



## MVRPC's Technical Advisory Committee (TAC) Meeting

**LOCATION:** Dayton Realtors, 1515 S. Main St., Dayton, OH 45409

**DATE/TIME:** Thursday, August 21, 2025 at 9:30 a.m.

### Meeting Agenda

<u>Item</u>	<u>Topic</u>	<u>Pg</u>	<u>Est. Time</u>	<u>Presenter</u>
I.	Call to Order and Introductions		9:30	Paul Huelskamp
* II.	Approval of July 17, 2025 – Meeting Minutes	1	9:35	Paul Huelskamp
III.	Public Comment Period on Action Items		9:40	Paul Huelskamp
IV.	<b><u>MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS</u></b>			
* A.	<u>Resolution 25-22</u> : Recommended Adoption of Amendment #3 to MVRPC's SFY 2026-2029 Transportation Improvement Program (TIP)	4	9:45	Brad Daniel
* B.	IIJA Funds Availability Report and Project Solicitation Request	26	9:55	Brad Daniel
* C.	<u>Resolution 25-23</u> : Updating MVRPC's Suballocated Funding Policy	28	10:05	Brad Daniel
* D.	<u>Resolution 25-24</u> : Adopting a Goal to Eliminate Deaths and Serious Injuries on Miami Valley Roadways	63	10:15	Elizabeth Whitaker
V.	<b><u>INFORMATION ITEMS</u></b>			
* A.	Ohio Commuter Challenge	83	10:30	Laura Dent
* B.	FY2027 Dayton Development Coalition's Priority Development and Advocacy Committee (PDAC)	92	10:45	Brad Daniel
* VI.	<b>EXECUTIVE DIRECTOR'S REPORT</b>	94	11:00	Brian Martin
VII.	<b>ADJOURNMENT</b>		11:10	Paul Huelskamp

\* Attachment/ All Information is available on the [MVRPC Committee Center](#)

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

**NEXT TAC MEETING: Thursday, September 18, 2025 at 9:30 a.m.**

**MIAMI VALLEY REGIONAL PLANNING COMMISSION  
TECHNICAL ADVISORY COMMITTEE  
MINUTES**

**Dayton Realtors  
1515 S. Main Street, Dayton, OH 45409**

**July 17, 2025  
9:30 AM**

**Members/ Alternates**

Lauren Alvarado, City of Moraine  
Denis Aslinger, Village of Pleasant Hill  
Daniel Baker, Miami County Eng.  
Russ Bergman, City of Huber Heights  
Steve Bergstresser, City of Kettering  
Ben Borton, City of Vandalia  
Chris Celek, Drive Electric Dayton  
Junior Cope, Miami Twp.- Greene Co.  
Darryl Cordrey, Franklin Township  
Chad Dixon, City of Springboro  
David Escobar, City of Dayton  
Dr. Alcinda Folck, Central State University  
Tim Franck, Washington Township  
Alaina Geres, City of Carlisle  
Vanessa Glotfelter, Montgomery County TID  
Stephanie Goff, Greene County Eng.  
Erin Gray, WPAFB  
Brant Gressel, Greene County Eng.  
Rap Hankins, Drive Electric Dayton  
Walt Hibner, CenterPoint Energy  
Pat Higgins, City of Germantown  
Manuel Jacobs, City of Fairborn  
Stephanie Kellum, City of Trotwood  
Kenton Kiser, City of Piqua  
Max McConnell, Miami Twp.- Greene Co.  
Dominic Miller, City of Xenia  
Beth Moore, City of Riverside  
Jillian Rhoades, City of Troy  
Carrie Scarff, Five Rivers MetroParks  
Scott Schmid, ODOT District 7  
Andy Shahan, Montgomery County Eng.  
William Singer, City of Englewood  
Nick Smith, City of Beavercreek  
Keith Smith, ODOT District 8  
Pat Turnbull, City of Centerville  
Larry Weissman, Montgomery County

**Guests**

Evertt Athaway, LJB  
Ethan Briggs, Strand Associates  
Eric Damian, City of Franklin  
Nathan Fischer, Woolpert  
Tom Flask, LJB  
Jay Hamilton, Mead & Hunt  
Todd Hanchan, CESO  
Stacey Legg, LJB  
Veena Madineni, LJB  
Shawn Mason, American Structure Point  
Casey Reichert, Choice One  
Amy Schmidt, Fishbeck  
Andrea Stevenson, DLZ  
Taylor Walker, LJB  
Cindy Yerkey, LJB  
Lucy Zelinski, ODOT

**MVRPC Staff**

Paul Arnold  
Elizabeth Baxter  
Rebecca Carr  
Ian Cole  
Brad Daniel  
Savannah Diamond  
Bryce Gullett  
Fabrice Juin  
Leslie King  
Aaron Lee  
Matt Lindsay  
Ana Ramirez  
Danielle Scott  
Liz Whitaker  
Hannah Wilson  
Megan Young

**The Miami Valley Regional Planning Commission Technical Advisory Committee met on July 17, 2025 at 9:30 a.m. at Dayton Realtors, 1515 S. Main Street, Dayton, OH 45409. All members and news media were notified of the meeting pursuant to the Sunshine Law.**

**I. INTRODUCTION**

In the absence of Chairperson Huelskamp, Ms. Goff served as Acting Chair and called the meeting to order at 9:30 a.m. Self-introductions were made.

## **II. APPROVAL OF MAY 15, 2025 MEETING MINUTES**

Mr. Hankins made a motion to approve the meeting minutes. Mr. Shahan seconded the motion. The motion passed unanimously.

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

None

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

### **A. Resolution 25-18: Adopting the Community-First Energy Plan for the Miami Valley as Part of the Climate Pollution Reduction Planning Grant**

Mr. Lindsay provided an overview of the final draft of the Community-First Energy Plan for the Miami Valley, developed under the Climate Pollution Reduction Planning Grant. He stated that the plan outlines 33 climate pollution reduction measures supported by technical analysis, workforce development strategies, and spatial modeling for Greene, Miami, and Montgomery Counties. Mr. Lindsay stated that MVRPC released the draft CCP for public review in June 2025, and held a virtual public meeting and public comment period, he then referred to the public feedback incorporated. Next, Mr. Lindsay stated that staff recommended adoption of the plan for submission to the U.S. EPA by the December 1, 2025 deadline. Lastly, Mr. Lindsay opened the floor for questions and addressed implementing the plan, and changes in federal policies.

Mr. Celek made a motion to forward the Community-First Energy Plan for the Miami Valley to the Board of Directors for adoption. Ms. Scarff seconded the motion. The motion passed unanimously.

### **B. Resolution 25-19: Recommended Adoption of Amendment #2 to MVRPC's SFY2026-2029 Transportation Improvement Program (TIP)**

Mr. Arnold referred to the second amendment to the SFY 2026-2029 TIP and the numerous project changes made by MVRPC and ODOT. He reviewed key project details for all local jurisdiction projects and tables by county. He paused for any questions about the statewide line-item project tables or any projects. A comment was made regarding the changes to the Grange Hall Road project in Greene County. Afterwards, Mr. Arnold noted staff recommends forwarding Amendment #2 to the SFY 2026- 2029 Transportation Improvement Program to the Board of Directors.

Mr. Nick Smith made a motion to recommend forwarding to the Board of Directors for adoption. Mr. Shahan seconded the motion. The motion passed unanimously.

### **C. Resolution 25-20: Recommended Approval of MVRPC TRAC Projects for CY2025**

Mr. Daniel presented MVRPC's recommended list of the Transportation Review Advisory Council (TRAC) projects for CY2025. He then referred to exhibit 1 and reviewed the recommended priority projects which include: Miami I-75 Widening Project, Montgomery DIA Northeast Logistics Project, and the Montgomery Woodman Gateway Corridor Project. Mr. Daniel concluded by opening the floor for questions and noted that the TRAC budget is determined at the state level and fluctuates annually based on available federal funding. Lastly, Mr. Daniel stated that staff recommend approval of the MVRPC's recommended TRAC projects for CY2025.

Mr. Shahan made a motion to recommend forwarding to the Board of Directors for adoption. Mr. Baker seconded the motion. The motion passed unanimously.

## **V. INFORMATION ITEMS**

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

Ms. Ramirez announced that project sponsors will receive an email regarding the Project Evaluation System (PES) Project Submission Process on August 4. She also shared that a webinar to guide jurisdictions through the PES process will be held via Zoom on August 14. Ms. Ramirez reminded the Technical Advisory Committee that the deadline to submit projects to MVRPC is September 12. She then opened the floor for questions and emphasized the importance of aligning local processes with the Long Range Transportation Plan to ensure eligibility for federal funding.

### **B. BroadbandOhio Broadband Equity, Access & Deployment (BEAD) Program**

Mr. Juin provided an overview of BroadbandOhio's Broadband Equity, Access & Deployment (BEAD) Program. He noted that MVRPC hosted an informational session on July 8, during which representatives from the state office responsible for expanding high-speed internet access in Ohio presented details about the BEAD Program, the largest federal investment in broadband infrastructure to date. Ohio has been allocated \$793 million to expand broadband access to approximately 117,000 locations statewide. The application period for internet service providers opened in July, with subgrantee selections expected to be submitted to the National Telecommunications & Information Administration (NTIA) by the end of summer. Mr. Juin emphasized that the Regional Equity Initiative will continue working with local partners to ensure the Miami Valley benefits from this opportunity. Lastly, he stated that a [recording of the session and the presentation slides](#) will be made available.

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

Ms. Ramirez presented the Executive Director's Report in the absence of Mr. Martin. She then reviewed the [July 2025 ED's Update](#):

- MVRPC Hosts Open House for New Office at 6 N. Main
- MVRPC Visits Preble County Seniors Center
- MVRPC Designated "SolSmart Bronze" for Solar Energy Actions
- MVRPC Releases the Regional Food System Dashboard
- The Miami Valley's Future Economic Outlook
- MiamiValleyGovJobs.org
- Grants and Funding Resources
- Upcoming MVRPC Events & Meetings

## **VII. ADJOURNMENT**

Ms. Goff adjourned the meeting at 10:22 a.m.



**MIAMI VALLEY**

Regional Planning Commission

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## MEMORANDUM

**To:** Technical Advisory Committee, Board of Directors  
**From:** MVRPC Staff  
**Date:** August 12, 2025  
**Subject:** SFY2026-SFY2029 Transportation Improvement Program (TIP) Amendment #3

Over the last few months MVRPC, ODOT, Greene CATS, Miami County Transit and GDRTA have made numerous modifications to the programming documents for various projects resulting in the need for an SFY2026-SFY2029 TIP amendment. The attached TIP Tables 4.1, 4.2, 4.3, 5.1, 5.2, 5.3 and 5.4 reflect the updated information for each specific project. Modifications to Statewide Line Item projects are shown on Table 4.6 and are provided for information only. A TIP terminology explanation chart of key abbreviations used in the highway/bikeway tables precedes Table 4.1. A resolution adopting the proposed TIP amendment is attached for your review and consideration. The MVRPC staff recommends your approval.

### Attachments:

- (1) TIP Abbreviation Table
- (2) Amended MVRPC TIP tables: 4.1, 4.2, 4.3, 5.1, 5.2, 5.3 and 5.4
- (3) Statewide Line Item Project table 4.6 (For information only)
- (4) Resolution Adopting Amendments to the SFY2026-2029 TIP

## EXPLANATION OF ABBREVIATIONS USED IN TABLES 4.1 – 4.8

### **Project I.D. #**

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

### **PID #**

ODOT "Project Identification Number"

### **Air Quality Status**

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

### **Phase of Work**

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

### **LRTP Goal**

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

### **FUND CODES, DESCRIPTION AND TYPICAL FUNDING SPLIT**

#### **Federal Allocation of ODOT or County Engineer Association Controlled Funds**

	Typical Fed./Local Share
BR -Bridge Replacement and Rehabilitation	80/20
EAR -Federal Earmark, Specific Source Undetermined at this Time	Varies
f-5307 -Urbanized Area Formula Grant	80/20
f-5310 -Enhanced Mobility of Seniors and Individuals with Disabilities	80/20
f-5311 -Formula Grants for Rural Areas	80/20
f-5337 -State of Good Repair Program	80/20
f-5339 -Bus and Bus Facilities Formula Program	80/20
HSIP -Highway Safety Improvement Program	90/10
NHPP -National Highway Performance Program	80/20
OTH -Other	Varies
SCR -State Carbon Reduction	80/20
SPR -Federal State Planning and Research	80/20
SRTS -Safe Routes to School	100
STA -Surface Transportation Program (ODOT Transportation Alternatives Set-aside)	80/20
STD -Surface Transportation Program (ODOT Allocation)	80/20
TRAC -Transportation Review Advisory Council	Varies

#### **Federal Allocation of MVRPC Funds**

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

#### **Other Funding Sources**

	Other/Local Share
CDBG -Community Development Block Grant	Varies
LOCAL -Local Funds	0/100
ODOD -Ohio Department of Development	Varies
OPWC -Issue 2/LTIP	80/20
STATE -ODOT State Funds	0/100
ELLIS -ODOT's Project Monitoring Database	
SLI -Statewide Line Item	
TELUS -MVRPC's Project Monitoring Database	

# Miami Valley Regional Planning Commission

Table 4.1 RECOMMENDED SFY 2026 - SFY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

## Greene County Projects

<b>COUNTY, ROUTE, SECTION:</b> GRE009-04.68			<b>ODOT PID #</b> 117126 <b>MVRPC #</b> 2524.2			<b>PROJECT SPONSOR:</b> Beavercreek		
<b>DESCRIPTION:</b> North Fairfield Road from Fairwood Drive to Kemp Road-Widen the roadway from an existing four lane pavement section to a five lane pavement section. This project also includes the installation of an 8' wide sidewalk along the east side of the roadway.								
<b>COMMENTS :</b> Updated project description to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$1,372		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3		
<b>PHASE</b>		<b>FUND</b>	<b>PRIOR</b>	<b>SFY2026</b>	<b>SFY2027</b>	<b>SFY2028</b>	<b>SFY2029</b>	<b>Future</b>
ENG		STATE	\$7					
ROW		STATE	\$60					
ENG		LOCAL	\$110					
ROW		LOCAL		\$150				
CON		LOCAL			\$314			
CON		STP			\$639			
CON		TA			\$92			

COUNTY, ROUTE, SECTION:			GRE084/142/073-0.64/6.38/0.00		ODOT PID # 117563		MVRPC # 2570.4		PROJECT SPONSOR: Greene County	
DESCRIPTION: Intersection of Trebein Road, Dayton-Xenia Road and Hilltop Road-Construction of a roundabout.										
COMMENTS : Decreased Federal and Local construction funds to reflect changes in Ellis.										
TOTAL COST (000):		\$3,287		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future		
ENG		HSIP	\$387							
ENG		LOCAL	\$43							
ENG		STATE	\$17							
ROW		STATE	\$40							
ENG		HSIP	\$38							
ENG		LOCAL	\$4							
CON		HSIP			\$2,129					
CON		LOCAL			\$629					

**Table 4.1 RECOMMENDED SFY 2026 - SFY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Greene County Projects**

COUNTY, ROUTE, SECTION: GRE097-02.00			ODOT PID # 119990		MVRPC # 2786.4		PROJECT SPONSOR: Greene County	
DESCRIPTION: Intersection of Wilmington-Dayton Road and Centerville Road-Convert a two-way stop controlled intersection to a single lane roundabout.								
COMMENTS : Increased Federal and Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$2,768			LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3	
PHASE		FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG		HSIP	\$15					
CON		HSIP		\$1,143				
CON		LOCAL		\$1,610				



# Miami Valley Regional Planning Commission

Table 4.2 RECOMMENDED SFY 2026 - SFY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

## Miami County Projects

COUNTY, ROUTE, SECTION:			MIA - Pave FY28(A)		ODOT PID # 114550		MVRPC # 2900.3		PROJECT SPONSOR: ODOT District-7						
DESCRIPTION: SR 48 from the Montgomery/Miami County Line to Friend St. in Ludlow Falls; SR 48 in Covington from US 36 to the Miami/Shelby County Line; SR 185 from King Arthur Drive to the Piqua WCL; US 36 from SR 48 to Larry Avenue in Covington-Resurfacing with asphalt concrete.															
COMMENTS : Adjusted project limits to reflect changes in Ellis.															
TOTAL COST (000):		\$4,624		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2							
PHASE		FUND		PRIOR		SFY2026		SFY2027		SFY2028		SFY2029		Future	
ENG		STATE		\$166											
CON		STATE								\$891					
CON		STD								\$3,566					

COUNTY, ROUTE, SECTION:			MIA - Broadway Street Improvements, Phase 1			ODOT PID # 119367		MVRPC # 2731.2		PROJECT SPONSOR: Covington	
DESCRIPTION:			US 36 from the east side of the bridge over the Stillwater River to Larry Avenue-Reconstruction from east of the bridge to east of High Street including the installation of new pavement, curb and gutter, storm sewer and structures, ADA compliant curb ramps and pavement markings. Pavement repair from east of High Street to Larry Avenue.								
COMMENTS :			Updated project limits and description based on request from the project sponsor.								
TOTAL COST (000):			\$2,518		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future			
ENG		LOCAL	\$380								
ROW		LOCAL			\$190						
CON		LOCAL				\$643					
CON		STP				\$1,305					

**Table 4.2 RECOMMENDED SFY 2026 - SFY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Miami County Projects**

COUNTY, ROUTE, SECTION: MIA571-06.38			ODOT PID # 119378		MVRPC # 2735.7		PROJECT SPONSOR: West Milton	
DESCRIPTION: SR 571 from Miami Street to Rachel Ann Boulevard-Addition of bicycle/pedestrian facilities including 3,000' of 10' wide multi-use path on the south side of the roadway, as well as pavement marking modifications to the bridge and addition of a barrier to facilitate safe travel of pedestrians/cyclists to and from the Stillwater Crossings development.								
COMMENTS : Increased Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$2,551		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-1		
PHASE		FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG		LOCAL	\$210					
ROW		LOCAL	\$11					
CON		CR		\$962				
CON		LOCAL		\$567				
CON		STA		\$800				

COUNTY, ROUTE, SECTION: MIA - Piqua-Lockington Bridge				ODOT PID #	120506	MVRPC #	2792.5	PROJECT SPONSOR: Miami County
DESCRIPTION: Piqua-Lockington Road over the Great Miami River-Bridge replacement.								
COMMENTS : Increased Federal and Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$5,350		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
CON		BR				\$5,000		
CON		LOCAL				\$350		

COUNTY, ROUTE, SECTION:			MIA - SR 571 Crosswalks		ODOT PID #		124454		MVRPC #		3075.4		PROJECT SPONSOR:		West Milton				
DESCRIPTION: SR 571 in West Milton between SR 48 and Stone Meadows Boulevard-Construct two crosswalks.																			
COMMENTS : New project, not in the current TIP.																			
TOTAL COST (000):			\$788		LET TYPE:			Traditional		A.Q. :			Exempt		LRTP GOAL:			G2-3	
		PHASE		FUND		PRIOR		SFY2026		SFY2027		SFY2028		SFY2029		Future			
		ENG		HSIP				\$135											
		ENG		LOCAL				\$15											
		ENG		HSIP						\$45									
		ROW		HSIP						\$45									
		ENG		LOCAL						\$5									
		ROW		LOCAL						\$5									
		CON		HSIP										\$440					
		CON		LOCAL										\$98					

# Miami Valley Regional Planning Commission

Table 4.3 RECOMMENDED SFY 2026 - SFY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

## Montgomery County Projects

<b>COUNTY, ROUTE, SECTION:</b> MOT - Kettering Boulevard Improvements			<b>ODOT PID #</b> 116879		<b>MVRPC #</b> 2496.3		<b>PROJECT SPONSOR:</b> Moraine	
<b>DESCRIPTION:</b> Kettering Boulevard from Hoyle Place to the Moraine north corp limit and Kettering Boulevard from West Stroop Road to SR 741-Roadway resurfacing including isolated curb replacement, utility adjustments, and isolated partial depth pavement repair.								
<b>COMMENTS :</b> Increased Federal and Local construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$1,637			<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
<b>PHASE</b>		<b>FUND</b>	<b>PRIOR</b>	<b>SFY2026</b>	<b>SFY2027</b>	<b>SFY2028</b>	<b>SFY2029</b>	<b>Future</b>
ENG		LOCAL	\$49					
ENG		STP	\$73					
ENG		LOCAL	\$11					
ENG		STP	\$17					
CON		LOCAL		\$739				
CON		STP		\$748				

COUNTY, ROUTE, SECTION: MOT - Yankee Street Resurfacing				ODOT PID # 119362		MVRPC # 2728.3		PROJECT SPONSOR: Montgomery County	
DESCRIPTION: Yankee Street from Spring Valley Pike to Leona Lane-Roadway milling and resurfacing to a depth of 1.5" over the full roadway and paved shoulder.									
COMMENTS : Decreased Local construction funds to reflect changes in Ellis.									
TOTAL COST (000): \$2,156		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-2			
PHASE		FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
CON		LOCAL			\$1,424				
CON		STP			\$731				

Table 4.3 RECOMMENDED SFY 2026 - SFY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

## Montgomery County Projects

<b>COUNTY, ROUTE, SECTION:</b> MOT - GMRT ADA and Safety Improvements			<b>ODOT PID #</b> 119384		<b>MVRPC #</b> 2737.7		<b>PROJECT SPONSOR:</b> MCD	
<b>DESCRIPTION:</b> Great Miami River Recreation Trail at Helena Street, East River Road, Farmersville-West Carrollton Road and Linden Avenue-Improvements to locations where the Great Miami River Recreation Trail crosses busy streets. Improvements include installing pedestrian actuated flashing LED warning signs (possibly Rectangular Rapid Flashing Beacons), installing ADA compliant curb ramps, installing pavement striping including highly visible crosswalks, and installing additional highly visible signage.								
<b>COMMENTS :</b> Increased Local construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$383			<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-1	
PHASE		FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG		LOCAL	\$43					
CON		CR		\$228				
CON		LOCAL		\$112				

COUNTY, ROUTE, SECTION: MOT - Philadelphia Improvements			ODOT PID # 119386		MVRPC # 2739.4		PROJECT SPONSOR: Dayton	
DESCRIPTION: Philadelphia Drive from West Riverview Avenue to Salem Avenue-This project will provide traffic calming including new asphalt, curb extensions to define the on-street parking, and install sidewalk where it is missing.								
COMMENTS : Increased Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$1,160		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG		LOCAL	\$50					
CON		CR		\$829				
CON		LOCAL		\$281				

COUNTY, ROUTE, SECTION: MOT - Clyo/Dimco Improvement			ODOT PID # 119553		MVRPC # 2806.2		PROJECT SPONSOR: Centerville	
DESCRIPTION: Clyo Road from St. Leonard Way to 150' south of Ole Quaker Court-Widen the roadway to provide a three lane section south of Dimco Way to the Centerville city limit and continuing into Montgomery County to the bridge over Sugar Creek. Sidewalk/shared use path will be included through the project extents. A traffic signal and intersection lighting will be constructed at Clyo Road and Dimco Way. Due to the improvements on Clyo Road and need for turn lanes on Dimco Way as a result of the signalization, existing Dimco Way will be widened at the intersection to provide a 3-lane section to accommodate a 50? left turn bay with 50? diverging taper. The existing sidewalk will be disturbed as a result of the widening and will be replaced with a shared use path on the south side of the roadway.								
COMMENTS : Increased Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$5,876			LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3	
PHASE		FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG		LOCAL	\$700					
ROW		LOCAL		\$150				
CON		CMAQ				\$2,475		
CON		LOCAL				\$2,551		

**Table 4.3 RECOMMENDED SFY 2026 - SFY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Montgomery County Projects**

<b>COUNTY, ROUTE, SECTION:</b> MOT - Johnson Station Road Bridge			<b>ODOT PID #</b> 120484		<b>MVRPC #</b> 2791.5		<b>PROJECT SPONSOR:</b> Vandalia	
<b>DESCRIPTION:</b> Johnson Station Road over Poplar Creek in Vandalia-Bridge replacement.								
<b>COMMENTS :</b> Increased Federal construction funds and decreased Local construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$1,868		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2		
<b>PHASE</b>		<b>FUND</b>	<b>PRIOR</b>	<b>SFY2026</b>	<b>SFY2027</b>	<b>SFY2028</b>	<b>SFY2029</b>	<b>Future</b>
ENG		BR	\$199					
CON		BR			\$1,382			
CON		LOCAL			\$287			

COUNTY, ROUTE, SECTION: MOT032-04.26			ODOT PID # 122004		MVRPC # 2878.4		PROJECT SPONSOR: Montgomery County	
DESCRIPTION: Siebenthaler Avenue at Catalpa Drive-Safety improvements.								
COMMENTS : Decreased Federal and Local R/W funds to reflect changes in Ellis.								
TOTAL COST (000): \$4,347		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG		HSIP	\$377					
ENG		LOCAL	\$42					
ENG		HSIP		\$343				
ENG		LOCAL		\$38				
ROW		HSIP				\$298		
ROW		LOCAL				\$33		
CON		HSIP					\$2,705	
CON		LOCAL					\$511	

Table 4.3 RECOMMENDED SFY 2026 - SFY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

## Montgomery County Projects

COUNTY, ROUTE, SECTION: MOT048-20.28				ODOT PID # 124483	MVRPC # 3077.7	PROJECT SPONSOR: Clayton		
DESCRIPTION: SR 48 in Clayton from Old Salem Road to Heathcliff Road-Install sidewalks and ADA curb ramps.								
COMMENTS : New project, not in the current TIP.								
TOTAL COST (000): \$2,307		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-1		
PHASE		FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG		HSIP		\$401				
ENG		LOCAL		\$45				
ENG		HSIP			\$161			
ENG		LOCAL			\$18			
ROW		HSIP				\$347		
ROW		LOCAL				\$39		
CON		HSIP					\$1,091	
CON		LOCAL					\$206	

<b>COUNTY, ROUTE, SECTION:</b> MOT - Countywide PED Improvements				<b>ODOT PID #</b> 124489	<b>MVRPC #</b> 3078.7	<b>PROJECT SPONSOR:</b> Montgomery County		
<b>DESCRIPTION:</b> Various routes in Montgomery County-Pedestrian improvements.								
<b>COMMENTS :</b> New project, not in the current TIP.								
<b>TOTAL COST (000):</b> \$1,646		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-1		
PHASE		FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG		HSIP		\$168				
ENG		LOCAL		\$19				
ENG		HSIP				\$91		
ENG		LOCAL				\$10		
CON		HSIP						\$996
ROW		HSIP						\$163
CON		LOCAL						\$180
ROW		LOCAL						\$18

**Table 4.3 RECOMMENDED SFY 2026 - SFY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Montgomery County Projects**

COUNTY, ROUTE, SECTION: MOT032-04.26 R/W			ODOT PID # 124638		MVRPC # 3082.4		PROJECT SPONSOR: Montgomery County	
DESCRIPTION: Siebenthaler Avenue at Catalpa Drive-R/W only for early acquisition activities on PID 122004.								
COMMENTS : New project, not in the current TIP.								
TOTAL COST (000): \$225		LET TYPE: Non-let		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ROW		HSIP		\$203				
ROW		LOCAL		\$23				

COUNTY, ROUTE, SECTION: MOT075-16.83			ODOT PID # 95398		MVRPC # 1555.5	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: I-75 at Timber Lane-Bridge superstructure replacement.							
COMMENTS : Updated project description and added Federal and State PE funds in SFY2026 to reflect changes in Ellis.							
TOTAL COST (000): \$3,769		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2	
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$6					
ENG	NHPP	\$140					
ENG	STATE	\$16					
ENG	NHPP	\$206					
ENG	STATE	\$23					
ENG	NHPP	\$115					
ENG	STATE	\$13					
ENG	NHPP	\$16					
ENG	STATE	\$2					
ENG	NHPP	\$27					
ENG	STATE	\$3					
ENG	NHPP		\$178				
ENG	STATE		\$20				
CON	NHPP				\$2,705		
CON	STATE				\$301		

# Miami Valley Regional Planning Commission

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

COUNTY, ROUTE, SECTION: MOT - NW FY26 - SLI-008				ODOT PID # 114938	MVRPC # 2630.8	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: I-675 at Paragon Road-Replace broken noise wall panels.							
COMMENTS : Increased Federal and State construction funds to reflect changes in Ellis.							
TOTAL COST (000): \$539		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-2			
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$22					
CON	NHPP		\$418				
CON	STATE		\$99				

COUNTY, ROUTE, SECTION: D07 - CR FY27 (B) - SLI-013				ODOT PID # 116498	MVRPC # 2544.8	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: Various locations in District 7-Pave inverts of culverts.							
COMMENTS : Added State State R/W funds in SFY2026 to reflect changes in Ellis.							
TOTAL COST (000): \$482		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-2			
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
ENG	STATE	\$14					
ENG	STATE	\$109					
ENG	STATE	\$65					
ROW	STATE	\$38					
ROW	STATE		\$10				
CON	STATE			\$246			

<b>COUNTY, ROUTE, SECTION:</b> CLA/MOT - BH FY26 - SLI-009				<b>ODOT PID #</b> 116928	<b>MVRPC #</b> 2638.5	<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> Various bridges in Clark and Montgomery Counties-Patch substructures, parapets and piers.							
<b>COMMENTS :</b> Added State PE funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$782		<b>LET TYPE:</b> Traditional	<b>A.Q. :</b> Exempt	<b>LRTP GOAL:</b> G2-2			
<b>PHASE</b>	<b>FUND</b>	<b>PRIOR</b>	<b>SFY2026</b>	<b>SFY2027</b>	<b>SFY2028</b>	<b>SFY2029</b>	<b>Future</b>
CON	NHPP		\$663				
CON	STATE		\$117				
ENG	STATE		\$2				



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

<b>COUNTY, ROUTE, SECTION:</b> D07 - BH FY27 - SLI-013			<b>ODOT PID #</b> 116931		<b>MVRPC #</b> 2640.8		<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> Various bridges in District 7-Field pave culverts, applying spray liner and installing joint seals.								
<b>COMMENTS :</b> Updated project description and added State PE funds in SFY2026 to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$457		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2		
<b>PHASE</b>		<b>FUND</b>	<b>PRIOR</b>	<b>SFY2026</b>	<b>SFY2027</b>	<b>SFY2028</b>	<b>SFY2029</b>	<b>Future</b>
ENG		STATE	\$5					
ENG		STATE		\$10				
CON		STATE			\$442			

<b>COUNTY, ROUTE, SECTION:</b> MOT - Trotwood Olive Road Walks - SLI-012				<b>ODOT PID #</b> 117202	<b>MVRPC #</b> 2541.7	<b>PROJECT SPONSOR:</b> Trotwood		
<b>DESCRIPTION:</b> Olive Road from Salem Avenue to Shiloh Springs Road-Add 1,500' of new sidewalk (3 segments) and reconstruction of a traffic signal at SR 49/Olive Road.								
<b>COMMENTS :</b> Decreased Local construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$1,272		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-1		
	PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
	ENG	HSIP	\$147					
	ENG	LOCAL	\$25					
	ENG	LOCAL	\$40					
	ROW	HSIP	\$92					
	ROW	LOCAL	\$10					
	CON	HSIP		\$749				
	CON	LOCAL		\$209				

<b>COUNTY, ROUTE, SECTION:</b> D07 - BH/CR FY27 - SLI-013				<b>ODOT PID #</b> 120778	<b>MVRPC #</b> 2795.5	<b>PROJECT SPONSOR:</b> ODOT District-7		
<b>DESCRIPTION:</b> Various bridges in Miami and Montgomery Counties-Bridge and culvert repair.								
<b>COMMENTS :</b> Increased State construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$472		<b>LET TYPE:</b> Traditional	<b>A.Q. :</b> Exempt	<b>LRTP GOAL:</b> G2-2				
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
ENG	STATE	\$5						
CON	STATE			\$468				

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

<b>COUNTY, ROUTE, SECTION:</b> MOT - North County Line Road Improvements - SLI-013				<b>ODOT PID #</b> 124439	<b>MVRPC #</b> 3073.2	<b>PROJECT SPONSOR:</b> Montgomery Co. TID	
<b>DESCRIPTION:</b> North County Line Road west of the Peters Pike/Lightner Road intersection-Full depth reconstruction and widening of 2,100' of roadway.							
<b>COMMENTS :</b> New project.							
<b>TOTAL COST (000):</b> \$500		<b>LET TYPE:</b> Traditional	<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3		
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future
CON	STATE		\$500				

<b>COUNTY, ROUTE, SECTION:</b> MOT - Manchester & Marina Intersection Improvement - SLI-013							
<b>DESCRIPTION:</b> Intersection of Manchester Road and Marina Drive in West Carrollton-Intersection improvements including traffic signal, pavement markings, and storm sewer. Project also includes the extension of a mixed-use path along Marina Drive.							
<b>COMMENTS :</b> New project.							
<b>TOTAL COST (000):</b> \$250		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3	
<b>PHASE</b>	<b>FUND</b>	<b>PRIOR</b>	<b>SFY2026</b>	<b>SFY2027</b>	<b>SFY2028</b>	<b>SFY2029</b>	<b>Future</b>
CON	STATE		\$250				

COUNTY, ROUTE, SECTION: MOT004-11.22 - SLI-012				ODOT PID # 124469	MVRPC # 3076.7	PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: Along the west side of SR 4 in Dayton between Lisicum Drive and Coulson Drive-Install sidewalks.								
COMMENTS : New project.								
TOTAL COST (000): \$2,064		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-1		
PHASE	FUND	PRIOR	SFY2026	SFY2027	SFY2028	SFY2029	Future	
ENG	HSIP			\$225				
ENG	STATE			\$25				
ENG	HSIP				\$63			
ROW	HSIP				\$45			
ENG	STATE				\$7			
ROW	STATE				\$5			
CON	HSIP						\$1,435	
CON	STATE						\$260	

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

<b>COUNTY, ROUTE, SECTION:</b> D07 - Sign Replacement - SLI-013				<b>ODOT PID #</b> 124549	<b>MVRPC #</b> 3079.4	<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> Various locations in District 7-Traffic sign and truss replaements.							
<b>COMMENTS :</b> New project.							
<b>TOTAL COST (000):</b> \$165		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3	
<b>PHASE</b>	<b>FUND</b>	<b>PRIOR</b>	<b>SFY2026</b>	<b>SFY2027</b>	<b>SFY2028</b>	<b>SFY2029</b>	<b>Future</b>
CON	STATE			\$165			

TABLE 5.1 GREENE CATS - ANTICIPATED CAPITAL IMPROVEMENTS SFY2026-2029

PID	MPO	Sponsoring Agency	ALI / Quantity	Project Description	Air Quality	Type	Fund Type	Fund	SAC	Work Category	Fund Description	SFY	Amount
111683	MVRPC	Greene County Transit Board	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$320,000
111683	MVRPC	Greene County Transit Board	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$80,000
111683	MVRPC	Greene County Transit Board	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$320,000
111683	MVRPC	Greene County Transit Board	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$80,000
<b>Total----&gt;</b>													<b>\$800,000</b>
111685	MVRPC	Greene County Transit Board	30.09.03	Operating Assistance	CO Air Quality Exempt	Operating	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$960,000
111685	MVRPC	Greene County Transit Board	30.09.03	Operating Assistance	CO Air Quality Exempt	Operating	State	GRF	4TT7	Transit	General Revenue Fund	2026	\$225,000
111685	MVRPC	Greene County Transit Board	30.09.03	Operating Assistance	CO Air Quality Exempt	Operating	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$735,000
111685	MVRPC	Greene County Transit Board	30.09.03	Operating Assistance	CO Air Quality Exempt	Operating	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$960,000
111685	MVRPC	Greene County Transit Board	30.09.03	Operating Assistance	CO Air Quality Exempt	Operating	State	GRF	4TT7	Transit	General Revenue Fund	2027	\$225,000
111685	MVRPC	Greene County Transit Board	30.09.03	Operating Assistance	CO Air Quality Exempt	Operating	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$735,000
<b>Total----&gt;</b>													<b>\$3,840,000</b>
117967	MVRPC	Greene County Transit Board	11.7L.00	Mobility Management	CO Air Quality Exempt	Capital	Federal	5310	TDY5	Transit	Enhanced Mobility	2026	\$82,000
117967	MVRPC	Greene County Transit Board	11.7L.00	Mobility Management	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$20,500
<b>Total----&gt;</b>													<b>\$102,500</b>
117982	MVRPC	Greene County Transit Board	11.12.04 - Qty 5	Bus Replacement	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$240,000
117982	MVRPC	Greene County Transit Board	11.12.04 - Qty 5	Bus Replacement	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$60,000
117982	MVRPC	Greene County Transit Board	11.12.04 - Qty 5	Bus Replacement	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$240,000
117982	MVRPC	Greene County Transit Board	11.12.04 - Qty 5	Bus Replacement	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$60,000
<b>Total----&gt;</b>													<b>\$600,000</b>
122626	MVRPC	Greene County Transit Board	30.09.03	Operating Assistance	CO Air Quality Exempt	Operating	Federal	5307	FTAD	Transit	Urban Formula Program	2028	\$960,000
122626	MVRPC	Greene County Transit Board	30.09.03	Operating Assistance	CO Air Quality Exempt	Operating	State	GRF	4TT7	Transit	General Revenue Fund	2028	\$225,000
122626	MVRPC	Greene County Transit Board	30.09.03	Operating Assistance	CO Air Quality Exempt	Operating	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$735,000
122626	MVRPC	Greene County Transit Board	30.09.03	Operating Assistance	CO Air Quality Exempt	Operating	Federal	5307	FTAD	Transit	Urban Formula Program	2029	\$960,000
122626	MVRPC	Greene County Transit Board	30.09.03	Operating Assistance	CO Air Quality Exempt	Operating	State	GRF	4TT7	Transit	General Revenue Fund	2029	\$225,000
122626	MVRPC	Greene County Transit Board	30.09.03	Operating Assistance	CO Air Quality Exempt	Operating	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$735,000
<b>Total----&gt;</b>													<b>\$3,840,000</b>
122627	MVRPC	Greene County Transit Board	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2028	\$320,000
122627	MVRPC	Greene County Transit Board	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$80,000
122627	MVRPC	Greene County Transit Board	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2029	\$320,000
122627	MVRPC	Greene County Transit Board	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$80,000
<b>Total----&gt;</b>													<b>\$800,000</b>
122628	MVRPC	Greene County Transit Board	11.12.04 - Qty 5	Bus Replacement	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2028	\$240,000
122628	MVRPC	Greene County Transit Board	11.12.04 - Qty 5	Bus Replacement	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$60,000
122628	MVRPC	Greene County Transit Board	11.12.04 - Qty 5	Bus Replacement	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2029	\$240,000
122628	MVRPC	Greene County Transit Board	11.12.04 - Qty 5	Bus Replacement	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$60,000
<b>Total----&gt;</b>													<b>\$600,000</b>
123836	MVRPC	Greene County Transit Board	30.09.01	Operating Assistance	CO Air Quality Exempt	Operating	Federal	5311	4EA5	Transit	Rural Transit Program	2026	<b>\$285,037</b>
123836	MVRPC	Greene County Transit Board	30.09.01	Operating Assistance	CO Air Quality Exempt	Operating	Local Match	LNTF	LNTF	Transit	Local Match	2026	<b>\$285,037</b>
123836	MVRPC	Greene County Transit Board	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5311	4EA5	Transit	Rural Transit Program	2026	<b>\$64,548</b>
123836	MVRPC	Greene County Transit Board	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	<b>\$16,137</b>
<b>Total----&gt;</b>													<b>\$650,759</b>

TABLE 5.2 MIAMI COUNTY TRANSIT - ANTICIPATED CAPITAL IMPROVEMENTS SFY2026-2029

PID	MPO	Sponsoring Agency	ALI / Quantity	Project Description	Air Quality	Type	Fund Type	Fund	SAC	Work Category	Fund Description	SFY	Amount
111664	MVRPC	Miami County Commissioners	11.42.07	ADP Software & Equipment	CO Air Quality Exempt	Capital	Federal	5339	TBB5	Transit	Rural Transit Program	2026	\$16,000
111664	MVRPC	Miami County Commissioners	11.42.07	ADP Software & Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$4,000
<b>Total----&gt;</b>													<b>\$20,000</b>
118259	MVRPC	Miami County Commissioners	30.09.01	Operating Assistance	CO Air Quality Exempt	Operating	Federal	5311	4EAS	Transit	Rural Transit Program	2027	\$425,000
118259	MVRPC	Miami County Commissioners	30.09.01	Operating Assistance	CO Air Quality Exempt	Operating	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$425,000
<b>Total----&gt;</b>													<b>\$850,000</b>
118276	MVRPC	Miami County Commissioners	11.12.15	Replacement Buses	CO Air Quality Exempt	Capital	Federal	5339	TBB5	Transit	Rural Transit Program	2027	\$288,000
118276	MVRPC	Miami County Commissioners	11.12.15	Replacement Buses	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$72,000
<b>Total----&gt;</b>													<b>\$360,000</b>
121144	MVRPC	Miami County Commissioners	11.12.15	Replacement Buses	CO Air Quality Exempt	Capital	Federal	5339	TBB5	Transit	Rural Transit Program	2026	\$289,224
121144	MVRPC	Miami County Commissioners	11.12.15	Replacement Buses	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$72,309
<b>Total----&gt;</b>													<b>\$361,533</b>
123289	MVRPC	Miami County Commissioners	30.09.01	Operating Assistance	CO Air Quality Exempt	Operating	Federal	5311	4EAS	Transit	Rural Transit Program	2028	\$425,000
123289	MVRPC	Miami County Commissioners	30.09.01	Operating Assistance	CO Air Quality Exempt	Operating	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$425,000
<b>Total----&gt;</b>													<b>\$850,000</b>
123291	MVRPC	Miami County Commissioners	30.09.01	Operating Assistance	CO Air Quality Exempt	Operating	Federal	5311	4EAS	Transit	Rural Transit Program	2029	\$425,000
123291	MVRPC	Miami County Commissioners	30.09.01	Operating Assistance	CO Air Quality Exempt	Operating	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$425,000
<b>Total----&gt;</b>													<b>\$850,000</b>
123304	MVRPC	Miami County Commissioners	11.12.15	Replacement Buses	CO Air Quality Exempt	Capital	Federal	5339	TBB5	Transit	Rural Transit Program	2028	\$288,000
123304	MVRPC	Miami County Commissioners	11.12.15	Replacement Buses	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$72,000
<b>Total----&gt;</b>													<b>\$360,000</b>
123305	MVRPC	Miami County Commissioners	11.12.15	Replacement Buses	CO Air Quality Exempt	Capital	Federal	5339	TBB5	Transit	Rural Transit Program	2029	\$288,000
123305	MVRPC	Miami County Commissioners	11.12.15	Replacement Buses	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$72,000
<b>Total----&gt;</b>													<b>\$360,000</b>
123836	MVRPC	Miami County Commissioners	30.09.01	Operating Assistance	CO Air Quality Exempt	Operating	Federal	5311	4EAS	Transit	Rural Transit Program	2026	<b>\$339,694</b>
123836	MVRPC	Miami County Commissioners	30.09.01	Operating Assistance	CO Air Quality Exempt	Operating	State	GRF	4RT5	Transit	General Revenue Fund	2026	\$275,612
123836	MVRPC	Miami County Commissioners	30.09.01	Operating Assistance	CO Air Quality Exempt	Operating	Local Match	LNTF	LNTF	Transit	Local Match	2026	<b>\$412,082</b>
123836	MVRPC	Miami County Commissioners	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5311	4EAS	Transit	Rural Transit Program	2026	<b>\$464,000</b>
123836	MVRPC	Miami County Commissioners	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	<b>\$116,000</b>
<b>Total----&gt;</b>													<b>\$1,607,388</b>

Note: All projects funded with 5311 and 5339 funds are considered Statewide Line Item Projects.

Table 5.3 GDRTA - ANTICIPATED CAPITAL IMPROVEMENTS SFY2026-2029

PID	MPO	Sponsoring Agency	ALI / Quantity	Project Description	Air Quality	Type	Fund Type	Fund	SAC	Work Category	Fund Description	SFY	Amount
118108	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$1,600,000
118108	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$400,000
<b>Total----&gt;</b>													<b>\$2,000,000</b>
118111	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$1,600,000
118111	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$400,000
<b>Total----&gt;</b>													<b>\$2,000,000</b>
118115	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$8,000,000
118115	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2026	\$8,000,000
118115	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$4,000,000
<b>Total----&gt;</b>													<b>\$20,000,000</b>
118116	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	Y240	4TP7	Transit	STBG FLEX IJIA	2026	\$2,000,000
118116	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$500,000
118116	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$8,000,000
118116	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2027	\$8,000,000
118116	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$4,000,000
<b>Total----&gt;</b>													<b>\$22,500,000</b>
118125	MVRPC	Greater Dayton Regional Transit Authority	11.52.20	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2026	\$8,000,000
118125	MVRPC	Greater Dayton Regional Transit Authority	11.52.20	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$2,000,000
<b>Total----&gt;</b>													<b>\$10,000,000</b>
118126	MVRPC	Greater Dayton Regional Transit Authority	11.52.20	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2027	\$8,000,000
118126	MVRPC	Greater Dayton Regional Transit Authority	11.52.20	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$2,000,000
<b>Total----&gt;</b>													<b>\$10,000,000</b>
118129	MVRPC	Greater Dayton Regional Transit Authority	11.12.40	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$200,000
118129	MVRPC	Greater Dayton Regional Transit Authority	11.12.40	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$50,000
<b>Total----&gt;</b>													<b>\$250,000</b>
118133	MVRPC	Greater Dayton Regional Transit Authority	11.12.40	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$200,000
118133	MVRPC	Greater Dayton Regional Transit Authority	11.12.40	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$50,000
<b>Total----&gt;</b>													<b>\$250,000</b>
118143	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$4,750,000
118143	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2026	\$2,000,000
118143	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5339	FTAD	Transit	Bus & Bus Facilities	2026	\$1,250,000
118143	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$2,000,000
<b>Total----&gt;</b>													<b>\$10,000,000</b>
118155	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$4,750,000
118155	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2027	\$2,000,000
118155	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5339	FTAD	Transit	Bus & Bus Facilities	2027	\$1,250,000
118155	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$2,000,000
<b>Total----&gt;</b>													<b>\$10,000,000</b>
118159	MVRPC	Greater Dayton Regional Transit Authority	11.42.09	Security Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$250,000
118159	MVRPC	Greater Dayton Regional Transit Authority	11.42.09	Security Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2026	\$250,000
118159	MVRPC	Greater Dayton Regional Transit Authority	11.42.09	Security Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$125,000
<b>Total----&gt;</b>													<b>\$625,000</b>
118160	MVRPC	Greater Dayton Regional Transit Authority	11.42.09	Security Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$250,000
118160	MVRPC	Greater Dayton Regional Transit Authority	11.42.09	Security Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2027	\$250,000
118160	MVRPC	Greater Dayton Regional Transit Authority	11.42.09	Security Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$125,000
<b>Total----&gt;</b>													<b>\$625,000</b>
118162	MVRPC	Greater Dayton Regional Transit Authority	11.42.08	ADP Software & Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$900,000
118162	MVRPC	Greater Dayton Regional Transit Authority	11.42.08	ADP Software & Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2026	\$500,000
118162	MVRPC	Greater Dayton Regional Transit Authority	11.42.08	ADP Software & Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$350,000
<b>Total----&gt;</b>													<b>\$1,750,000</b>
118163	MVRPC	Greater Dayton Regional Transit Authority	11.42.08	ADP Software & Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$900,000
118163	MVRPC	Greater Dayton Regional Transit Authority	11.42.08	ADP Software & Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2027	\$500,000
118163	MVRPC	Greater Dayton Regional Transit Authority	11.42.08	ADP Software & Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$350,000
<b>Total----&gt;</b>													<b>\$1,750,000</b>
118167	MVRPC	Greater Dayton Regional Transit Authority	11.42.11	Support Vehicles	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$250,000
118167	MVRPC	Greater Dayton Regional Transit Authority	11.42.11	Support Vehicles	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2026	\$250,000
118167	MVRPC	Greater Dayton Regional Transit Authority	11.42.11	Support Vehicles	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$125,000
<b>Total----&gt;</b>													<b>\$625,000</b>
118168	MVRPC	Greater Dayton Regional Transit Authority	11.42.11	Support Vehicles	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$250,000
118168	MVRPC	Greater Dayton Regional Transit Authority	11.42.11	Support Vehicles	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2027	\$250,000
118168	MVRPC	Greater Dayton Regional Transit Authority	11.42.11	Support Vehicles	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$125,000
<b>Total----&gt;</b>													<b>\$625,000</b>
118171	MVRPC	Greater Dayton Regional Transit Authority	11.32.20	Transit Enhancements	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$300,000
118171	MVRPC	Greater Dayton Regional Transit Authority	11.32.20	Transit Enhancements	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2026	\$100,000
118171	MVRPC	Greater Dayton Regional Transit Authority	11.32.20	Transit Enhancements	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$100,000
<b>Total----&gt;</b>													<b>\$500,000</b>

Table 5.3 GDRTA - ANTICIPATED CAPITAL IMPROVEMENTS SFY2026-2029

PID	MPO	Sponsoring Agency	ALI / Quantity	Project Description	Air Quality	Type	Fund Type	Fund	SAC	Work Category	Fund Description	SFY	Amount
118172	MVRPC	Greater Dayton Regional Transit Authority	11.32.20	Transit Enhancements	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$300,000
118172	MVRPC	Greater Dayton Regional Transit Authority	11.32.20	Transit Enhancements	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2027	\$100,000
118172	MVRPC	Greater Dayton Regional Transit Authority	11.32.20	Transit Enhancements	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$100,000
<b>Total----&gt;</b>													<b>\$500,000</b>
118174	MVRPC	Greater Dayton Regional Transit Authority	11.16.40	Lease Associated Capital Items	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$400,000
118174	MVRPC	Greater Dayton Regional Transit Authority	11.16.40	Lease Associated Capital Items	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2026	\$200,000
118174	MVRPC	Greater Dayton Regional Transit Authority	11.16.40	Lease Associated Capital Items	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$150,000
<b>Total----&gt;</b>													<b>\$750,000</b>
118177	MVRPC	Greater Dayton Regional Transit Authority	11.16.40	Lease Associated Capital Items	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$400,000
118177	MVRPC	Greater Dayton Regional Transit Authority	11.16.40	Lease Associated Capital Items	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2027	\$200,000
118177	MVRPC	Greater Dayton Regional Transit Authority	11.16.40	Lease Associated Capital Items	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$150,000
<b>Total----&gt;</b>													<b>\$750,000</b>
118181	MVRPC	Greater Dayton Regional Transit Authority	11.42.20	Shop/Office Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$300,000
118181	MVRPC	Greater Dayton Regional Transit Authority	11.42.20	Shop/Office Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2026	\$200,000
118181	MVRPC	Greater Dayton Regional Transit Authority	11.42.20	Shop/Office Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$125,000
<b>Total----&gt;</b>													<b>\$625,000</b>
118183	MVRPC	Greater Dayton Regional Transit Authority	11.42.20	Shop/Office Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$300,000
118183	MVRPC	Greater Dayton Regional Transit Authority	11.42.20	Shop/Office Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2027	\$200,000
118183	MVRPC	Greater Dayton Regional Transit Authority	11.42.20	Shop/Office Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$125,000
<b>Total----&gt;</b>													<b>\$625,000</b>
121428	MVRPC	Greater Dayton Regional Transit Authority	11.13.15	Transit Vehicles	CO Air Quality Exempt	Capital	Federal	5310	TDY5	Transit	Enhanced Mobility	2026	\$894,179
121428	MVRPC	Greater Dayton Regional Transit Authority	11.13.15	Transit Vehicles	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$223,545
<b>Total----&gt;</b>													<b>\$1,117,724</b>
121711	MVRPC	Greater Dayton Regional Transit Authority	11.12.03	Replacement 30' - 35' Circulator Buses -Qty 5	CO Air Quality Exempt	Capital	Federal	Y240	4TA7	FTA Transfer	STP - MVRPC	2029	\$2,400,000
121711	MVRPC	Greater Dayton Regional Transit Authority	11.12.03	Replacement 30' - 35' Circulator Buses -Qty 5	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$600,000
<b>Total----&gt;</b>													<b>\$3,000,000</b>
121713	MVRPC	Greater Dayton Regional Transit Authority	11.43.04	Vehicle Storage Facility	CO Air Quality Exempt	Capital	Federal	Y240	4TP7	Transit	STBG FLEX IIIA	2026	\$3,000,000
121713	MVRPC	Greater Dayton Regional Transit Authority	11.43.04	Vehicle Storage Facility	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program	2026	\$8,000,000
121713	MVRPC	Greater Dayton Regional Transit Authority	11.43.04	Vehicle Storage Facility	CO Air Quality Exempt	Capital	Federal	5339	FTAD	Transit	Urban Formula Program	2026	\$1,000,000
121713	MVRPC	Greater Dayton Regional Transit Authority	11.43.04	Vehicle Storage Facility	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$3,000,000
121713	MVRPC	Greater Dayton Regional Transit Authority	11.43.04	Vehicle Storage Facility	CO Air Quality Exempt	Capital	Federal	Y240	4TP7	Transit	STBG FLEX IIIA	2027	\$1,257,978
121713	MVRPC	Greater Dayton Regional Transit Authority	11.43.04	Vehicle Storage Facility	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Urban Formula Program	2027	\$8,000,000
121713	MVRPC	Greater Dayton Regional Transit Authority	11.43.04	Vehicle Storage Facility	CO Air Quality Exempt	Capital	Federal	5339	FTAD	Transit	Urban Formula Program	2027	\$1,000,000
121713	MVRPC	Greater Dayton Regional Transit Authority	11.43.04	Vehicle Storage Facility	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$2,564,494
<b>Total----&gt;</b>													<b>\$27,822,472</b>
122602	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2028	\$1,600,000
122602	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$400,000
<b>Total----&gt;</b>													<b>\$2,000,000</b>
122603	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2029	\$1,600,000
122603	MVRPC	Greater Dayton Regional Transit Authority	11.7C.00	Non-Fixed Route ADA	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$400,000
<b>Total----&gt;</b>													<b>\$2,000,000</b>
122604	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2028	\$8,000,000
122604	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2028	\$8,000,000
122604	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$4,000,000
<b>Total----&gt;</b>													<b>\$20,000,000</b>
122605	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2029	\$8,000,000
122605	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2029	\$8,000,000
122605	MVRPC	Greater Dayton Regional Transit Authority	11.7A.00	Preventative Maintenance	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$4,000,000
<b>Total----&gt;</b>													<b>\$20,000,000</b>
122606	MVRPC	Greater Dayton Regional Transit Authority	11.52.20	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2028	\$8,000,000
122606	MVRPC	Greater Dayton Regional Transit Authority	11.52.20	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$2,000,000
<b>Total----&gt;</b>													<b>\$10,000,000</b>
122607	MVRPC	Greater Dayton Regional Transit Authority	11.52.20	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2029	\$8,000,000
122607	MVRPC	Greater Dayton Regional Transit Authority	11.52.20	Fixed Guideway System Misc. Upgrades and Projects	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$2,000,000
<b>Total----&gt;</b>													<b>\$10,000,000</b>
122608	MVRPC	Greater Dayton Regional Transit Authority	11.12.40	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2028	\$200,000
122608	MVRPC	Greater Dayton Regional Transit Authority	11.12.40	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$50,000
<b>Total----&gt;</b>													<b>\$250,000</b>
122609	MVRPC	Greater Dayton Regional Transit Authority	11.12.40	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2029	\$200,000
122609	MVRPC	Greater Dayton Regional Transit Authority	11.12.40	Associated Vehicle Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$50,000
<b>Total----&gt;</b>													<b>\$250,000</b>
122610	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2028	\$4,750,000
122610	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2028	\$2,000,000
122610	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5339	FTAD	Transit	Bus & Bus Facilities	2028	\$1,250,000
122610	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$2,000,000
<b>Total----&gt;</b>													<b>\$10,000,000</b>

Table 5.3 GDRTA - ANTICIPATED CAPITAL IMPROVEMENTS SFY2026-2029

PID	MPO	Sponsoring Agency	ALI / Quantity	Project Description	Air Quality	Type	Fund Type	Fund	SAC	Work Category	Fund Description	SFY	Amount
122611	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2029	\$4,750,000
122611	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2029	\$2,000,000
122611	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Federal	5339	FTAD	Transit	Bus & Bus Facilities	2029	\$1,250,000
122611	MVRPC	Greater Dayton Regional Transit Authority	11.44.03	Facility Upgrades	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$2,000,000
<b>Total----&gt;</b>													<b>\$10,000,000</b>
122612	MVRPC	Greater Dayton Regional Transit Authority	11.42.09	Security Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2028	\$250,000
122612	MVRPC	Greater Dayton Regional Transit Authority	11.42.09	Security Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2028	\$250,000
122612	MVRPC	Greater Dayton Regional Transit Authority	11.42.09	Security Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$125,000
<b>Total----&gt;</b>													<b>\$625,000</b>
122613	MVRPC	Greater Dayton Regional Transit Authority	11.42.09	Security Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2029	\$250,000
122613	MVRPC	Greater Dayton Regional Transit Authority	11.42.09	Security Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2029	\$250,000
122613	MVRPC	Greater Dayton Regional Transit Authority	11.42.09	Security Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$125,000
<b>Total----&gt;</b>													<b>\$625,000</b>
122614	MVRPC	Greater Dayton Regional Transit Authority	11.42.08	ADP Software & Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2028	\$900,000
122614	MVRPC	Greater Dayton Regional Transit Authority	11.42.08	ADP Software & Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2028	\$500,000
122614	MVRPC	Greater Dayton Regional Transit Authority	11.42.08	ADP Software & Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$350,000
<b>Total----&gt;</b>													<b>\$1,750,000</b>
122615	MVRPC	Greater Dayton Regional Transit Authority	11.42.08	ADP Software & Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2029	\$900,000
122615	MVRPC	Greater Dayton Regional Transit Authority	11.42.08	ADP Software & Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2029	\$500,000
122615	MVRPC	Greater Dayton Regional Transit Authority	11.42.08	ADP Software & Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$350,000
<b>Total----&gt;</b>													<b>\$1,750,000</b>
122616	MVRPC	Greater Dayton Regional Transit Authority	11.42.11	Support Vehicles	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2028	\$250,000
122616	MVRPC	Greater Dayton Regional Transit Authority	11.42.11	Support Vehicles	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2028	\$250,000
122616	MVRPC	Greater Dayton Regional Transit Authority	11.42.11	Support Vehicles	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$125,000
<b>Total----&gt;</b>													<b>\$625,000</b>
122617	MVRPC	Greater Dayton Regional Transit Authority	11.42.11	Support Vehicles	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2029	\$250,000
122617	MVRPC	Greater Dayton Regional Transit Authority	11.42.11	Support Vehicles	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2029	\$250,000
122617	MVRPC	Greater Dayton Regional Transit Authority	11.42.11	Support Vehicles	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$125,000
<b>Total----&gt;</b>													<b>\$625,000</b>
122618	MVRPC	Greater Dayton Regional Transit Authority	11.32.20	Transit Enhancements	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2028	\$300,000
122618	MVRPC	Greater Dayton Regional Transit Authority	11.32.20	Transit Enhancements	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2028	\$100,000
122618	MVRPC	Greater Dayton Regional Transit Authority	11.32.20	Transit Enhancements	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$100,000
<b>Total----&gt;</b>													<b>\$500,000</b>
122619	MVRPC	Greater Dayton Regional Transit Authority	11.32.20	Transit Enhancements	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2029	\$300,000
122619	MVRPC	Greater Dayton Regional Transit Authority	11.32.20	Transit Enhancements	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2029	\$100,000
122619	MVRPC	Greater Dayton Regional Transit Authority	11.32.20	Transit Enhancements	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$100,000
<b>Total----&gt;</b>													<b>\$500,000</b>
122620	MVRPC	Greater Dayton Regional Transit Authority	11.16.40	Lease Associated Capital Items	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2028	\$400,000
122620	MVRPC	Greater Dayton Regional Transit Authority	11.16.40	Lease Associated Capital Items	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2028	\$200,000
122620	MVRPC	Greater Dayton Regional Transit Authority	11.16.40	Lease Associated Capital Items	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$150,000
<b>Total----&gt;</b>													<b>\$750,000</b>
122621	MVRPC	Greater Dayton Regional Transit Authority	11.16.40	Lease Associated Capital Items	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2029	\$400,000
122621	MVRPC	Greater Dayton Regional Transit Authority	11.16.40	Lease Associated Capital Items	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2029	\$200,000
122621	MVRPC	Greater Dayton Regional Transit Authority	11.16.40	Lease Associated Capital Items	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$150,000
<b>Total----&gt;</b>													<b>\$750,000</b>
122622	MVRPC	Greater Dayton Regional Transit Authority	11.42.20	Shop/Office Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2028	\$300,000
122622	MVRPC	Greater Dayton Regional Transit Authority	11.42.20	Shop/Office Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2028	\$200,000
122622	MVRPC	Greater Dayton Regional Transit Authority	11.42.20	Shop/Office Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$125,000
<b>Total----&gt;</b>													<b>\$625,000</b>
122623	MVRPC	Greater Dayton Regional Transit Authority	11.42.20	Shop/Office Equipment	CO Air Quality Exempt	Capital	Federal	5307	FTAD	Transit	Urban Formula Program	2029	\$300,000
122623	MVRPC	Greater Dayton Regional Transit Authority	11.42.20	Shop/Office Equipment	CO Air Quality Exempt	Capital	Federal	5337	FTAD	Transit	Fixed Guideway Mod	2029	\$200,000
122623	MVRPC	Greater Dayton Regional Transit Authority	11.42.20	Shop/Office Equipment	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$125,000
<b>Total----&gt;</b>													<b>\$625,000</b>
122624	MVRPC	Greater Dayton Regional Transit Authority	30.09.04	Special Rule Operating	CO Air Quality Exempt	Operating	Federal	5307	FTAD	Transit	Urban Formula Program	2026	\$9,000,000
122624	MVRPC	Greater Dayton Regional Transit Authority	30.09.04	Special Rule Operating	CO Air Quality Exempt	Operating	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$9,000,000
<b>Total----&gt;</b>													<b>\$18,000,000</b>
123615	MVRPC	Greater Dayton Regional Transit Authority	30.09.04	Special Rule Operating	CO Air Quality Exempt	Operating	Federal	5307	FTAD	Transit	Urban Formula Program	2027	\$9,000,000
123615	MVRPC	Greater Dayton Regional Transit Authority	30.09.04	Special Rule Operating	CO Air Quality Exempt	Operating	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$9,000,000
<b>Total----&gt;</b>													<b>\$18,000,000</b>



TABLE 5.4 ODOT TRANSIT - ANTICIPATED CAPITAL IMPROVEMENTS SFY2026-2029

PID	MPO	Sponsoring Agency	ALI / Quantity	Project Description	Air Quality	Type	Fund Type	Fund	SAC	Work Category	Fund Description	SFY	Amount
117967	MVRPC	MVRPC	11.7L.00	Mobility Management Regional Planning	CO Air Quality Exempt	Capital	Federal	5310	TDY5	Transit	Enhanced Mobility	2026	\$125,858
117967	MVRPC	MVRPC	11.7L.00	Mobility Management Regional Planning	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$31,465
<b>Total----&gt;</b>													<b>\$157,323</b>
118276	MVRPC	Agencies in MVRPC Region	11.12.15	SFY 2027 ODOT Large Urban 5339 Allocations	CO Air Quality Exempt	Capital	Federal	5339	TBB5	Transit	Bus & Bus Facilities	2027	\$288,000
118276	MVRPC	Agencies in MVRPC Region	11.12.15	SFY 2027 ODOT Large Urban 5339 Allocations	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$72,000
<b>Total----&gt;</b>													<b>\$360,000</b>
118281	MVRPC	RT Industries	11.13.15	Transit Vehicle	CO Air Quality Exempt	Capital	Federal	5310	TER5	Transit	Enhanced Mobility	2026	\$202,864
118281	MVRPC	RT Industries	11.13.15	Transit Vehicle	CO Air Quality Exempt	Capital	Local Match	LNTF	4EE5	Transit	Local Match	2026	\$50,724
<b>Total----&gt;</b>													<b>\$253,588</b>
118284	MVRPC	Agencies in MVRPC Region	11.12.15	SFY 2027 ODOT Large Urban 5310 Allocations	CO Air Quality Exempt	Capital	Federal	5310	TDY5	Transit	Enhanced Mobility	2027	\$1,210,947
118284	MVRPC	Agencies in MVRPC Region	11.12.15	SFY 2027 ODOT Large Urban 5310 Allocations	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2027	\$302,737
<b>Total----&gt;</b>													<b>\$1,513,684</b>
121428	MVRPC	Agencies in MVRPC Region	11.13.15	Transit Vehicles	CO Air Quality Exempt	Capital	Federal	5310	TDY5	Transit	Enhanced Mobility	2026	\$969,977
121428	MVRPC	Agencies in MVRPC Region	11.13.15	Transit Vehicles	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2026	\$242,499
<b>Total----&gt;</b>													<b>\$1,212,476</b>
123296	MVRPC	Agencies in MVRPC Region	11.12.15	SFY 2028 ODOT Large Urban 5310 Allocations	CO Air Quality Exempt	Capital	Federal	5310	TDY5	Transit	Enhanced Mobility	2028	\$1,210,947
123296	MVRPC	Agencies in MVRPC Region	11.12.15	SFY 2028 ODOT Large Urban 5310 Allocations	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2028	\$302,737
<b>Total----&gt;</b>													<b>\$1,513,684</b>
123302	MVRPC	Agencies in MVRPC Region	11.12.15	SFY 2029 ODOT Large Urban 5310 Allocations	CO Air Quality Exempt	Capital	Federal	5310	TDY5	Transit	Enhanced Mobility	2029	\$1,210,947
123302	MVRPC	Agencies in MVRPC Region	11.12.15	SFY 2029 ODOT Large Urban 5310 Allocations	CO Air Quality Exempt	Capital	Local Match	LNTF	LNTF	Transit	Local Match	2029	\$302,737
<b>Total----&gt;</b>													<b>\$1,513,684</b>

**RESOLUTION 25-22**  
**AMENDING THE SFY2026-SFY2029 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

**WHEREAS**, the SFY2026-SFY2029 Transportation Improvement Program was adopted on May 1, 2025; and

**WHEREAS**, MVRPC, ODOT, Greene CATS, Miami County Transit and GDRTA have made numerous modifications to the programming documents for various projects resulting in the need for a SFY2026-SFY2029 TIP amendment; and

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

**WHEREAS**, this TIP amendment is consistent with the regional air quality emission analysis of the SFY2026-SFY2029 TIP; and

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

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

**NOW THEREFORE BE IT RESOLVED**, that the MPO members of the Board of Directors of the Miami Valley Regional Planning Commission hereby adopt **Amendment #3** to the SFY2026-SFY2029 Transportation Improvement Program as shown on the attached TIP Tables.

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

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

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**Sara Lommatzsch, Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission

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Date

## MEMORANDUM

**To:** Technical Advisory Committee, Board of Directors  
**From:** MVRPC Staff  
**Date:** August 5, 2025  
**Subject:** IIJA Funds Availability Report and Project Solicitation Request

Federal transportation planning regulations require Metropolitan Planning Organizations (MPOs) in areas over 200,000 population to select projects in consultation with the State. All FHWA and FTA funded projects within the metropolitan planning area must be included in the Transportation Improvement Program (TIP). The TIP must be prioritized and it must include a financial plan demonstrating how projects are to be funded.

Annually, MVRPC staff evaluates the current transportation planning requirements and subsequently suggest changes to the MVRPC's federal funding Program Policies and Procedures staff uses to solicit for new projects. These TIP development procedures require staff to provide an annual information report showing the status of regionally controlled federal transportation funds (Surface Transportation Program-STP, Congestion Mitigation/Air Quality-CMAQ, Transportation Alternatives-TA and Carbon Reduction-CR) for new projects. Based upon funding availability, the MVRPC Board may then authorize staff to begin new project solicitation.

The attached table entitled "Status of MVRPC's Regional Federal Funding – SFY2026-SFY2031" shows the status of regionally controlled federal transportation funds over the next six-year period. The report shows that staff anticipates a short-range fund balance of \$19.7 million (\$16.4 M STP, \$1.6 M of TA funds and \$1.7 M CR). Based upon the attached financial report, staff formally requests MVRPC Board authorization to solicit member jurisdictions for new projects.

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

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

STATUS OF MVRPC'S REGIONAL (LOCALLY ALLOCATED) FEDERAL FUNDING SFY2026-SFY2031 Estimate				
SFY2026-SFY2031 Estimate	Funding Categories			
	STP	TA	CR	Total
Budget Estimates (Available For Allocation)	\$78,810,997	\$9,204,503	\$13,111,553	\$101,127,053
Previously Committed	\$62,452,479	\$7,605,188	\$11,416,462	\$81,474,129
Currently Available For Allocation	\$16,358,518	\$1,599,315	\$1,695,091	\$19,652,924



## MEMORANDUM

**To:** Technical Advisory Committee, Board of Directors  
**From:** MVRPC Staff  
**Date:** August 6, 2025  
**Subject:** Updated MVRPC Suballocated Funding Policy

In 2021, the Fixing America's Surface Transportation Act (FAST Act) was replaced by the transportation bill called the Infrastructure Investment and Jobs Act (IIJA). In 1992, MVRPC's Transportation Committee adopted the policies and procedures for the STP and CMAQ funding categories, with TA and CR added in later years. MVRPC's suballocated funding policies and procedures were last updated in 2024 to include minor edits to reflect the availability of a resurfacing set aside and CMAQ funding. MVRPC staff has since determined that additional updates are necessary which are shown in red text or strikethroughs in the policy document.

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

Additionally, it has been determined that \$5,000,000 will be set aside for an STP Resurfacing Program. The maximum amount of STP funds available per resurfacing project is \$1,000,000. This is not a set aside for simple resurfacing funds in early SFYs as has been done in the past and these funds are not subject to simple resurfacing program limits such as limiting the scope of work to resurfacing only.

The updated policy continues to include the requirement that all projects incorporate bicycle and pedestrian friendly design features to enhance the overall connectivity of the region.

The updated MVRPC Suballocated Funding Policy and a resolution accepting the updated policy are attached for your consideration.

2025

APPLICATIONS DUE  
OCTOBER 9, 2025



*September 2025*



## Contents

INTRODUCTION.....	1
Funds Availability and Project Approval Process .....	2
Eligible Applicants and Projects.....	2
STP-CMAQ Funding Provisions .....	4
Resurfacing Program Funding Provisions .....	4
TA-CR Funding Provisions .....	5
General Funding Provisions .....	5
PROJECT EVALUATION AND RANKING PROCESS .....	6
SUMMARY.....	7
Appendix A — MVRPC's TIP DEVELOPMENT PROCESS .....	A-1
Appendix B — MVRPC PROJECT FUNDING PRIORITIZATION DECISION MAKING PROCESS.....	B-1
Appendix C — STP AND CMAQ COMPLETE STREETS ADHERENCE PROCESS ..	C-1
Appendix D — ELIGIBLE STP, CMAQ, TA, and CR FUNDING ACTIVITIES .....	D-1
Appendix E — MVRPC STATE INFRASTRUCTURE BANK (SIB) LOAN REPAYMENT POLICY .....	E-1
Appendix F — MVRPC's LIST OF ACRONYMS .....	F-1
Appendix G — INFORMATION REGARDING ADA COMPLIANCE AND VARIOUS RIGHT-OF- WAY TOPICS .....	G-1

## **INTRODUCTION**

Background - Requirements for project selection and priority.

1. Metropolitan Planning Organizations (MPO) are responsible for developing a Long Range Transportation Plan (LRTP) and a Transportation Improvement Program (TIP). The TIP must be consistent with the LRTP and must include all projects in the metropolitan area that are proposed for federal funding. States are required to develop a State Transportation Improvement Plan (STIP) which is consistent with MPO TIPs.
2. MPOs with populations over 200,000 like MVRPC are considered Transportation Management Areas (TMA) which are responsible for project selection of all highway and transit projects in consultation with the state. The exceptions are selected by the state in cooperation with the MPOs.
3. TIPs must be prioritized and include a financial plan demonstrating how projects are to be funded. The TIP must demonstrate that full funding can be reasonably anticipated in the time period contemplated for completion of the project.
4. MPOs are required to provide a reasonable opportunity for public comment on the LRTP and TIP. ***Appendix A - TIP Development Process provides a graphic overview of the TIP development process including a public comment period.***
5. All project sponsors must know and implement the U.S. Department of Transportation Standard Title VI Assurances and other Nondiscrimination Provisions, which states “No person in the United States shall, on the grounds of race, color, national origin, sex, age, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including FHWA”.

Use of MVRPC's *Program Policies and Procedures* in programming all federal transportation funds in the TIP.

1. MVRPC will use the *Program Policies and Procedures* to evaluate, rank, select and program suballocated Surface Transportation Program (STP) funds, Congestion Mitigation and Air Quality (CMAQ) improvement program funds, Transportation Alternatives (TA) funds, and Carbon Reduction Program (CR) funds.
2. MVRPC will also use the *Program Policies and Procedures* to evaluate, rank, select and program all other federal highway funds.



## **Funds Availability and Project Approval Process**

Upon Board determination of funds availability, staff will update policies, procedures, and criteria, provide a seminar for jurisdictions, and solicit qualified member government entities for new STP, ~~CMAQ~~, TA, and CR projects. The solicitation cycle will start on September **8**, with applications being due on October **9** at MVRPC. **Project sponsors are limited to submitting up to the following number of applications:**

<b>STP applications</b>	<b>2, <del>1 of which may be resurfacing</del> up to 1 normal and 1 resurfacing</b>
<b>TA or CR applications</b>	<b>2 combined</b>
<b><del>CMAQ applications</del></b>	<b><del>No limit</del></b>

A seminar for project applicants is conducted during the solicitation timeframe to provide potential applicants with information to assist them with completing the forms. After all applications are received, staff will prepare a profile summarizing all applications that will be made available for public comments. Staff will then present the list to the Technical Advisory Committee (TAC) and Board of Directors as an information report. Staff will then review all project applications based upon the selection criteria outlined herein, and for consistency with the Regional Complete Streets Policy. Staff will create a draft ranking of the projects and hold project sponsor meetings, where a final consensus will be reached. Finally, staff will develop a draft list of preferred projects and financial plan that will be forwarded to the TAC and Board for final approval. Ultimately, the Board will make a final project adoption at or before their March meeting subsequently directing staff to notify all project sponsors of the result. Upon funding approval, project sponsors are required to attend biannual project review meetings as setup by MVRPC staff.

***Appendix B – MVRPC Project Funding Prioritization Decision Making Process provides a graphic overview of MVRPC’s project funding prioritization decision making process.***

## **Eligible Applicants and Projects**

Applicants are limited to qualified member government entities located inside the boundaries of the MPO area.

Typical **STP** projects include: Capacity and maintenance projects such as lane additions, resurfacing/rehabilitation, safety upgrades...etc. (see Appendix D)

Typical **CMAQ** projects reduce congestion and improve air quality including but not limited to: turn lane additions, traffic signal interconnects, bikeway and pedestrian projects, Intelligent Transportation System (ITS) projects, High Occupancy Vehicle (HOV) lane, new transit services, pedestrian access, intermodal facilities, rideshare/ozone action programs, ...etc. (see Appendix D)

The **TA** program provides funding for programs and projects defined as transportation alternatives, including on-road and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects ...etc. (see Appendix D)

The Carbon Reduction (**CR**) Program funds projects that support a reduction in transportation emissions (defined as carbon dioxide emissions from on-road sources). Eligible projects include alternative fuel infrastructure, public transportation improvements, bicycle and pedestrian facilities, and energy efficient street lighting and traffic control equipment, among other viable carbon reduction projects. (see Appendix D)

All projects must be consistent with one or more of the 10 factors listed below as required by the Federal legislation.

1. Support the economic vitality of the metropolitan area
2. Increase safety
3. Increase security
4. Increase accessibility and mobility options for people and freight
5. Protect the environment, conserve energy, and improve quality of life
6. Enhance integration and connectivity of the transportation system
7. Promote efficiency
8. Emphasize preservation of the existing transportation system
9. Improve resiliency and reliability of the transportation system
10. Enhance travel and tourism

Projects must be consistent with one of the emphasis areas on comprehensive approaches to solving transportation problems, which include maintenance and improved efficiency, congestion reduction, coordination of transportation and land use planning, implementation of federal transportation control measures, and low cost operation or economically efficient improvements.

All project activities including design, right of way acquisition, ADA compliancy, etc. must adhere to all applicable federal and state laws.

Note: When Federal funds are used on a signal or signal project, warrants are required.

In addition to federal and state requirements, MVRPC requires that all projects:

- Be included or justified in a local plan or program.
- Are sponsored by an MVRPC member organization which has committed to a timely project development schedule.
- Be located within a member jurisdiction's boundaries. Projects located within the boundaries of a non-member jurisdiction are not eligible for MVRPC controlled Federal funds unless the member jurisdiction applying for funds would be the owner or maintainer of the facility being constructed.
- Are compliant with the Regional Complete Streets Policy, adopted January 6, 2011; STP and CMAQ project applications that do not comply with the Regional Complete Streets Policy will not be considered for funding.
- Applications must be submitted in accordance with the format guidelines included in the application.
- Are listed in a resolution from the applicant's governing body permitting the submission of an application, as well as detailing the local priority of the project. This resolution should also formally commit the jurisdiction to providing the local match (regardless of source) to the Federal funds as shown in the application as well as the funds for any 100% locally funded phases. **If there are multiple**

**jurisdictions involved in the financing of a project, resolutions are required from each jurisdiction detailing their respective financial commitment to the project.**

- Upon funding approval, applicant is required to attend biannual project review meetings as setup by MVRPC staff.
- If an MVRPC funded project is subsequently awarded additional sources of Federal or State funds, the MVRPC funds must be encumbered first (100% up to the project cap) prior to utilization of the additional funding sources.

The Federal-Aid Highway Program, which includes STP, CMAQ, TA, and CR, is a federally funded state administered program. It is not a grant program, but rather a reimbursement program, meaning that FHWA reimburses the state for the funded share of the actual expenses it incurs on a project as the project proceeds. The state then reimburses the local project sponsor as the project progresses. In no case will costs be eligible for reimbursement until the project is approved by ODOT and the Federal Highway Administration (FHWA).

### **STP-CMAQ Funding Provisions**

Project sponsors for either the STP or CMAQ program funds are encouraged to finance architectural/engineering plans, environmental assessment studies, right-of-way plans, right-of-way purchase and environmental remediation, if necessary. These costs are eligible for reimbursement, however, to maximize the region's resources the project advocate is encouraged to undertake these costs locally.

MVRPC's STP and CMAQ programs are very competitive; as such MVRPC's project evaluation system awards bonus points on a gradient scale for projects that include more than the minimum local match required. **Applicants providing greater than 20% local match for project phases funded with regionally controlled Federal funds will score bonus points in the overall ranking and scoring process.**

For STP and CMAQ projects, MVRPC will provide up to 80% (federal) of the cost for individual phases of a project. The maximum amount of STP funds available per project is \$3,000,000. In the event that multiple phases of a project are awarded STP funds, no more \$3,000,000 STP will be programmed in a single SFY. The applicant is required to provide a minimum of 20% (non-federal) of the cost for individual phases of the project. Projects such as the Rideshare program are eligible for up to 100% funding.

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

### **Resurfacing Program Funding Provisions**

From time to time, a certain amount of funds may be set aside to fund Federally eligible resurfacing projects. The amount set aside for these resurfacing projects will be

determined on an annual basis. This year, it has been determined that \$3,000,000 **\$5,000,000** will be set aside for this component of the STP funded program. The maximum Federal participation for the STP funded Resurfacing Program is 80%. The maximum amount of STP funds available for projects applying for the resurfacing set aside will be \$1,000,000 per project.

This is not a set aside for simple resurfacing funds in early SFYs as has been done in the past and these funds are not subject to the simple resurfacing program limits such as limiting the scope of work to resurfacing items only. This funding will be available in the same timeframe as the rest of the STP funding and priority will be given to locally controlled NHS arterials with poor Pavement Condition Ratings (PCRs).

When applying specifically for this component of the STP program, the project sponsor should mark the appropriate box on the front page of the application.

### **TA-CR Funding Provisions**

The TA and CR programs will provide up to 80% (federal) of the construction or implementation cost of a project. The maximum amount of TA or CR funds available per project is \$500,000. The applicant is required to provide a minimum of 20% (non-federal) of the construction or implementation cost. The applicant is required to finance architectural/engineering plans, environmental assessment studies, right-of-way plans, right-of-way purchase and environmental remediation, if necessary. These costs cannot be credited toward the applicant's cost of the construction or implementation costs. Applicants providing greater than 20% local match for the construction/implementation phase will score bonus points in the overall ranking and scoring process.

Please note that non-infrastructure projects, while eligible for TA funds, typically don't score well using the standard Project Evaluation System. Applicants interested in Safe Routes to School non-infrastructure projects under the TA program are encouraged to apply directly to ODOT's Safe Routes to School Program. Jurisdictions interested in completing travel plans near schools, adopting complete streets policies, conducting walking audits, or extending local trails should contact Matt Lindsay, MVRPC Manager, Environmental Planning. Mr. Lindsay will provide applicants with essential information for project justification. He is a planning resource during the preparation of the application by the local jurisdiction and development of plans.

### **General Funding Provisions**

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

**NOTE:** Roadway projects utilizing MVRPC controlled Federal funds must be located on roadways functionally classified as Urban Collector or above or Rural Major Collector or above. Interactive functional classification maps can be found at: <https://geospark-mvrpc.opendata.arcgis.com/pages/pes-hub>

The amount of federal funds available for reimbursement for a project will be capped at the MVRPC Board approved amount. If during the Environmental phase of a project, issues are discovered which would unexpectedly increase the cost of the project,

exceptions to the funding cap may be considered. It is expected that all cost estimates will be reliable, well researched, inflated to year of expenditure and not expected to increase. In addition, cost estimates must be certified by a professional engineer. When compiling cost estimates, please take into consideration that there can be significant costs associated with compliance to federal regulations. Failure to account for such costs may result in your application's approval with insufficient funds to enable the project to be realized. All cost overruns realized at bid opening will be the sole responsibility of the project sponsor. Once approved, a project's scope can not be changed without the Board's approval.

**NOTE:** All projects approved for funding must be programmed with ODOT within three months of the project approval date to avoid retraction of funds. It is the responsibility of the project sponsor to program their project with ODOT, MVRPC will assist in this process if requested.

In order to prevent jeopardizing the regionally controlled Federal funds, once a State Fiscal Year (SFY) for the Federal funds has been requested by the project sponsor, every effort should be made by the project sponsor to ensure the funds are used in those years. When considering whether to allow a delay in the use of regionally controlled Federal funds, MVRPC will take into account the project sponsor's ability to obtain a waiver under ODOT's Annual Budget Carryover Reduction Policy. If existing projects that utilize MVRPC controlled Federal funds are allowed to be delayed from one SFY to another, a penalty of -5 points per project delay may be assessed to every future application by the project sponsor for the next application cycle or until the delayed project has been awarded. Similarly, if a sponsor withdraws a funded project, a penalty of -5 points per project withdrawn may be assessed to every application submitted to the next application cycle.

## **PROJECT EVALUATION AND RANKING PROCESS**

All proposed projects are reviewed using a two-step project evaluation and ranking process. The first step is an initial screening which includes items discussed previously under the project eligibility and funding provision sections. If the proposed project meets all of the pre-screening criteria, it will be assigned to either the STP, CMAQ, TA, or CR funding category. After funding categories have been determined for each project they will be advanced to the second step, ranking, using the criteria attached to the project application. The evaluation system is broken down into three categories of projects: roadway, transit and bikeway/pedestrian. The scoring system was devised to equitably rank all three types of projects regardless of project type.

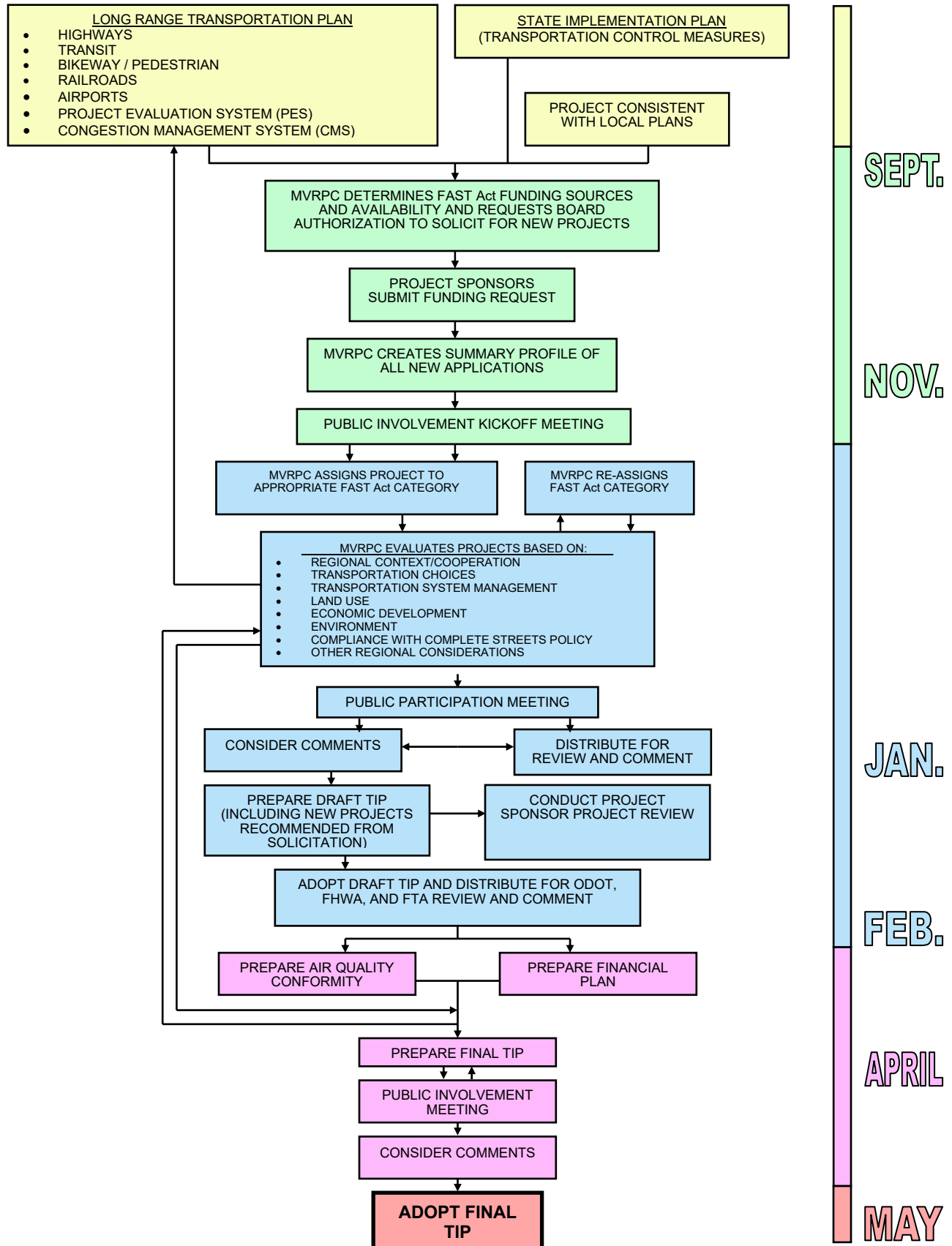
Once the draft scores from the project evaluation system are compiled, some projects may be reassigned to a different funding category. A final analysis would then be completed based upon the above criteria. In order to assure timely obligation of funds, annual TIP programming priority will be determined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

## **SUMMARY**

MVRPC's Program Policies and Procedures states the general practices of the MVRPC Board of Directors regarding programming projects with federal funds. The policies and procedures will enable communities to evaluate projects for funding eligibility prior to submittal to MVRPC. They also provide a means of continuously monitoring the program so that only projects which are actively pursued will ultimately receive federal funds. Exceptions to these general policies and procedures will be considered on a case by case basis. For further information please visit our web site at [www.mvrpc.org](http://www.mvrpc.org) or contact:

Paul Arnold  
Manager, Short Range Programs  
Miami Valley Regional Planning Commission  
6 North Main Street, Suite 400  
Dayton, OH 45402  
Ph: (937) 223-6323  
Fax: (937) 223-9750  
Email: [parnold@mvrpc.org](mailto:parnold@mvrpc.org)

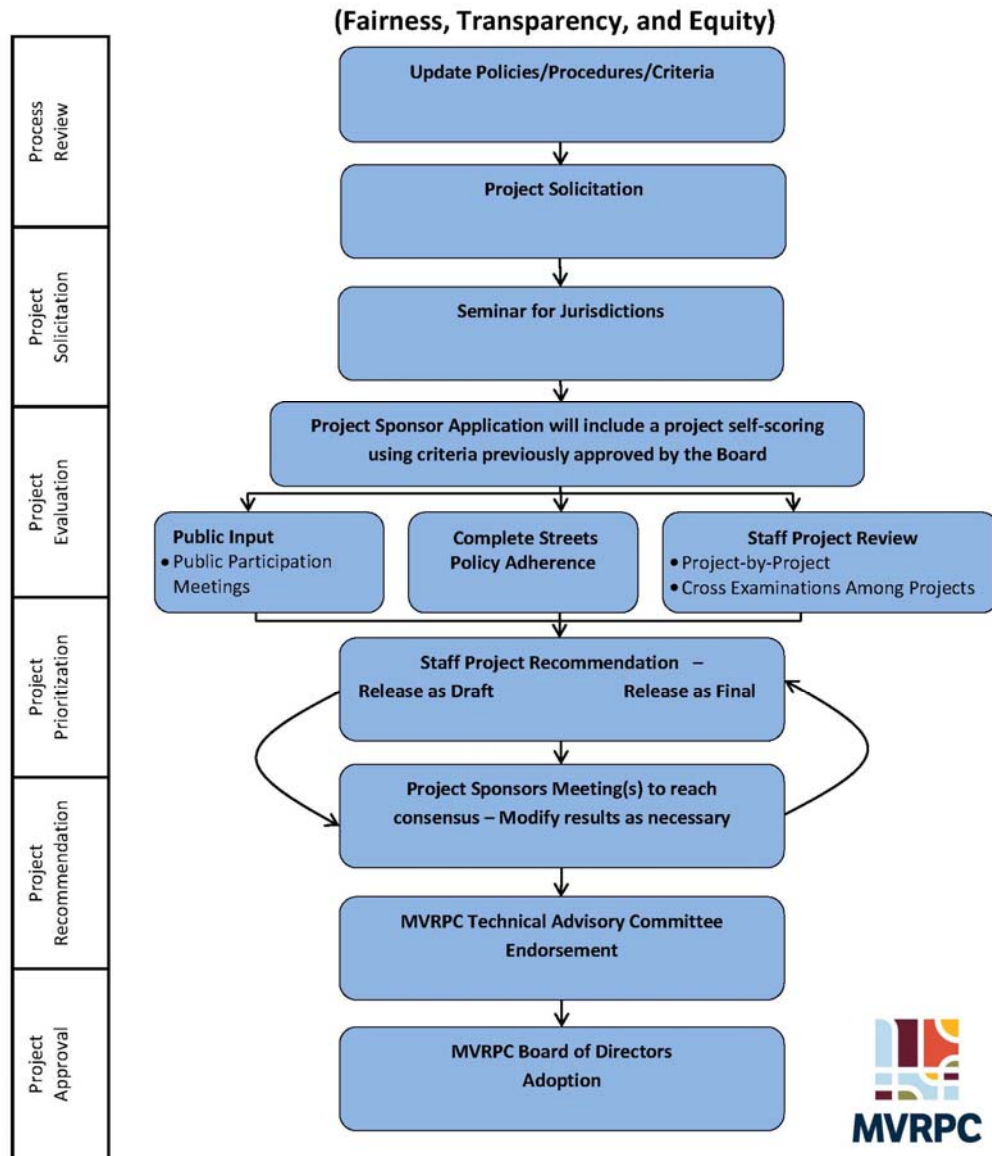
## Appendix A — MVRPC's TIP DEVELOPMENT PROCESS



A-1

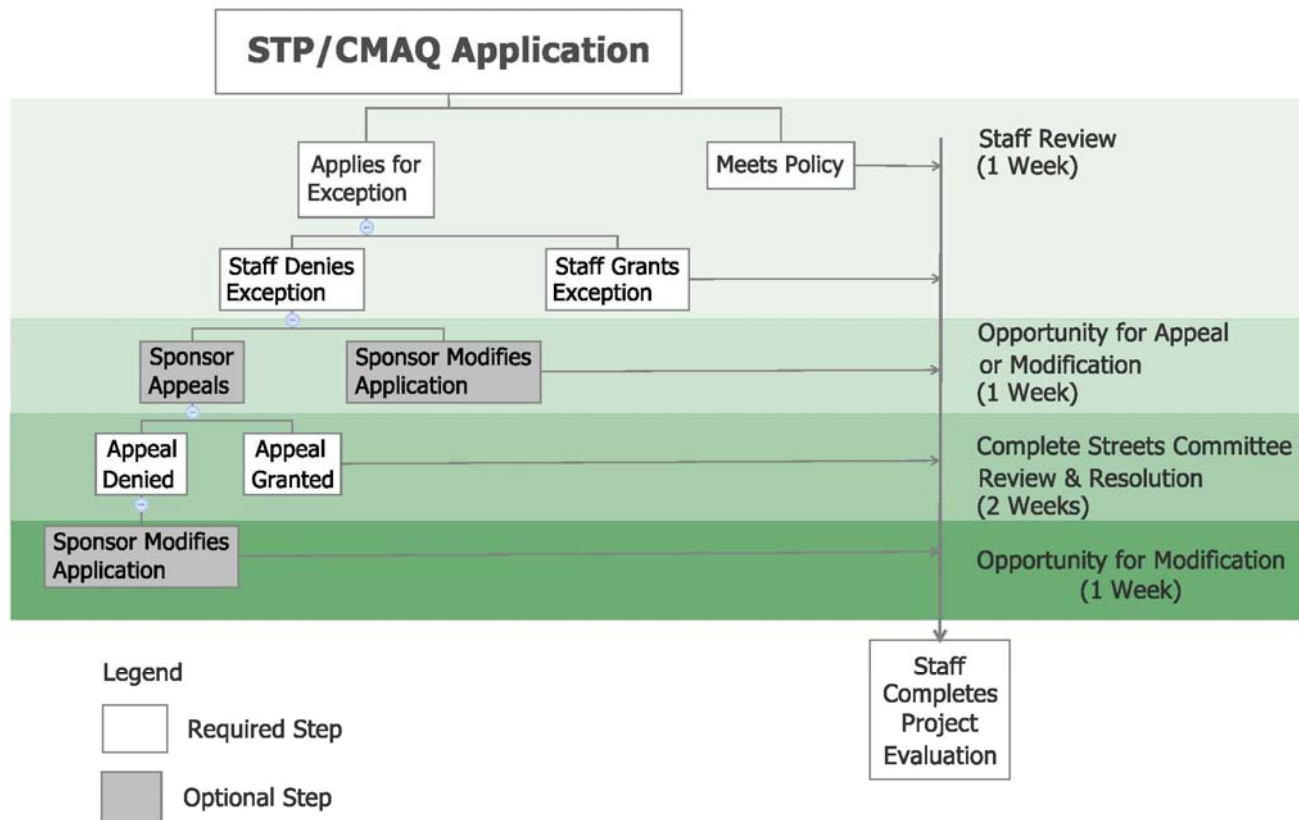
## Appendix - B

### MVRPC PROJECT FUNDING PRIORITIZATION DECISION MAKING PROCESS





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



## **Appendix D - ELIGIBLE STP, CMAQ, TA, and CR FUNDING ACTIVITIES**

### **Eligible STP activities**

**Eligible Activities (See 23 U.S.C. 133(b)):** Subject to the location of projects requirements in paragraph a above, the following eligible activities are listed in 23 U.S.C. 133(b):

**(1)** Construction, as defined in 23 U.S.C. 101(a)(4) as amended by the BIL, of the following:

- (A)** Highways, bridges, and tunnels, including designated routes of the Appalachian Development Highway System and local access roads under 40 U.S.C. 14501;
  - (B)** Ferry boats and terminal facilities:
    - That are eligible under 23 U.S.C. 129(c) as amended by the BIL, or
    - That are privately or majority-private owned, that the Secretary determines provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system described in 23 U.S.C. 101(b)(3)(D). This eligibility was added by BIL.
  - (C)** Transit capital projects eligible under chapter 53 of title 49, U.S.C.;
  - (D)** Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
  - (E)** Truck parking facilities eligible under Section 1401 of MAP-21 (See 23 U.S.C. 137 note);
  - (F)** Border infrastructure projects eligible under Section 1303 of SAFETEA-LU (See 23 U.S.C. 101 note); and
  - (G)** Wildlife crossing structures. This eligibility was added by BIL.
- (2)** Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(19).
- (3)** Environmental measures eligible under 23 U.S.C. 119(g), 148(a)(4)(B)(xvii), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (See 42 U.S.C. 7408(f)(1)(A)).
- (4)** There is no longer a paragraph (4) in subsection (b).
- (5)** Highway and transit safety infrastructure improvements and programs, including projects eligible under 23 U.S.C. 130 and installation of safety barriers and nets on bridges. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (6)** Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3). Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (7)** Recreational trails projects eligible under 23 U.S.C. 206 as amended by the BIL, including maintenance and restoration of existing recreational trails, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 as amended by the BIL (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (See 42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under 23 U.S.C. 208 as amended by the BIL. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

- (8)** Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (9)** Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (10)** Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (11)** Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (12)** Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (13)** Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (14)** Projects and strategies designed to reduce the number of wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance. Preventive maintenance is defined in 23 U.S.C. 116(a). Not subject to the Location of Project requirement in 23 U.S.C. 133(c). This eligibility was added by the BIL.
- (15)** The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure. Not subject to the Location of Project requirement in 23 U.S.C. 133(c). This eligibility was added by the BIL.
- (16)** The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users. This eligibility was added by the BIL.
- (17)** Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop. This eligibility was added by the BIL.
- (18)** Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under STBG. Natural infrastructure is defined in 23 U.S.C. 101(a)(17). This eligibility was added by the BIL.
- (19)** Measures to protect a transportation facility otherwise eligible for assistance under STBG from cybersecurity threats. This eligibility was added by the BIL.
- (20)** Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for a STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.
- (21)** The creation and operation by a State of an office to assist in the design, implementation, and oversight including conducting value for money analyses or similar comparative analyses, of public-private partnerships eligible to receive

funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.

- (22)** Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted (i.e., in effect on December 3, 2015). Among these are:
- i.** Replacement of bridges with fill material;
  - ii.** Training of bridge and tunnel inspectors;
  - iii.** Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;
  - iv.** Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;
  - v.** Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
  - vi.** Approach roadways to ferry terminals to provide access into and out of the ports;
  - vii.** Transportation alternatives previously described in 23 U.S.C. 101(a)(29) and in 23 U.S.C. 213 (as in effect on the day before enactment of the FAST Act);
  - viii.** Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of “F” during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;
  - ix.** Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;
  - x.** Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);
  - xi.** Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(34);
  - xii.** Installation of safety barriers and nets on bridges, hazard eliminations, and projects to mitigate hazards caused by wildlife;
  - xiii.** Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;
  - xiv.** Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads;
  - xv.** Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and

- xvi.** Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (23)** Rural barge landing, dock, and waterfront infrastructure projects in accordance with 23 U.S.C. 133(j) (See Section K of this memorandum). Not subject to the Location of Project requirement in 23 U.S.C. 133(c). This eligibility was added by the BIL.
- (24)** Projects to enhance travel and tourism. This eligibility was added by the BIL. The following activities are made eligible by other sections of 23 U.S.C.:
- (25)** Public transportation projects: (i) as described in 23 U.S.C. 142(a)(1), (a)(2), (a)(3), and (c); and (ii) meeting the requirements contained in 23 U.S.C. 142.
- (26)** Initiatives to halt the evasion of payment of motor fuel taxes as provided for under 23 U.S.C. 143(b)(8), including expenditure limitations.
- (27)** Workforce development, training, and education activities under 23 U.S.C. 504(e).

### **Eligible CMAQ activities**

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of clean air standards. The primary eligibility requirement is that they will demonstrably contribute to attainment or maintenance of clean air standards.

- Transportation activities in an approved State Implementation Plan
- Transportation control measures to assist areas designated as non-attainment under the Clean Air Act Amendments (CAAA) of 1990
- Pedestrian/bicycle facilities
- Traffic management/monitoring/congestion relief strategies
- Transit (new system/service expansion or operations)
- Transit vehicle replacement
- Alternative fuel projects (including vehicle refueling infrastructure)
- Inspection and maintenance (I/M) programs
- Intermodal freight
- Telecommunications
- Travel demand management
- Project development activities for new services and programs with air quality benefits
- Public education and outreach activities
- Rideshare programs
- Establishing/contraction with transportation management associations (TMAs)
- Fare/fee subsidy programs
- HOV programs
- Diesel retrofits
- Truck-stop electrification
- Experimental pilot projects
- Other Transportation projects with air quality benefits

**NOTE:** Ineligible CMAQ projects include construction of projects which add new capacity for single-occupancy vehicles.

For a complete listing of eligible projects, please visit the following link to review FHWA's Final CMAQ Program Guidance:

[http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/index.cfm](http://www.fhwa.dot.gov/environment/air_quality/cmaq/index.cfm)

Upon MVRPC's initial project approval, sponsors may be asked to provide more detailed project information in order for MVRPC staff to conduct the required emissions reduction analysis. Assuming the analysis is favorable it will be forwarded to ODOT in a request for concurrence of the use of CMAQ funds. Following ODOT's determination of concurrence, ODOT will forward the analysis and a letter of concurrence to the FHWA and request final approval of the use of CMAQ funds.

## **Eligible TA activities**

There are no location restrictions for the use of TA Set-Aside funds; they are not required to be located along highways. Activities eligible under the TA Set-Aside also are eligible for STBG funds (23 U.S.C. 133(b)(5), (7), (8), and (22)). Under 23 U.S.C. 133(c)(3), projects eligible under the TA Set-Aside funded with STBG funds are exempt from the general location restriction in 23 U.S.C. 133(c). Some aspects of activities eligible under the TA Set-Aside also may be eligible under other Federal-aid highway programs.

### **Eligible Activities**

Projects or Activities described in 23 U.S.C. 101(a)(29) or 23 U.S.C. 213 as in effect prior to the enactment of the FAST Act. Those sections contained the following eligible projects:

**(1)** Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) as it appeared prior to changes made by the FAST Act: The term “transportation alternatives” means any of the following activities when carried out as part of any program or project authorized or funded under title 23 U.S.C., or as an independent program or project related to surface transportation:

**(A)** Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

**(B)** Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

**(C)** Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

**(D)** Construction of turnouts, overlooks, and viewing areas.

**(E)** Community improvement activities, including:

**(i)** inventory, control, or removal of outdoor advertising;

**(ii)** historic preservation and rehabilitation of historic transportation facilities;

**(iii)** vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control (see State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance); and

**(iv)** archaeological activities relating to impacts from implementation of a transportation project eligible under title 23, U.S.C.

**(F)** Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:

**(i)** address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or

**(ii)** reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

**(2)** The recreational trails program under 23 U.S.C. 206 of title 23. (See the Recreational Trails Program section. Any project eligible under the RTP also is eligible under the TA Set-Aside.)

Transportation enhancement categories that are no longer expressly described as eligible activities under the definition of transportation alternatives are:

Landscaping and other scenic beautification. However, under the "community improvement activities" category, projects such as streetscaping and corridor landscaping may be eligible under TAP if selected through the required competitive process. States may use TAP funds to meet junkyard screening and removal requirements under 23 U.S.C. 136 if selected through the competitive process. Landscaping and scenic enhancement features, including junkyard removal and screening, may be eligible as part of the construction of any Federal-aid highway project under [23 U.S.C. 319](#), including TAP-funded projects.

For a complete listing of eligible projects, please visit the following link to review FHWA's Final TA Program Guidance:

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



### **Eligible CR activities**

The purpose of the CR program is to provide funding for projects that support a reduction in transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road sources. See below for a list of eligible activities under the Carbon Reduction Program.

- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- C. a transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act, including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
- F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
- H. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- I. efforts to reduce the environmental and community impacts of freight movement;
- J. a project to support deployment of alternative fuel vehicles, including—
  - (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
  - (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- L. certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle. Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle.

For a complete listing of eligible projects, please visit the following link to review FHWA's CR Program Guidance:  
[https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm)

## **Appendix E - MVRPC STATE INFRASTRUCTURE BANK (SIB)**

### **LOAN REPAYMENT POLICY**

April 2014

#### **Background**

In an effort to expedite regional priority projects and make such projects more competitive for other funding sources, MVRPC has developed a policy to guide the process of applying for Surface Transportation Program (STP) funds as a means of repaying a State Infrastructure Bank (SIB) loan.

#### **Financial Resources**

After approval of the Board's resolution approving a SIB loan repayment project, MVRPC will set aside up to \$775,000 of its annual STP allocation for the purpose of loan (principal only) repayment. The years that STP funds are set aside for repayment of the loan will be clearly spelled out in the Board's resolution. At no time will the SIB loan repayment interrupt approved MVRPC projects that are on the Transportation Improvement Program (TIP).

For comparison purposes, \$775,000 is approximately 7 percent of the current SFY 2013 STP allocation for the Region. This amount will be reviewed and modified when necessary due to future allocations. No more than \$400,000 annually shall be made available to any one project. There is a limit of one project per local sponsor. MVRPC's federal STP funds must be matched by the local project sponsor at a minimum of 20 percent. An additional SIB loan for repayment of the 20 percent local match could be allowed as determined by ODOT. MVRPC funds shall not be used to repay a SIB loan that repays local match.

MVRPC's policy requires that a local project sponsor initiates taking out the loan, submits the funding application to the SIB, pays closing costs, and pays interest payments for the duration of the loan. MVRPC would in turn commit to paying back the loan principal as long as federal STP funds are available. No other MVRPC grants, operating, or capital funds are to be used for loan repayment.

MVRPC's current funding commitments as documented in the current Transportation Improvement Program (TIP) shall not be affected by this policy. Future loan requests will be accommodated starting with the first year of available STP capacity.

STP allocations (or other equivalent federal funds) may be subject to change over time and this policy will be adjusted accordingly.

### Eligible Projects

Regional priority projects must meet the following conditions to be eligible for the STP SIB loan repayment program.

- The project is eligible to receive MVRPC STP funds and is included in the Region's most current Long Range Transportation Plan.
- Environmental document is complete and project development is underway.
- Project addresses a regional transportation goal such as improving safety or congestion.
- Project is included in a regional priority list.
- Project is supported by all directly affected communities.
- A long term funding plan has been prepared and has been agreed to by all local and state funding partners.

Consistent with MVRPC funding policy, the MVRPC portion of the payments shall be made available to the construction phase(s) of the project and the construction phase of the project must be estimated to be at least \$15 million.

### Loan Request Process

A local member jurisdiction contacts MVRPC staff to initiate a loan request for a specific project. Requests may be made at any time during the year. Since the SIB loan repayment program is unlikely to be the sole funding source for a project, the project sponsor must also provide a complete funding package, including any additional resources made available by the project sponsor and resolution of support by the jurisdiction's government body.

MVRPC staff would then verify financial capacity, project eligibility and work with the project sponsor to develop a MVRPC resolution detailing the financial arrangement of the proposed loan including loan amount, term, interest, and other relevant details as coordinated with the ODOT State Infrastructure Bank.

The loan request would be made available to the next two TAC/Board cycles, first as an information item and then as an action item. The loan request would also be made available on the MVRPC website and publicized via press release to provide for the opportunity for comment by the general public and other interested parties.

Following Board approval, MVRPC and the local jurisdiction will work with the ODOT SIB loan staff to finalize the loan agreement.

## Project Examples on Applying the MVRPC SIB Loan Repayment Policy

### Example 1 – MOT-35 – PID 89130 – Yes

Project is eligible to receive MVRPC STP funds and is included in the current Long Range Plan. Environmental is complete and plans are finished. Project addresses congestion by adding an additional lane to US-35 in Montgomery County. Project has been on the TRAC list for several years and is supported by all directly affected communities. The construction phase of the project is estimated to be greater than \$15 million.

**Answer:** Based on the information above, the project would be eligible for a MVRPC STP repaid SIB loan based on the policy.

### Example 2 – GRE-35 – PID 80468 – No

Project is eligible to receive MVRPC STP funds and is included in the current Long Range Plan. Environmental is not complete and plans are not finished. Project addresses safety by eliminating at-grade intersections on US-35 in Greene County. Project has been on the TRAC list for several years and is supported by all directly affected communities. The construction phase of the project is estimated to be greater than \$15 million.

**Answer:** Based on the information above, the project would not currently be eligible for a MVRPC STP repaid SIB loan based on the policy because Environmental and Design are not complete.

### Example 3 – No

A member jurisdiction would like to utilize the MVRPC SIB loan program for a roadway (minor arterial) reconstruction project that is estimated to cost \$5 million for construction. Project is eligible for MVRPC STP funds and Environmental and Design are completed. The project is not in the Long Range Plan, as it does not add capacity and has never been included on a regional priority list.

**Answer:** Based on the information above, the project would not be eligible for a MVRPC STP repaid SIB loan based on the policy because it is not on the Long Range Plan, does not address a regional transportation goal, it has never been on a regional priority list and the construction cost is estimated to be less than \$15 million.

### Example 4 – No

A member jurisdiction would like to utilize the MVRPC SIB loan program for a multi-jurisdictional roadway widening project that is estimated to cost \$20 million for construction. One directly affected community is opposed to the project. Project is eligible for MVRPC STP funds and Environmental and Design are completed. The project is in the Long Range Plan and has been included on a regional priority list.

**Answer:** Based on the information above, the project would be not eligible for a MVRPC STP repaid SIB loan based on the policy because it is not supported by all directly affected communities.

## **Appendix F – MVRPC’s LIST OF ACRONYMS**

4R	New Construction/Reconstruction
ADA	Americans with Disabilities Act 1990
CMAQ	Congestion Mitigation and Air Quality – MVRPC’s historical allocation of this Federal funding source is approximately \$ 8 million each year
CMP	Congestion Management Process
CR	Carbon Reduction Program – MVRPC’s historical allocation of this Federal funding source is approximately \$ 1.7 million each year
ELLIS	ODOT’s web-based project management application
FAST Act	Fixing America’s Surface Transportation Act – Former Transportation Bill
FHWA	Federal Highway Administration, a department of the U.S. Department of Transportation
FTA	Federal Transit Administration
HOV	High Occupancy Vehicle
IIJA	Infrastructure Investment and Jobs Act – Current Transportation Bill
I/M	Inspection and Maintenance programs
ISTEA	Intermodal Surface Transportation Efficiency Act – Former Transportation Bill
ITS	Intelligent Transportation System
L RTP	MVRPC Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century – Former Transportation Bill
MPO	Metropolitan Planning Organization
MVRPC	Miami Valley Regional Planning Commission
ODOT	Ohio Department of Transportation
PES	Project Evaluation System – Project scoring system for MVRPC projects
SAFETEA-LU	The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users – Former Transportation Bill
SFY	State Fiscal Year - July 1 <sup>st</sup> – June 30 <sup>th</sup>
SIB Loan	State Infrastructure Bank Loan
STIP	State Transportation Improvement Program

STP	Surface Transportation Program – MVRPC’s allocation of this Federal funding source is approximately \$ 15 million each year
SRTS	Safe Routes to School
TA	Transportation Alternatives - MVRPC’s allocation of this Federal funding source is approximately \$ 1.7 million each year
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TEA-21	Transportation Equity Act for the 21st Century – Former Transportation Bill
TELUS	MVRPC’s web-based project management application
TIP	Transportation Improvement Program
TMA	Transportation Management Areas
TRAC	Transportation Review Advisory Council

## **Appendix G – Information Regarding ADA Compliance and Various Right-of-Way Topics**

### **ODOT FAQ on ADA Curb Ramp Requirements**

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

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

#### 1.) Resurfacing projects on federal aid highways

Q: What are the requirements for ADA Curb Ramps?

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

#### 2.) Design Standards

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

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

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

<https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada>

#### 3.) Proof of ADA Compliance

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

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

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

In addition, ORE has released a Curb Ramp Measuring Guide located on the ODOT ADA website under "Resources". A direct link to this Measuring Guide is

<https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada/ada-compliant-curb-ramp-measuring-guide> along with a link to the Curb Ramp Evaluation and Measuring Form (xlsx format) at that same page.



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

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

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

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

**ODOT's ADA Design Resources can be found at the following link:**

<https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada>

#### 5.) ADA Curb Ramp Waivers

Q: Can an ADA waiver be used in lieu of upgrading ramps?

A: Ramps shall be upgraded to the greatest extent possible in accordance with the requirements. A waiver should be the last option and justified. Waivers will be reviewed on a case by case basis and not assumed to be approved. At a minimum, the ramp is to be in good condition and include a detectable warning pad. Final approval of a waiver rests with the District Design Engineer. Refer to ODOT's L&D Vol. 1, Section 306.1 and the Waiver Form documents on the ADA Design Resources Website under the "Curb Ramp" heading. It is expected that future projects with the appropriate scope and Purpose & Need should reference previously approved waivers and make full upgrades where possible.

## **Ohio LPA Advisory Group - Right of Way Fact Sheet – May 15, 2015 (Updated May, 2021)**

### **Certified Appraisers are being check/reviewed by Certified Appraisers. Why?**

This is law...Ohio Administrative Code (OAC) 5501:2-5-06; CFR Title 49; Part 24.104. Ohio/FHWA has adopted a Waiver of Appraisal process. This valuation process/document is known as the Value Analysis valuation format, and it is the most common valuation report utilized on transportation projects (state and local). Persons preparing and/or reviewing a Value Analysis report are not required to be State Certified Appraisers, but must still be pre-qualified with ODOT to perform this task. ODOT has one of the most comprehensive Real Estate training schedules in the country, with many courses available online. LPA's are encouraged to have staff trained to perform one or more of the various Real Estate Acquisition disciplines. All online courses offered by ODOT are free of charge. Many LPA's across Ohio have staff members that are "pre-qualified" for Real Estate tasks, and it has always proven to be cost effective for those entities. Additionally, the Value Analysis report no longer requires an independent appraisal review, which can significantly cut time and cost measures on applicable projects.

### **Roadway Easement vs Warranty Deed**

There is no law/requirement which states that an agency must acquire permanent rights of way by Warranty Deed, as opposed to Standard Highway Easement. However, the law does require that if any rights, which were acquired with federal funds, are disposed of then the agency must reimburse FHWA at current fair market value. The conflict is with State law. Ohio law states that the agency cannot charge a property owner when vacating easement rights. Thus, on projects utilizing federal funds to acquire property rights, ODOT generally acquires by Warranty Deed so that the agency may charge the property owner at current market value if rights of way are ever disposed. This is not a requirement, but if an LPA chooses to use federal funds to acquire by easement instead of warranty deed, the LPA must acknowledge that it will cover any costs associated with any disposal of said property right(s).

### **Quit Claim Deeds**

An LPA may accept a Quit Claim Deed, and would be doing so at its own discretion. ODOT does not, generally, accept QC deeds and does not have a standardized QC form. However, the LPA is urged to review the Title Report closely, as the LPA will be held solely liable for any claims that arise from third parties as a result of accepting a QC deed.

### **Quick Take Authority for Bikeway Projects – Can this be enacted?**

ODOT does not have and/or exercise quick take authority on bikeway projects, but a LPA may have such rights within its locale. The LPA should discuss these options with their own local legal counsel.

**Establish a R/W Task Order for all Locals** – There is no statewide task order contract for use by all locals, but ODOT District offices have the option to secure district-wide right of way services contracts for LPA use, if they desire.

**Extreme expense to acquire a small amount of land** - This is a direct result of supply and demand. Fee guidance for Right of Way Services has been established, and the LPA should work closely with the District Real Estate Office to explore options on a project by project basis. Additionally, there are various training (online) and pre-qualification opportunities for LPA employees, which can help limit the need/extent of professional services contracts.

**LPA's not allowed to speak to property owners when federal funds are involved**

An LPA may speak to a property owner at any time it pleases. In fact, early (during project development/plan design) communication with property owners is encouraged, as information derived from discussions with effected property owners could impact final design. Additionally, an LPA may inquire as to a property owner's interest in donating property rights, as long as the LPA makes the property owner aware that they have the right to full and just compensation. However, an LPA may not discuss money/compensation with a property owner, or initiate any type of "negotiation" on compensation, until an appraisal has been completed and the Fair Market Value Estimate (FMVE) has been established.

**Limited number of pre-qualified R/W consultants in the State.**

ODOT realizes that the pool of Right of Way professionals is limited, and this is also impacting the State's program. ODOT Real Estate has taken steps to help R/W consultants bring on additional staff/trainees. LPAs should work closely with their respective District Real Estate Office, Central Office Real Estate, and/or the Office of Consultant Services in the review of consultant proposals.

Questions regarding any of this information may be directed to:

**Shawn P. Hillman**  
**Statewide LPA Coordinator**  
**ODOT-Office of Real Estate**  
**1980 W. Broad Street**  
**Columbus, OH 43223**  
**614-644-8200**  
[shillman@dot.oh.gov](mailto:shillman@dot.oh.gov)

Optional

ODOT Curb Ramp Evaluation and Measurement Form																				
Background Information																				
C-R-S:					FID:															
Municipality:					Number of Approaches:															
District:					Number of Curb Ramps:															
County:					Traffic Control Type:															
Major Road:					Date Inspected:															
Minor Road:					Reviewer Name:															
Notes: 1. Take measurements for each Curb Ramp Type (A through E) and measurements for (F) Common Curb Ramp Elements. 2. All values should be collected and input out to two decimal places ex. 8.25% or 4.00 ft.																				

(A) Perpendicular Ramps																			
Curb Ramp Position ID:		A		B		C		D		E		F		G		H			
ADA Collector App ID:		1234																	
Waiver Required? (Y/N)		Y		Y		Y		N		N		N		N					
(A1) Ramp	Values	Compliant (Y/N)	Values	Compliant (Y/N)	Values	Compliant (Y/N)	Values	Compliant (Y/N)	Values	Compliant (Y/N)	Values	Compliant (Y/N)	Values	Compliant (Y/N)	Values	Compliant (Y/N)	Values	Compliant (Y/N)	
(A1.1) Running Slope (%)	8.34	8.34	N	8.34	N	8.34	N	8.32	8.32	Y	8.32	Y	8.32	Y					
(A1.2) Cross Slope (%)	2.01	2.01	N	2.01	N	2.01	N	1.99	1.99	Y	1.99	Y	1.99	Y					
(A1.3) Width (ft.)	3.99	3.99	N	3.99	N	3.99	N	4.01	4.01	Y	4.01	Y	4.01	Y					
(A2) Landing Area / Turning Space																			
(A2.1) Running Slope (%)	2.01	2.01	N	2.01	N	2.01	N	1.99	1.99	Y	1.99	Y	1.99	Y					
(A2.2) Cross Slope (%)	2.01	2.01	N	2.01	N	2.01	N	1.99	1.99	Y	1.99	Y	1.99	Y					
(A2.3) Length (ft.)	3.99	3.99	N	3.99	N	3.99	N	4.01	4.01	Y	4.01	Y	4.01	Y					
(A2.4) Width (ft.)	3.99	3.99	N	3.99	N	3.99	N	4.01	4.01	Y	4.01	Y	4.01	Y					
(A3) Flared Sides																			
(A3.1) Flares Present? (Y/N)	N	Y		Y	Y														
(A3.2) Right Flared Slope (%)	10.01	10.01	N	10.01	N	10.01	N	9.99	9.99	Y	9.99	Y	9.99	Y					
(A3.3) Left Flared Slope (%)	10.01	10.01	N	10.01	N	10.01	N	9.99	9.99	Y	9.99	Y	9.99	Y					
(A4) Pedestrian Street Crossings Without Yield or Stop Control																			
(A4.1) Ped. Access Route Cross Slope (%)	5.01	5.01	N	5.01	N	5.01	N	4.99	4.99	Y	4.99	Y	4.99	Y					

After filling in all measurements for curb ramp, if there is an "N" in any Compliant Column, then the ramp is noncompliant.

## Pictorial Illustrations of Curb Ramp Elements

Curb Ramp Elements (Perpendicular Curb Ramp)	▼
Detectable Warnings	▼
Detectable Warnings (at mid-block crossing)	▼
Gutter/Street Slope	▼
Flush Grade Breaks	▼

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

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

ODOT does not have quick take authority on these projects.

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

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

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

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

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

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

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

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

## **ADA TRANSITION PLAN**

### **Background**

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

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

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

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

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

### **More information**

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

**RESOLUTION 25-23  
UPDATING MVRPC'S SUBALLOCATED FUNDING POLICY**

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

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

**WHEREAS**, the funding for the Surface Transportation Program, Congestion Mitigation and Air Quality, Transportation Alternatives, and Carbon Reduction (STP-CMAQ-TA-CR) programs are provided through the Infrastructure Investment and Jobs Act (IIJA); and

**WHEREAS**, the MVRPC staff revised the policies and procedures to suspend the CMAQ project solicitation for a year and to set aside funding for the STP Resurfacing Program; and

**WHEREAS**, the updated **MVRPC Suballocated Funding Policy** is consistent with the current policies and procedures.

**NOW, THEREFORE, BE IT RESOLVED**, that the MVRPC's Board of Directors hereby accepts the updated **MVRPC Suballocated Funding Policy** as described in the attached policy.

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

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

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**Sara Lommatzsch, Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission

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Date

## MEMORANDUM

**TO:** Technical Advisory Committee, Board of Directors  
**FROM:** MVRPC Staff  
**DATE:** September 4, 2025  
**SUBJECT:** Safe Streets for All (SS4A) Safety Action Plan Adopting a Goal to Eliminate Deaths and Serious Injuries on Miami Valley Roadways

MVRPC was awarded grant funding by the U.S. Department of Transportation's (U. S. DOT) Safe Streets for All (SS4A) program to develop a regional Safety Action Plan. The SS4A program aims to eliminate deaths and serious injuries on the nation's roadways. To achieve this, the SS4A program makes funding available for planning and implementation efforts. In order to be eligible for implementation funds, communities must be covered by a compliant Safety Action Plan. Once adopted, the regional Safety Action Plan will allow communities within the MPO to apply for implementation funds. Approximately \$2 billion is still available in the SS4A program for future funding rounds. While the funds are focused on roadways and streets in the MPO, the motoring public in the entire Region and beyond benefit from these safety improvements.

A primary requirement of a SS4A Safety Action Plan is an official commitment by the sponsoring agency's leadership to an eventual goal of zero roadway deaths and serious injuries. The commitment must include a goal and timeline for eliminating roadway deaths and serious injuries by either setting a target date for zero deaths and serious injuries or by establishing an ambitious percentage reduction by a specific date with an eventual goal of eliminating roadway deaths and serious injuries.

Developed in consultation with the MVRPC SS4A Safety Action Plan Steering Committee, subject matter experts, and staff, the following vision statement and goal are proposed to satisfy the leadership commitment requirement:

*MVRPC envisions a transportation system where no one dies or is seriously injured on the Region's roadways.*

*MVRPC is committed to creating a safe and efficient multimodal transportation system that eliminates roadway fatalities and serious injuries, targeting a 50% reduction in fatalities and serious injuries by 2040. This will be achieved by engaging with the public, developing fundable and planned projects with designs that incorporate proven safety countermeasures and education, and enhancing connectivity for all users across all modes – including walking, biking, and transit.*

A resolution to adopt a goal aimed at eliminating deaths and serious injuries on the Region's roadways is attached for your review and consideration. MVRPC staff recommends its adoption by the MVRPC Board of Directors.

Attachment:

Resolution adopting a goal to eliminate deaths and serious injuries on Miami Valley roadways.



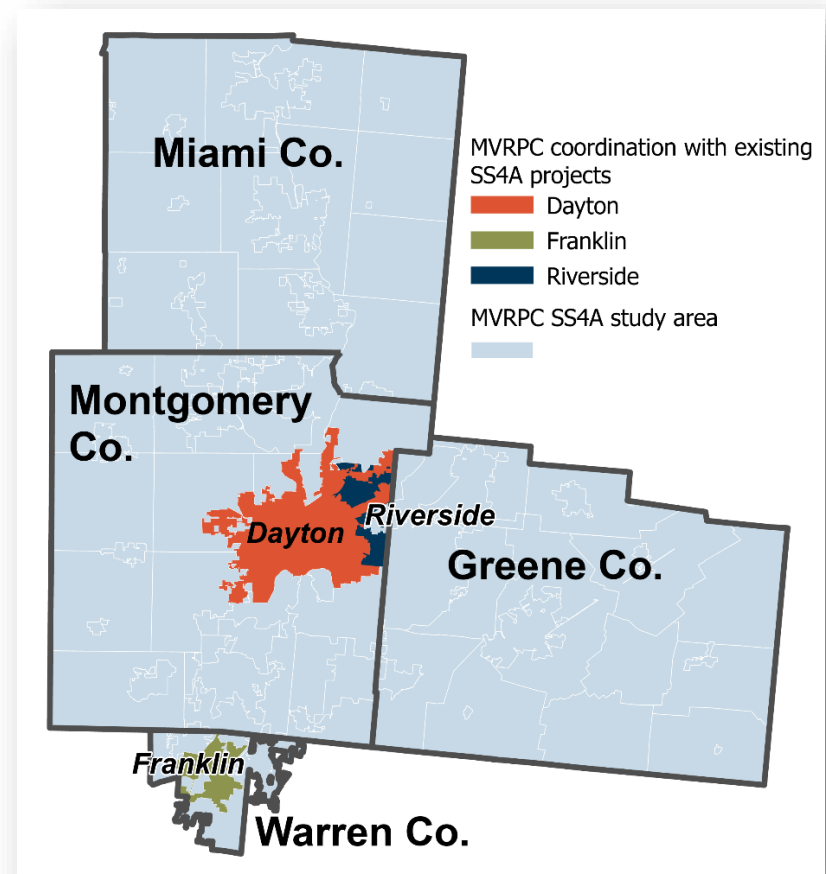
# Safe Streets for All (SS4A)



## Safety Action Plan Update

# Background

- MVRPC was awarded funds through the U.S. DOT's Safe Streets for All (SS4A) Grant Program to develop a regional action plan aimed at preventing roadway deaths and serious injuries
- The regional safety action plan will cover the MPO area and will include coordination for communities with existing federal SS4A grants
- Once complete, local jurisdictions will be able to apply for SS4A implementation funds





# The Safe Systems Approach



# SS4A Safety Action Plan

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- A plan to reduce and eliminate serious-injury and fatal crashes for all roadway users
- A means to strengthen the community's approach to roadway safety
- Identifies actionable safety oriented projects and strategies for improving the region's transportation system
- Addresses various aspects of traffic safety, including pedestrian, bicycle, and vehicle safety
- Emphasizes a holistic and data-driven perspective, considering factors like road design, user behavior, and public health to create safer transportation environments



# Safety Action Plan Components

Planning  
Structure

Safety Analysis




Engagement &  
Collaboration

Policy &  
Process Change  
Assessment

Leadership  
Commitment &  
Goal Setting

Strategy &  
Project  
Identification

Progress  
Tracking

-  Complete
-  In Progress
-  Up Next



# Safety Analysis

## Descriptive Crash Analysis

Provides a basic understanding of fatal and serious injury (FSI) crashes in the MVRPC MPO area and highlights key trends.



## High Injury Network

Identifies crash densities along roadways, ultimately telling us where fatal and serious injury crashes are occurring.



## High-Risk Network

Identifies combinations of roadway characteristics that are associated with elevated crash risk frequencies.

## Safety Analysis Preliminary Findings

Primary Study Period: 2015-2024

Total KABC\* Crashes: 43,799

Total Fatal and Serious Injury (FSI) Crashes: 4,529

Total Fatal Crashes: 670

Total Serious Injury Crashes: 3,859



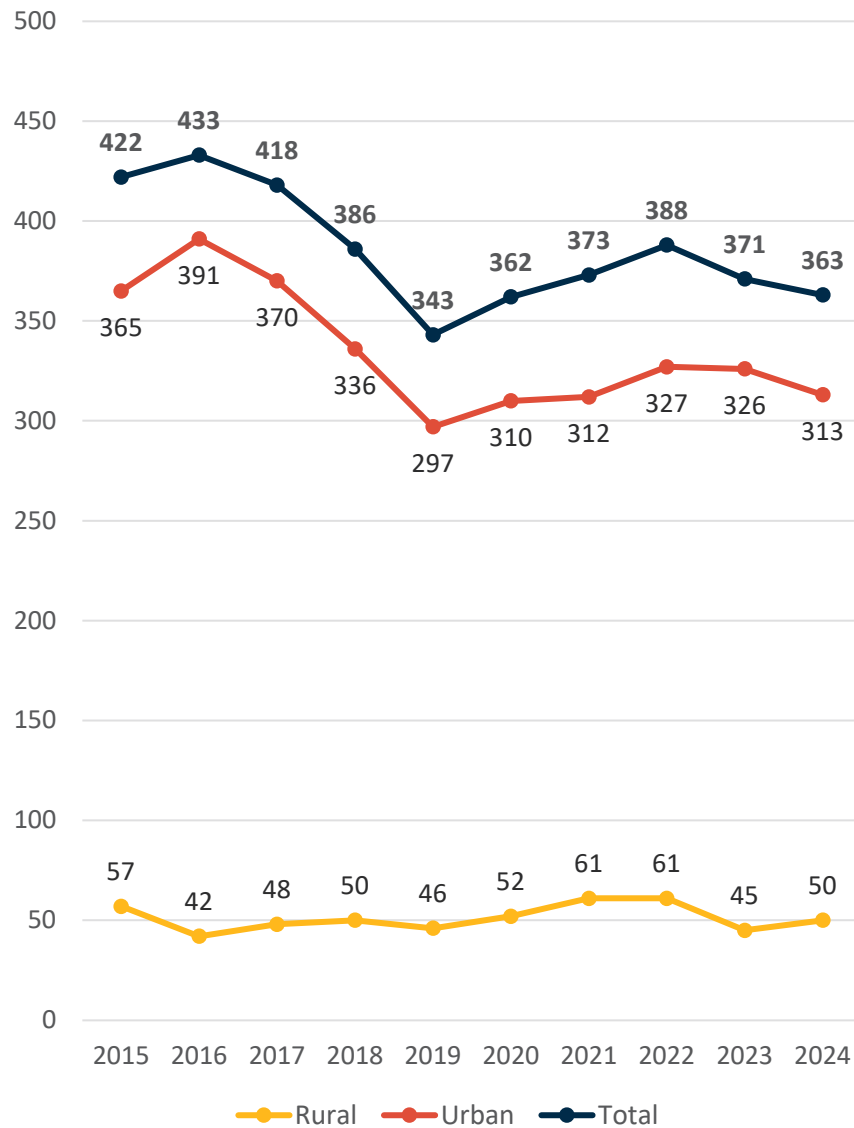
\*KABC: Fatal (K), Incapacitating (A), Non-Incapacitating (B), Possible Injury (C).



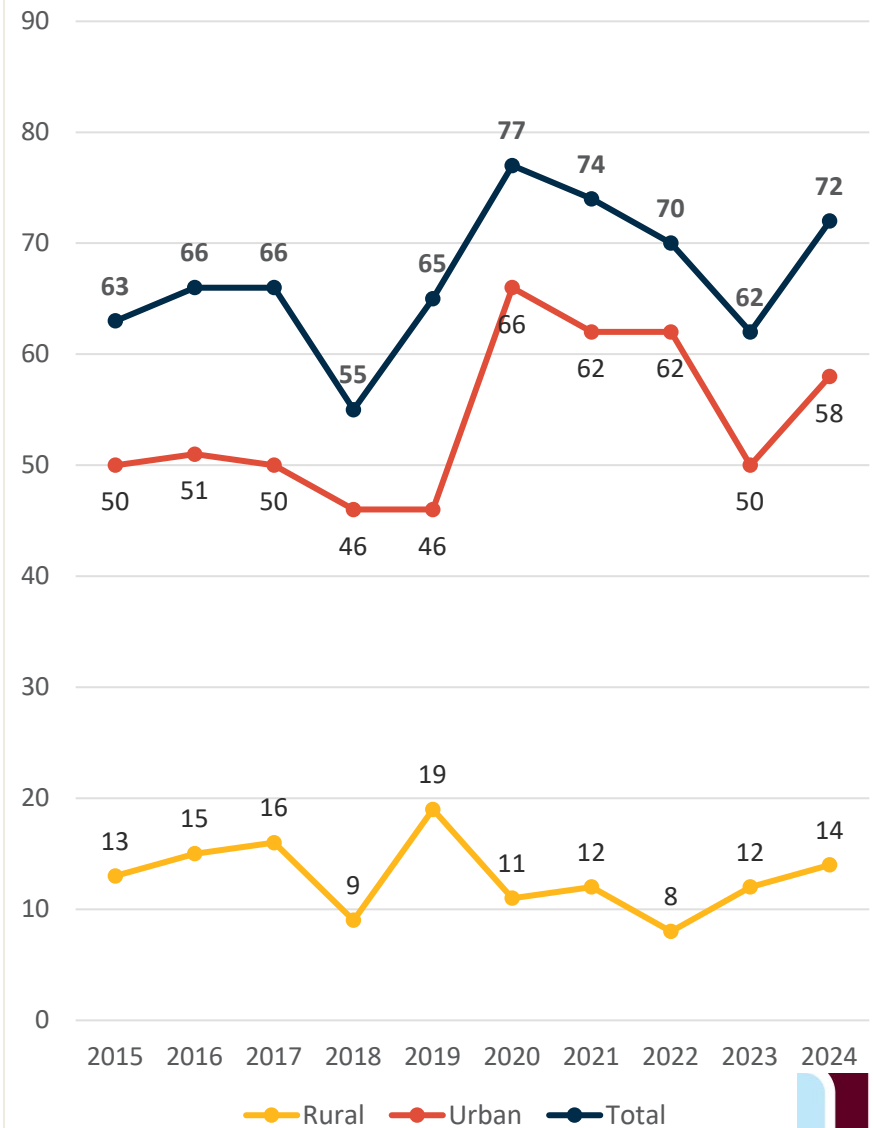
# Crashes by Year by Severity (2015-2024)

Crashes without location data or that occurred on freeways were excluded

## Serious Injury Crashes by Year

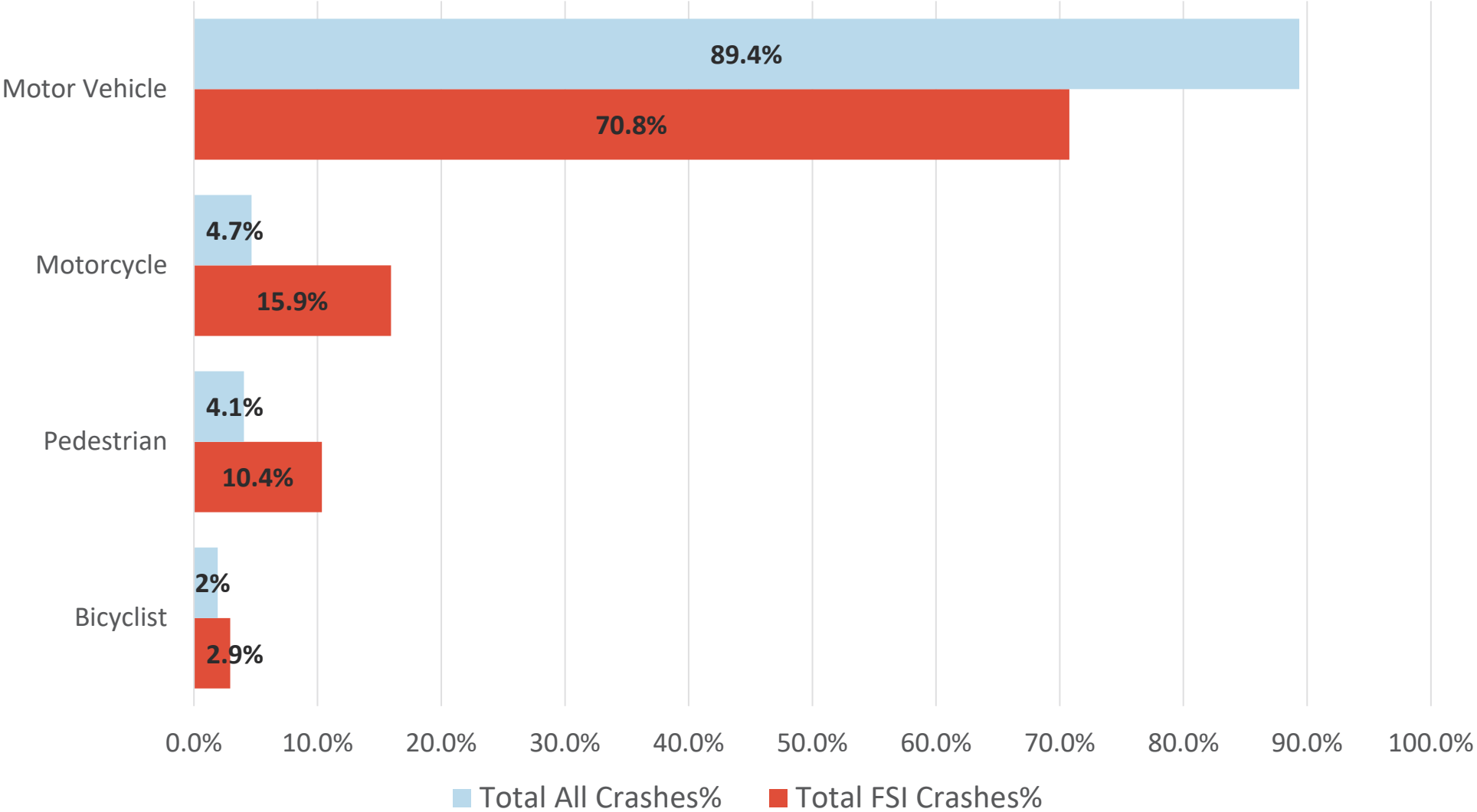


## Fatal Crashes Crashes by Year

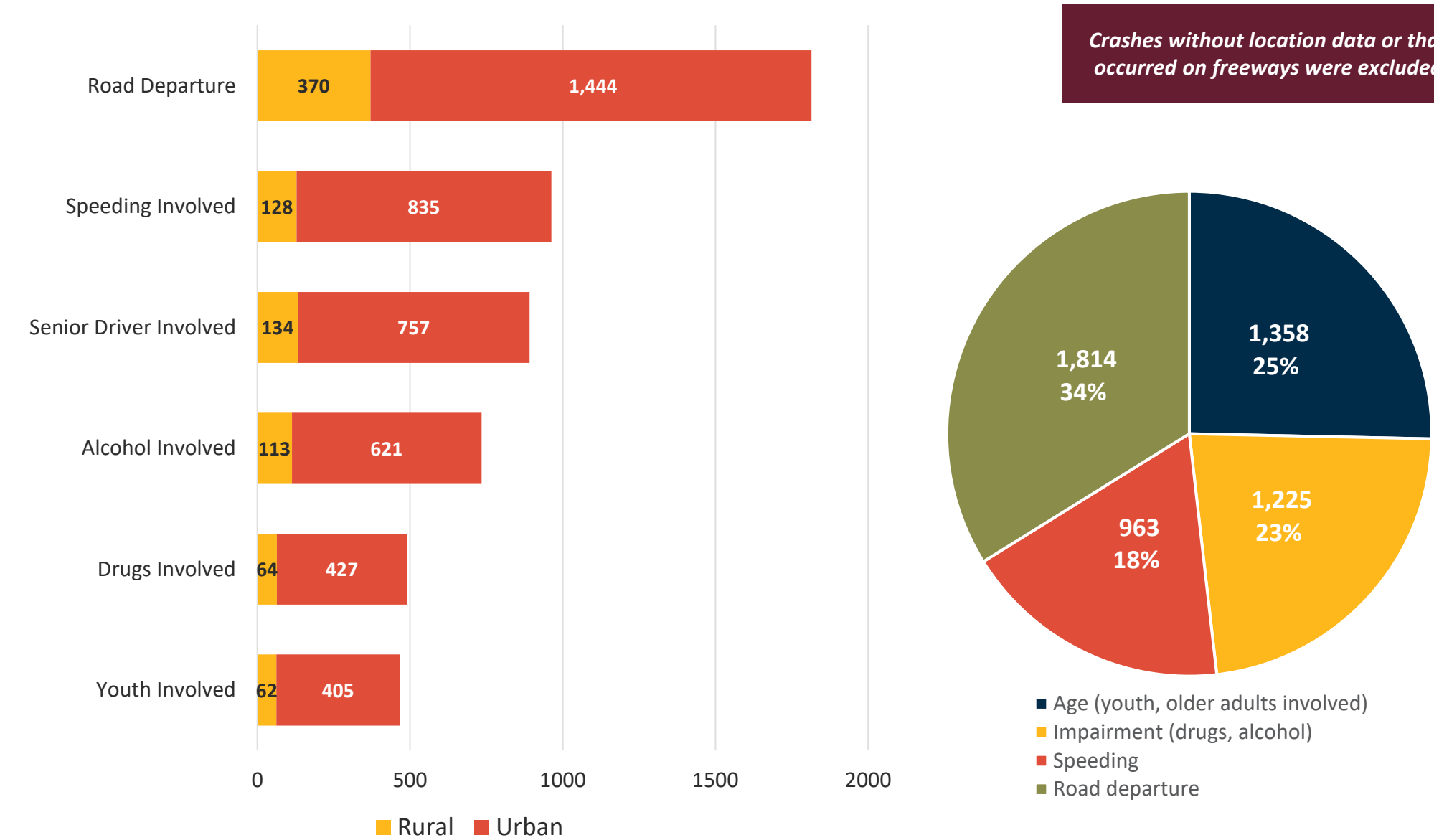




# FSI Crashes by Mode (2015-2024)



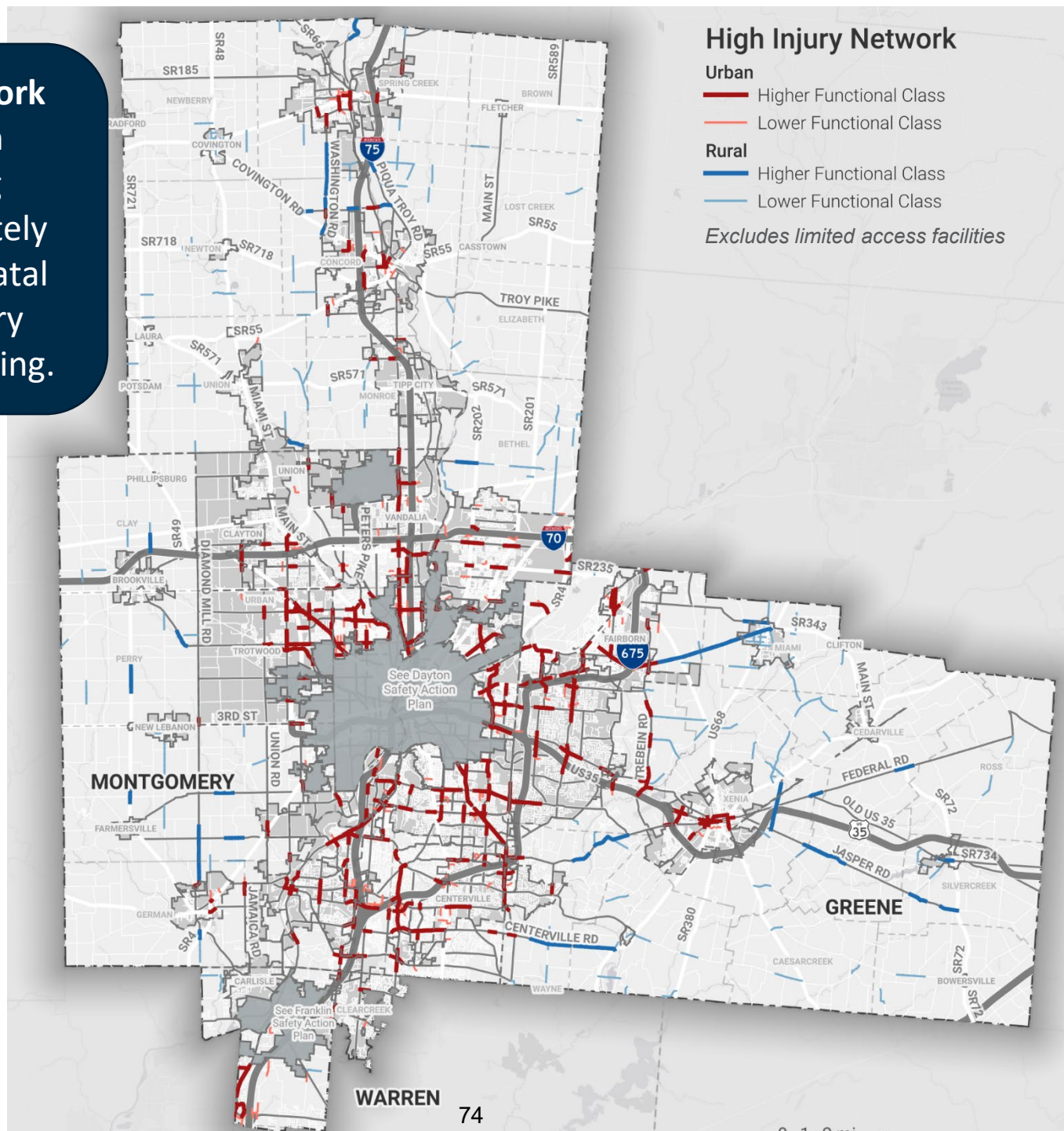
# Top Contributing Factors to FSI Crashes (2020-2024)



# High Injury Network – All Modes

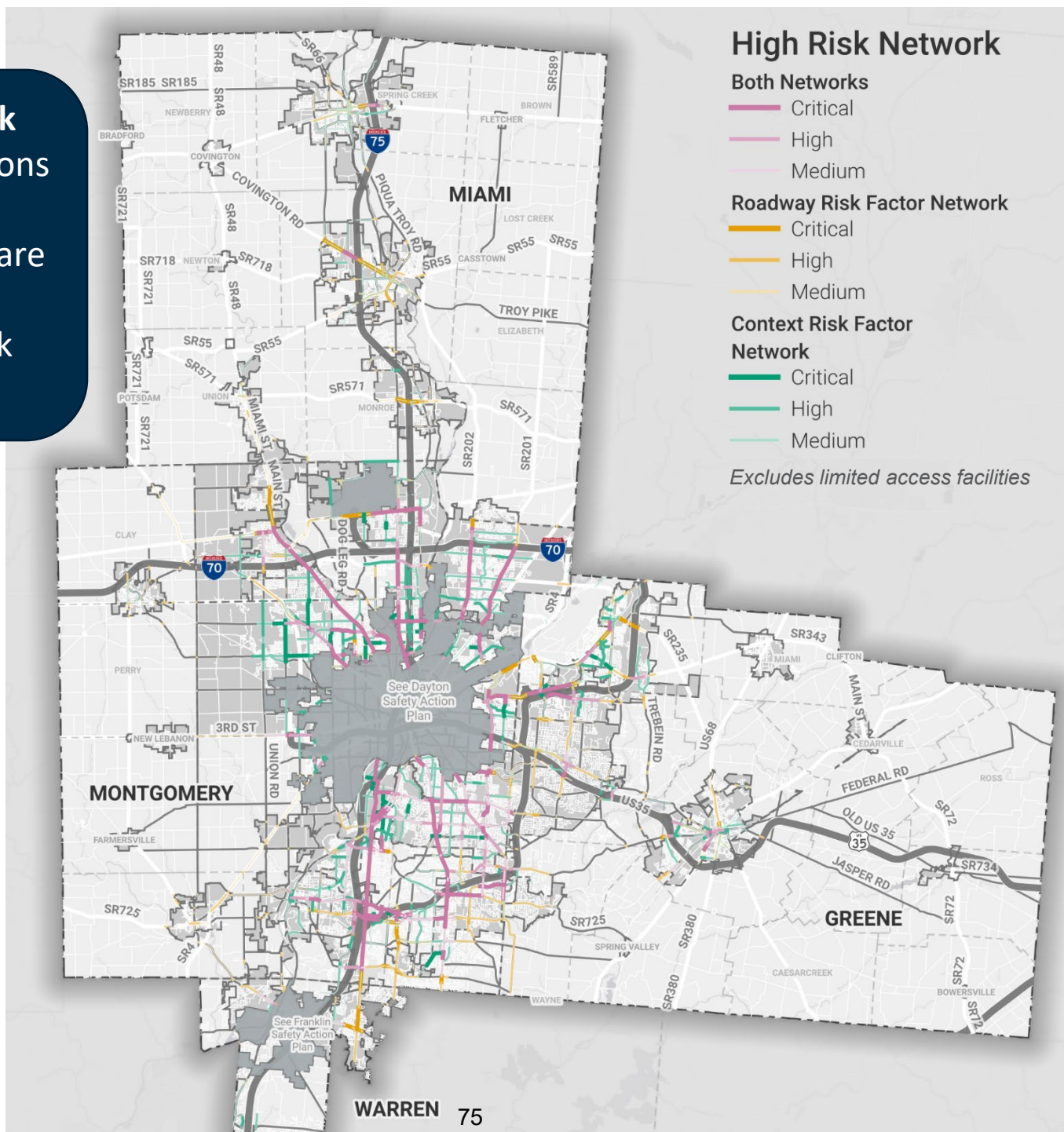
## High Injury Network

Identifies crash densities along roadways, ultimately telling us where fatal and serious injury crashes are occurring.



# High Risk Network – All Modes

**High-Risk Network**  
Identifies combinations  
of roadway  
characteristics that are  
associated with  
elevated crash risk  
frequencies.



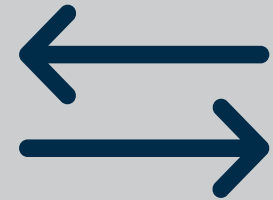
# Policy and Procedures Assessment



PURPOSE: EVALUATE MVRPC  
AND MEMBER  
TRANSPORTATION POLICIES



GOAL: IDENTIFY GAPS AND  
OPPORTUNITIES IN  
PRIORITIZATION AND  
MULTIMODAL STRATEGIES



ALIGNMENT WITH FHWA'S  
SAFE SYSTEM APPROACH





# Engagement & Collaboration

Stakeholder  
Meeting: July  
17, 2025

In Person Open  
Houses: August  
5-7, 2025

Virtual Open  
House: August  
13, 2025

To view all the exhibits from the public open houses and to leave your comments, please visit:

[www.Publicinput.com/safestreets1](http://www.Publicinput.com/safestreets1)

*Comment period open August 5<sup>th</sup> – September 7<sup>th</sup>*



# Leadership Commitment & Goal Setting

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- The SS4A program requires an official commitment by the plan's sponsoring agency to an eventual goal of zero roadway deaths and serious injuries
- The commitment must include a goal and timeline for eliminating roadway deaths and serious injuries by either setting a target date for zero deaths and serious injuries or by establishing an ambitious percentage reduction by a specific date with an eventual goal of eliminating roadway deaths and serious injuries
- A vision statement and goal have been developed in consultation with the project steering committee and subject matter experts



## Vision Statement & Goal

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*MVRPC envisions a transportation system where no one dies or is seriously injured on the Region's roadways.*

*MVRPC is committed to creating a safe and efficient multimodal transportation system that eliminates roadway fatalities and serious injuries, targeting a 50% reduction in fatalities and serious injuries by 2040. This will be achieved by engaging with the public, developing fundable and planned projects with designs that incorporate proven safety countermeasures and education, and enhancing connectivity for all users across all modes – including walking, biking, and transit.*





# Questions

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SS4A Project Team  
[ss4a@mvrpc.org](mailto:ss4a@mvrpc.org)



[www.mvrpc.org/SS4A](http://www.mvrpc.org/SS4A)



Elizabeth Whitaker, AICP  
[ewhitaker@mvrpc.org](mailto:ewhitaker@mvrpc.org)





## **RESOLUTION 25-24**

### **ADOPTING A GOAL TO ELIMINATE DEATHS AND SERIOUS INJURIES ON MIAMI VALLEY ROADWAYS**

**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 and the jurisdictions of Carlisle, Franklin, Springboro and Franklin Township in Warren County; and

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

**WHEREAS**, the health, safety, and welfare of residents, visitors, and all who use our roadways are of utmost importance to MVRPC; and

**WHEREAS**, between 2021 and 2023 there were 262 deaths and 1,325 serious injuries on the Region's roadways; and

**WHEREAS**, MVRPC recognizes that roadway deaths and serious injuries are preventable, and no loss of life on our transportation system is acceptable; and

**WHEREAS**, MVRPC was awarded funding through the U.S. Department of Transportation's Safe Streets for All (SS4A) grant program to develop a regional safety action plan to eliminate deaths and serious injuries on the Region's roadways; and

**WHEREAS**, the SS4A grant requires the sponsoring agency's leadership to commit to an eventual goal of zero roadway deaths and serious injuries; and

**WHEREAS**, the commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries; and

**WHEREAS**, adopting a goal to eliminate deaths and serious injuries aligns with national best practices and MVRPC's commitment to transportation safety for all users – including pedestrians, cyclists, motorists, and transit riders; and

**WHEREAS**, MVRPC has demonstrated leadership through its support for data-driven, collaborative, and community-informed planning that promotes a safe and accessible multimodal transportation system;

**NOW, THEREFORE BE IT RESOLVED THAT,**

1. MVRPC envisions a transportation system where no one dies or is seriously injured on the Region's roadways.

2. MVRPC is committed to creating a safe and efficient multimodal transportation system that eliminates roadway fatalities and serious injuries, targeting a 50% reduction in fatalities serious injuries by 2040.
3. This will be achieved by engaging with the public, developing fundable and planned projects with designs that incorporate proven safety countermeasures and education, and enhancing connectivity for all users across all modes – including walking, biking, and transit.

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

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

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**Sara Lommatzsch, Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission

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Date



# Ohio Commuter Challenge

September 8-21, 2025

Presented by Laura Dent

A partner of  
**gohio**  
commute

A Smarter Way



**MIAMI VALLEY**  
Regional Planning Commission

# Gohio Commute Partners

MVRPC's Rideshare Program along with the other Gohio Commute partners are hosting the Ohio Commuter Challenge to encourage commuters to log their sustainable commute trips to win prizes.

MORPC secured a donation of \$500 from Commute with Enterprise to distribute as cash prizes for this years contest.



- Register and log your trips at [gohiocommute.com](http://gohiocommute.com)
- Switch your commute by carpooling, vanpooling, biking, riding the bus, scooter, or walking to work.
- Log your trips and be entered to win great prizes!

**The Ohio Commuter Challenge is sponsored by the Gohio Commute rideshare programs, Gohio Commute is funded and operated by members of the Ohio Association of Regional Councils**



# DRIVE LESS LIVE MORE

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- Contest participants will be encouraged to visit [DriveLessLiveMore.org](https://DriveLessLiveMore.org) to register and track their trips during **September 8-21, 2025**.
- This website will connect to the statewide GohioCommute.com platform to create a user profile and track their trips.
- For those without internet, 937.223.SAVE will be available.



# GohioCommute.com User Dashboard

**gohio**  
commute

HOME EVENTS **DASHBOARD** PROGRAMS MANAGE Hi Laura! LANGUAGE

**MIAMI VALLEY**  
Regional Planning Commission

MVRPC Program Information Guaranteed Ride Home Drive Less Live More

### MY COMMUTES

101 Pine St > 10 N Ludlow St

**From:** 101 Pine St, Dayton, Ohio... **To:** 10 N Ludlow St, Dayton, O...

Leave By 11/19/2021 11:00 AM

WEATHER WILL BE ☀️ AND 36°

#### MY CARPOOL

OWNER 0 members

#### 20 CARPOOL OPTIONS

#### WALK

0.7 mi, 15 min

#### 2 TRANSIT OPTIONS

0.7 mi, 11 min

#### 2 BIKE OPTIONS

1.0 mi, 6 min

#### 11 BIKEPOOL OPTIONS

ADD ANOTHER COMMUTE

### COMMUTE OPTIONS

Easily compare transportation modes and find others to carpool, vanpool or bike together.

Start

Destination

VIEW MY COMMUTE OPTIONS

### MANAGE MY PROFILE

## \$1,205.86

YOU HAVE ALREADY SAVED

70 Non-SOV Trips

3,152.0 mi Non-SOV Distance

1,728.5 lbs CO2 Saved

1,770 Calories Burned

VIEW ALL MY STATS

### ACHIEVEMENTS

VIEW ACHIEVEMENTS

### LOG YOUR TRIPS

HISTORY

NOVEMBER 2021

★ Favorite Trip


S M T W T F S




# Log trips to earn prizes

Carpool or vanpool with others, walk, bike, telework or take the bus instead of driving alone, and then log your commute trips.

Each trip you log is an entry towards winning a prize!

 HISTORY

LOG YOUR TRIPS 

←

SEPTEMBER 2023

→

S	M	T	W	T	F	S
					SEP	
27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Where did you go?  
\* Optional

DEPARTURE

7:30 AM

RETURN

5:30 PM

NO RETURN TRIP

ONE-WAY DISTANCE

22 MI

MODE OF TRAVEL

Carpool

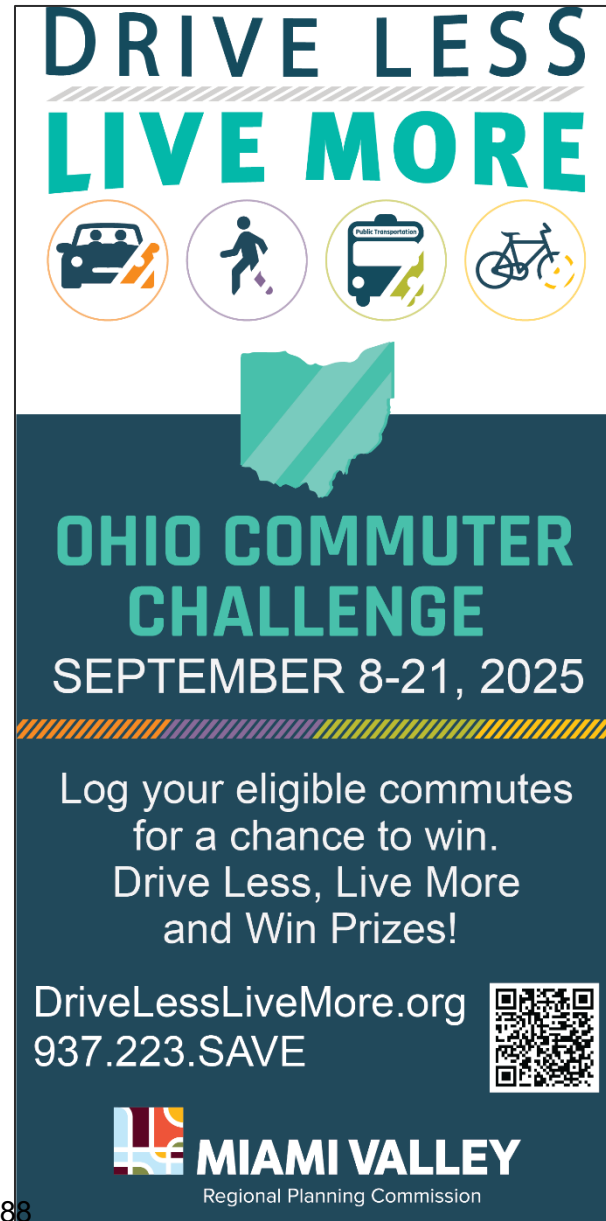
LOG 2 TRIPS





# Help Promote the Contest

- Newsletter article
- Share on social media
- Posters in your office
- Connect with businesses to join the challenge



**DRIVE LESS  
LIVE MORE**


Icons representing carpooling, walking, public transportation, and cycling.


**OHIO COMMUTER  
CHALLENGE**

SEPTEMBER 8-21, 2025

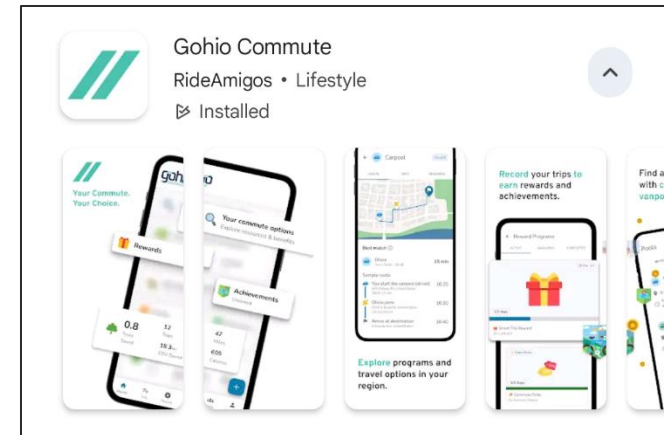
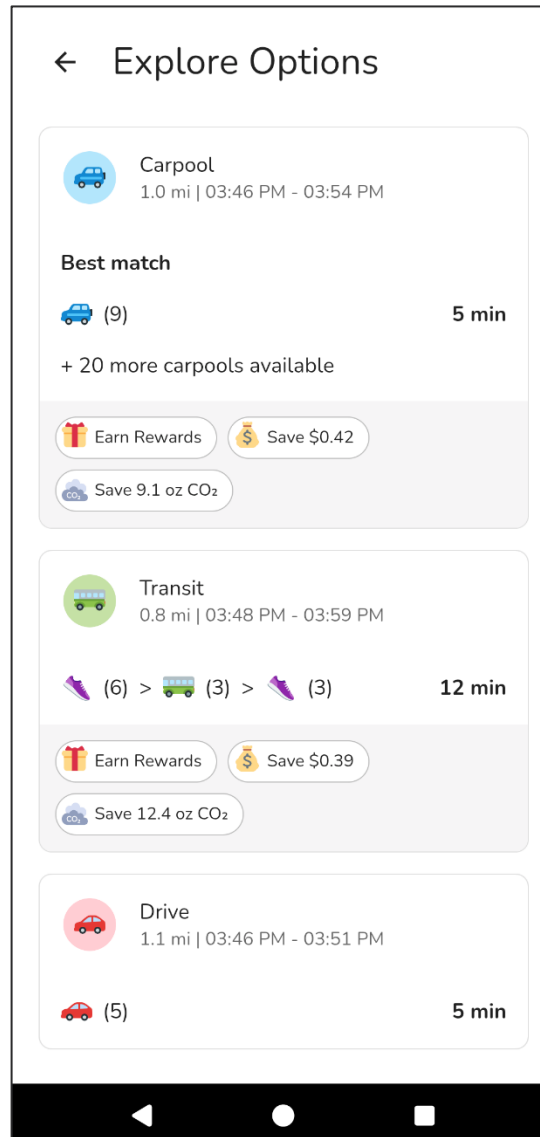
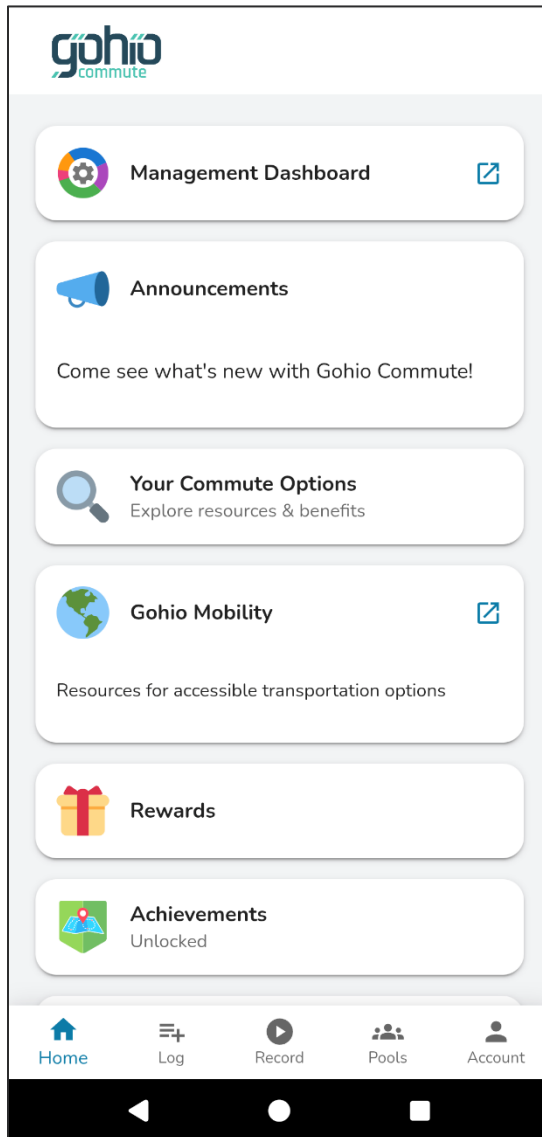
Log your eligible commutes  
for a chance to win.  
Drive Less, Live More  
and Win Prizes!

DriveLessLiveMore.org  
937.223.SAVE

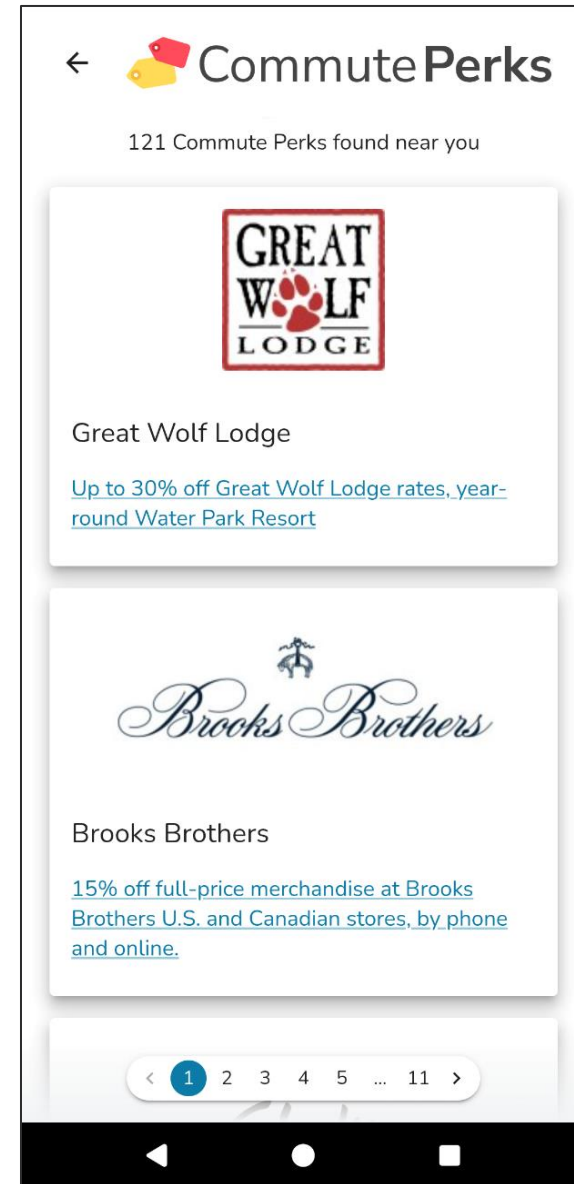
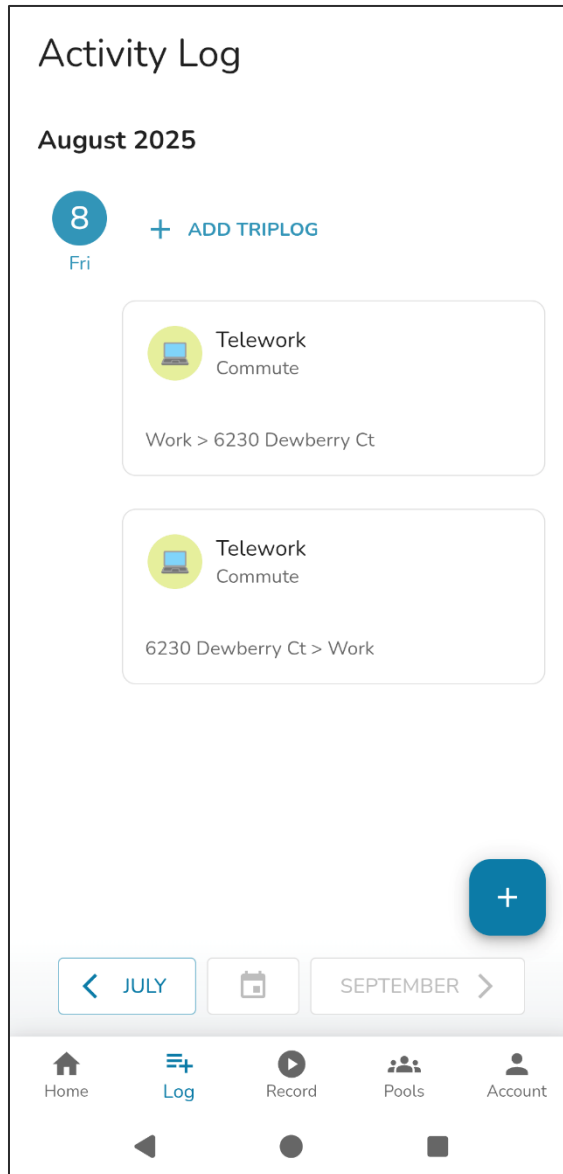
 **MIAMI VALLEY**  
Regional Planning Commission



# Gohio Commute App



# Incentive Tool on Gohio Commute





# MIAMI VALLEY

Regional Planning Commission

DriveLessLiveMore.org

**DRIVE LESS**  
**LIVE MORE**





## MEMORANDUM

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

**From:** MVRPC Staff

**Date:** August 21, 2025

**Subject:** FY2027 Dayton Development Coalition's Priority Development and Advocacy Committee (PDAC) Process

The Miami Valley Regional Planning Commission is working with other organizations throughout the Miami Valley to identify projects that may be eligible for federal and state funding. We will be working with the Dayton Regional PDAC, which has developed a process to evaluate projects and establish a list of regional priorities and recommended projects that aid the community in speaking with one voice when pursuing funding opportunities. Solicitation for new projects will start on September 2nd, and through a committee decision, the top projects will be forwarded on to pursue funding opportunities.

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

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

## Dayton Development Coalition's Proposed Project Priority Process Time Line

**2025-2026**

September 2025	Circulate draft changes in last year's process, timetable, and definitions.
September 2025	Confirm Review Panel members.
September 2025	Announcement of process details to potential project sponsors.
September 2, 2025	Begin project solicitation.
October 24, 2025	Deadline for project submissions.
November 13, 2025	PDAC Review Panel meeting.
November 20, 2025	Priority list submitted to MVRPC's TAC for review.
December 4, 2025	Priority list submitted to Board for final review and adoption.
Late December 2025	Full Priority Development and Advocacy Committee meet to make final recommendations.
March 2026	Process results seek funding.

# EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP  
mvrpc.org



August 2025

## MVRPC Welcomes New Members

We are pleased to welcome two new members the Village of West Manchester and the Sustainable Ohio Public Energy Council (SOPEC).

The Village of West Manchester, located in Preble County, joins MVRPC as the newest member of our Regional Transportation Planning Organization (RTPO).

SOPEC, a Regional Council of Governments, provides public energy services to member communities throughout Ohio. With a mission to deliver simple, valuable, and reliable public energy programs, SOPEC supports communities in reaching their sustainable energy goals.

We are excited to have both organizations join our growing membership and look forward to working together in support of regional collaboration and progress. To see the full list of members, visit our website <https://www.mvrpc.org/our-members>.

## MVRPC Hosting Local Workshops to Advance Active Living

As part of the PLAN4Health – Miami Valley initiative, MVRPC has conducted a series of workshops aimed at advancing healthy communities and healthy people. Building on this effort, we are working with local partners to host workshops intended to advance active living within their communities.

MVRPC is pleased to partner with Miami County Public Health, Miami Township (Montgomery County), and Washington Township (Montgomery County) to host these interactive and engaging workshops over the next few months. If your community is interested in having a local workshop, please see the informational flyer at this link for additional information: <https://tinyurl.com/y9ajhr4r>

MVRPC's PLAN4Health – Miami Valley Initiative was launched in the Spring of 2021 to explore how planning can impact health outcomes. The PLAN4Health - Miami Valley Initiative 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





For additional information regarding PLAN4Health - Miami Valley Initiative or to learn more about hosting an active living workshop in your community, contact Martin Kim, MVRPC's Director of Community and Regional Planning, at [mkim@mvrpc.org](mailto:mkim@mvrpc.org).

## Safe Streets for All (SS4A) Safety Action Plan Public Input



The Miami Valley Regional Planning Commission (MVRPC) is developing a Safe Streets for All (SS4A) Safety Action Plan and we want to hear from you. MVRPC invites you to provide input on pedestrian, bicyclist and motorist safety issues and to help identify improvements needed to reduce crashes throughout the Region.

Please plan to attend one of our project open houses or you can participate online by visiting: [publicinput.com/SafeStreets1](https://publicinput.com/SafeStreets1) starting August 5<sup>th</sup>.

### **Miami County**

August 5, 2025 | 4 – 6 pm

Tipp City Government Building, Council Chambers

[260 S. Garber Drive](#)

[Tipp City, OH 45371](#)

### **Greene County**

August 6, 2025 | 4 – 6 pm

City of Xenia, Council Chambers

[107 E Main Street](#)

[Xenia, Ohio 45385](#)

### **Montgomery & Warren County**

August 7, 2025 | 4 – 6 pm

Centerville Police Department, Training Room

[155 W. Spring Valley Rd.](#)

[Centerville, OH 45458](#)

### **Virtual Option**

August 13, 2025 | 7:00 pm

[bit.ly/SafeStreets1Zoom](https://bit.ly/SafeStreets1Zoom)

If you are unable to attend a meeting, you may view all the exhibits and leave your comments starting August 5<sup>th</sup> by visiting: [publicinput.com/SafeStreets1](https://publicinput.com/SafeStreets1)

## BroadbandOhio & Broadband Equity, Access, & Deployment (BEAD) Program

On Tuesday, July 8th, the Miami Valley Regional Planning Commission hosted BroadbandOhio; the state office tasked with bringing high-speed internet access to every Ohioan and building a best-in-class broadband network in Ohio. Their team presented on the Broadband Equity, Access, & Deployment (BEAD) Program; the largest federal investment in broadband infrastructure across the nation. A total allocation of \$793 million will be implemented throughout Ohio for broadband infrastructure deployment to connect approximately 117,000 locations throughout the state. Stakeholders from across the regional community joined the meeting to get better informed on how the program impacts their communities. The application

period for internet service providers opened in July, and subgrantee selections will be made and submitted to the National Telecommunications & Information Administration (NTIA) before the end of the summer. The Regional Equity Initiative remains committed to engaging with local partners to explore ways to ensure the Miami Valley and its residents benefit from this federal opportunity. We encourage our members to stay informed by accessing the slide deck provided by the BroadbandOhio team and the recording of the informational session, both found in the following link: <https://www.mvrpc.org/events/bead-information-session>.





## MiamiValleyGovJobs.org MVRPC



MiamiValleyGovJobs.org is a one-stop website for candidates seeking positions with a public agency in the Miami Valley. This service is provided for MVRPC member organizations and partners at no cost. Posting your positions on [MiamiValleyGovJobs.Org](https://MiamiValleyGovJobs.Org) increases visibility of your positions and expands your candidate pool. Each job post will be displayed with your organization's logo and a link to your website where candidates can find more information.

To post a position with your organization, please email your posting to [JobBoard@MVRPC.Org](mailto:JobBoard@MVRPC.Org).

## Grants & Funding Resources

On a monthly basis MVRPC is highlighting funding opportunities for member villages, cities, counties, and townships on our website. We include a description, contact information and program links. We have also listed other valuable resources for finding funding opportunities for our regional jurisdictions and organizations. Explore more on our [Grant and Funding Opportunities page](#).

This month we are featuring information on:

- Ohio History Fund– Deadline: September 9, 2025
- Announcement of Stand Down Grants– Deadline: September 30, 2025

If you have any questions, please contact Kathryn Youra Polk at [kyourapolk@mvrpc.org](mailto:kyourapolk@mvrpc.org) or 937.223.6323.

## August 2025 Meetings

Date	Time	Meeting	Staff
8/7/2025	8:30 a.m.	<u>Executive Committee Meeting</u>	<u>S. Diamond</u>
8/7/2025	9:00 a.m.	<u>Board of Directors Meeting</u>	<u>S. Diamond</u>
8/20/2025	10:00 a.m.	Miami Valley Age-Friendly Network Meeting	<u>L. King</u>
8/20/2025	2:00 p.m.	<u>Regional Transportation Planning Organization (RTPO) Steering Committee</u>	<u>S. Diamond</u>
8/21/2025	9:30 a.m.	<u>Technical Advisory Committee</u>	<u>S. Diamond</u>
8/26/2025	11:00 a.m.	<u>Regional Equity Initiative Subcommittee</u>	<u>F. Juin</u>

\*Meetings are sometimes canceled. For further details, visit our [website](#) or contact us at 937.223.6323.