aimed at creating conditions for healthy people and communities.

PLAN4Health – Miami Valley builds on work that has been done at the [national level](#) through the [American Planning Association](#) and the [American Public Health Association](#).

A set of concrete projects that are geared towards information sharing, capacity building, and generating collaborative solutions are slated for near-, mid-, and long-term implementation.

To learn more about the PLAN4Health – Miami Valley Initiative and its future projects and programs, please see our [PLAN4Health – Miami Valley Informational Brochure](#). For additional questions, please contact Martin Kim.



PLAN4Health
An American Planning Association Project



PLAN4Health – Miami Valley

A Planning for Health Initiative

Why We

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Proposed Projects

PLAN4Health – Miami Valley achieves the goal of healthy people and communities through a set of projects that are geared towards information sharing, capacity building, and generating collaborative solutions. Projects are slated for near-, mid-, and long-term implementation. Additional projects may be included as the project evolves.



Understanding
Where We Are



Identifying Barriers &
Opportunities



Seeking Solutions &
Building Capacity

PLAN4Health – Miami Valley: A Planning for Health Initiative

Near-Term: Understanding Where We Are

- Using the Social Determinants of Health model, the **Health Environment Assessment** will examine where the Region stands on key determinants of health.
- The **Built Environment Assessment** will evaluate current conditions for active living. This assessment will identify locations to focus resources to improve active living conditions to improve health outcomes.
- In collaboration with local health departments, the **Community Health Assessment Mapping** project will compile and map out a range of health GIS data at the sub-county level.

Mid-Term: Identifying Barriers and Opportunities

- The **Plan Audit and Needs Assessment** will review existing plans, such as comprehensive and land use plans, and identify barriers and opportunities for cross-sector collaboration for embedding health into the planning process.

Long-Term: Seeking Solutions and Building Capacity

- The **Healthy Communities Planning Toolkit** will curate resources for planners and public health professionals to help advance health outcomes throughout the Region.
- Building on insights and capacity gained in earlier projects, the **Healthy Communities Roundtable** series will facilitate connections and seek collaborative working opportunities between health and planning professionals.



Established in 1964, the Miami Valley Regional Planning Commission promotes collaboration among communities, stakeholders, and residents to advance regional priorities. MVRPC is a forum and resource where the Board of Directors identifies priorities and develops public policy and collaborative strategies to improve quality of life throughout the Miami Valley Region. MVRPC performs various regional planning activities, including air quality, water quality, transportation, land use, research and GIS. As the designated Metropolitan Planning Organization (MPO), MVRPC is responsible for transportation planning in Greene, Miami and Montgomery Counties and parts of northern Warren County. MVRPC's areawide water quality planning designation encompasses five (5) counties: Darke, Preble plus the three MPO counties.

For questions, contact:
Martin Kim, AICP, GISP
Director of Community & Regional Planning
email: mkim@mvrpc.org
t: 937.223.6323 | TTY/TDD: 800.750.0750
10 North Ludlow St., Suite 700 | Dayton, Ohio 45402-1855
mvrpc.org



MIAMI VALLEY
Regional Planning Commission





EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP
mvrpc.org



May 1, 2021

MVRPC and DDC to host Dayton Regional Economic Development Strategy Kickoff

The Miami Valley Regional Planning Commission (MVRPC) and The Dayton Development Coalition (DDC) are partnering with the U.S. Economic Development Administration (EDA) to update to the Comprehensive Economic Development Strategy (CEDS) for the Dayton Region.

MVRPC and DDC will launch the Dayton Region Economic Development Strategy planning process with a kickoff event on May 5, 2021. Please visit <https://www.mvrpc.org/events/dayton-region-economic-development-strategy-kickoff-event> for more information and to register. The Zoom link will be provided in your registration confirmation email.

**DAYTON REGION
ECONOMIC DEVELOPMENT
STRATEGY KICKOFF EVENT
MAY 5, 2021**



The CEDS is a strategy-driven plan for regional economic development covering 14 counties in the Dayton Region. MVRPC and DDC will leverage both agencies' existing stakeholder committees throughout the process to develop a high-level analysis and strategy to diversify and build resiliency for our Regional economy.

A current and EDA compliant CEDS is necessary because it is a pre-requisite for many critical funding opportunities available through the Department of Commerce for government, higher-education, and business organizations in the Dayton Region including American Recovery Act, CARES Act and Opportunity Zone programs.

For more information about the CEDS planning process, please contact Stacy Schweikhart, MVRPC Director of Strategy & Engagement: sschweikhart@mvrpc.org or Julie Sullivan, DDC Executive Vice President of Regional Development: jsullivan@daytonregion.com.

Greene County Future Land Use Plan Update

MVRPC is partnering with the Greene County Regional Planning and Coordinating Commission (RPCC) to update their future land use plan. This plan is called Perspectives 2040. The Perspectives 2040 project was initiated in January of 2020 and was expected to take 12 months to complete. However, the COVID-19 pandemic introduced challenges and delays which required innovative and adaptive solutions to advance the project.

The MVRPC and RPCC planning team, with the guidance from the project Steering Committee, used creative approaches to collect input and engage with the public, community leaders, and other interested parties. Engagement efforts included shifting to virtual meetings; creating “pop-up” events; providing information at parks, trail heads, and other high traffic locations; designing crowdsourcing mapping applications; posting online surveys; hosting focus groups; and providing maps and surveys for people to complete at home.



To date we have completed an existing conditions analysis, developed goals and priorities, identified land use character zones, created a future development decision guide, collected feedback on implementation strategies, and more. The next and the final step of the Perspectives 2040 project will be to take all of the input collected and develop a future land use plan document. The anticipated time for completing the document is June 2021.

Once the plan is adopted, MVRPC and Greene County RPCC staff will provide an overview of the plan and its recommendations to the MVRPC Board of Directors. For more information on the Greene County future land use plan update, please visit the project website at <https://perspectives-2040-1-mvrpc.hub.arcgis.com/>.

Pave the Way: Preparing Ohio for the Autonomous Future

Join DriveOhio and its partners at PAVE and the Transportation Research Center (TRC) for the first public sector educational workshop on May 17 and 18. This free event is designed to provide Automated Vehicle (AV) facts and resources to help public sector officials engage in conversations about their community's future. Click this [link](#) and enter PAVEOhioWorkshop2021 to complete your registration.



National Air Quality Awareness Week, May 3 – May 7, 2021

MVRPC celebrates National Air Quality Awareness Week from May 3 – May 7, 2021, in partnership with the U.S. EPA and Air Now. This year's theme is “Healthy Air – Important for Everyone”. During National Air Quality Awareness Week, MVRPC will share posts to educate readers about air quality and actions they can take to reduce air pollution. Follow the hashtag #AQAW2021 and #HealthyAir on MVRPC's [Facebook](#) and [Twitter](#) pages for social media posts each day related to air quality in the Region.



Safety messages across the Region



Each year, MVRPC conducts a Safety Awareness Campaign. The campaign's messages are designed using data that show statewide trends. This year, the campaign focuses on wearing seatbelts, stopping distracted driving, and the importance of pedestrians and cyclists wearing brightly-colored or reflective clothing to increase visibility to motorists. These advertisements have been placed on billboards, bus ads and digital media throughout the Region. In May, we will feature a new addition to the safety campaign



with messages directed to teen and young-adult

drivers (16-21) reminding them of the dangers of distracted driving. The messages will

be delivered to this targeted age group on digital platforms like Pandora, YouTube, Spotify, Facebook and Instagram.

MVRPC Staff Update

In March, MVRPC welcomed our new Administrative Assistant, Savannah Diamond. Ms. Diamond joins MVRPC following previous administrative roles with Montgomery County Land Bank, Montgomery County and the City of Dayton, where she developed a wide variety of both technical and creative expertise. Ms. Diamond will serve as the agency receptionist, providing an excellent first impression as guests arrive in person or seek information over the phone. In addition, she will assist with preparation for the meetings of several agency committees and assist with various agency projects.



MiamiValleyRoads.org

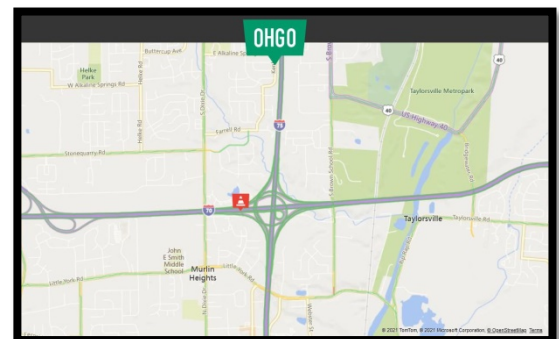
MVRPC created this website to provide all of the latest updates on construction projects that could impact commutes throughout the Region. It also provides user-friendly access to route planning tools, commute solutions and other ideas to reduce congestion and prevent air pollution for the areas under construction.



Safety improvements on Interstate 70 Ramp

Through May 17, 2021, the ramp from I-70 eastbound to I-75 northbound will be closed for safety improvements. The Detour for I-70 eastbound will be Exit 41B – SR 235

northbound to I-70 westbound to I-75 northbound. The contractor will also remove and replace a portion of the ramp pavement.



For a complete list of projects provided by ODOT District 7 and 8 for the Region, visit MiamiValleyRoads.org. Follow MVRPC's [Facebook](#) and [Twitter](#) pages for project update posts.

Grants & Funding Resources

On a monthly basis MVRPC is highlighting several funding opportunities on our website that could benefit communities in the Region. We include a description, contact information and program links. We have also listed other valuable resources for finding funding opportunities.

See more at: mvrpc.org/grant-and-funding-opportunities

This month we are featuring information on:

- Ohio Water Development Authority Research and Development Grant– Deadline: June 4, 2021
- Ohio Environmental Education Fund–Deadline: July 8, 2021.

COVID-19 Funding Opportunities:

This month we are featuring information on:

- American Rescue Plan: Humanities Organizations– Deadline: May 14, 2021
- Restoration & Resilience COVID Recovery Fund– Deadline: June 1, 2021

Upcoming MVRPC Meetings

All meetings are being shifted to teleconference. Please check the agency calendar on www.mvrpc.org or contact Teresa Lombardelli at tlombardelli@mvrpc.org to find out the status of your meeting.

May 4 th	10:00 a.m.	GRMI Council Meeting	via Teleconference
May 5 th	9:00 a.m.	CEDS Kick Off Event	via Teleconference
May 6 th	8:30 a.m.	Executive Committee Meeting	via Teleconference
May 6 th	9:00 a.m.	Board of Directors Meeting	via Teleconference
May 13 th	9:30 a.m.	Disaster Recovery Impacted Jurisdictions Meeting	via Teleconference
May 20 th	9:30 a.m.	Technical Advisory Committee Meeting	via Teleconference
May 19 th	3:00 p.m.	MVRPC DRG Climate Team	via Teleconference
May 25 th	2:30 p.m.	Regional Equity Initiative Meeting	via Teleconference
May 25 th	10:00 a.m.	HSTC Council Meeting	via Teleconference