MIAMI VALLEY
Regional Planning Commission

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www.mvrpc.org

****MEETING LOCATION****
DAYTON REALTORS
1515 S. MAIN STREET, 2nd FLOOR

Miami Valley Regional Planning Commission
Technical Advisory Committee (TAC) Meeting
Thursday, February 17, 2022
9:30 AM
Agenda

	Item	Topic	Pg	Est. Time	Presenter
	I.	**Call to Order**		9:30	P. Gruner
	II.	**Approval of January 20, 2022 – Meeting Minutes**	1	9:35	P. Gruner
	III.	**Public Comment Period on Action Items**		9:36	P. Gruner
	IV.	**MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS**			
*		A. Recommended Adoption of Amendment #16 to MVRPC's SFY 2021-2024 Transportation Improvement Program (TIP)	5	9.40	P. Arnold
*		B. Recommendation for MVRPC Regional Controlled STP,CRRSAA and TA funds	15	9:45	P. Arnold
	V.	**INFORMATION ITEMS**			
*		A. Why Your Next Vehicle Should be Electric	29	10:00	T. Benford
*	VI.	**EXECUTIVE DIRECTOR'S REPORT**	61	10:20	B. Martin
	VII.	**ADJOURNMENT**		10:30	P. Gruner

** Attachment/ **Handout/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.

****The NEXT MEETING is March 17, 2022****
Until further notice all meetings will be held in-person at Dayton Realtors.
We request everyone wear a mask and practice social distancing.

MIAMI VALLEY REGIONAL PLANNING COMMISSION
TECHNICAL ADVISORY COMMITTEE
JANUARY 20, 2022
MINUTES

Dayton Realtors **January 20,2022**
1515 S. Main St., Dayton, OH **9:30 AM**

Members/ Alternates
Ed Amrhein, Beavercreek Township
Denis Aslinger, City of Greenville
Pete Bales, Bath Township
Kathy Bartlett, City of Riverside
Russ Bergman, City of Huber Heights
Scott Brown, ODOT District 8
Joseph Brzozowski, City of Dayton
Alex Carlson, Miami Township- Montgomery
Dan Casson, City of Carlisle
Rob Cron, City of Vandalia
Vanessa Glotfelter, Montgomery County TID
Paul Gruner, Montgomery County Engineer
Rap Hankins, City of Trotwood
Amy Havenar, City of Piqua
Walt Hibner, CenterPoint Energy
Paul Huelskamp, Miami County Engineer
Stephanie Kellum, City of Trotwood
Dominic Miller, City of Xenia
Jeff Moorman, City of Beavercreek
Rich Norton, City of West Carrollton
Brandon Policicchio, Greater Dayton RTA
Derek Shell, Village of Farmersville
Jeffrey Sheridan, Village of West Milton
William Singer, City of Englewood
John Sliemers, City of Kettering
Doug Spitler, City of Oakwood
Rod Stephen, City of Brookville
Denise Swinger, Village of Yellow Springs
Pat Turnbull, City of Centerville
Mike Wanamaker, Washington Township
Larry Weissman, Montgomery County
John Zelinski, City of Dayton

Other Alternates/Guests
Nathan Fischer, Woolpert
Scott Green, Strand Associates, Inc.
Jay Hamilton, Mead & Hunt
Chad Henry, Choice One
Dan Hoying, LJB, Inc.
Amy Schmidt, Fishbeck

Staff
Paul Arnold
Serena Anderson
Andrew Dibert
Savannah Diamond
Mike Lucas
Brian Martin
Leigh Sempeles

I. INTRODUCTION

Chairperson Gruner called the meeting to order at 9:30 a.m. Self-introductions were made.

II. APPROVAL OF NOVEMBER 18, 2021 MEETING MINUTES

Mr. Hankins made a motion to approve minutes. Mr. Cron seconded. The motion passed unanimously.

III. Public Comment Period on Action Items

None

IV. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

A. SFY2021-SFY2024 Transportation Improvement Program (TIP) Amendment #15

Mr. Arnold referred to the 15th amendment to the SFY 2021-2024 TIP and the numerous project changes made by MVRPC and ODOT. He referred to the packet showing the tables broken down by county, as well as the statewide line item project tables. Mr. Arnold stated that staff recommends forwarding Amendment #15 to the SFY 2021-SFY 2024 Transportation Improvement Program to the Board of Directors.

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

B. Recommended Approval of FY2023 Transportation and Government Services Priority Development and Advocacy Committee (PDAC) Projects

Mr. Arnold provided information for the FY2023 Transportation and Government Services Priority Development and Advocacy Committee (PDAC) projects. He stated MVRPC is the lead agency for transportation projects which include any surface, air, rail, transit, and pedestrian transportation-related projects. Six FY2023 PDAC Transportation project applications, requesting $7 million, were received by the November 5, 2021 deadline. MVRPC is also the lead agency for Government Services projects which include any emergency services, criminal justice, first responders, community and neighborhood infrastructure and K-12 education-related projects. Four FY2023 PDAC Government Services project applications, requesting $7.8 million, were received by the November 5, 2021 deadline. Mr. Arnold then stated the MVRPC Review Panels have submitted the six Transportation “Traditional” (Roadway)/”Non-Traditional” (Bikeway) projects and four Government Services projects to the Dayton Regional Priority Development and Advocacy Committee in categorized order. He then referred to the Transportation and Government Services PDAC Evaluation table in the packet. Lastly, Mr. Arnold stated that staff recommends forwarding the FY2023 Transportation and Government Services Priority Development and Advocacy Committee (PDAC) Projects to the Board of Directors for approval.

Mr. Turnbull made a motion to forward to the FY2023 Transportation and Government Services Priority Development and Advocacy Committee (PDAC) Projects the Board of Directors. Ms. Glotfelter seconded the motion. The motion passed unanimously.

V. INFORMATION ITEMS

A. Age-Friendly Communities Funding Opportunity

Ms. Sempeles provided information on the Age-Friendly Communities Funding Opportunity. She stated 10 MVRPC member organizations will receive $10,000 grants from the DMH-Dayton Fund at the Dayton Foundation to pursue AARP Age-Friendly Communities designation. The AARP Age-Friendly Communities designation is a multi-year planning effort focused on recognizing and enhancing age-friendly, livable aspects in the community. She then discussed the eligibility requirements and provided the proposal information on MVRPC’s website and stated the proposal deadline is March 15, 2022. Lastly, Ms. Sempeles provided information regarding the Miami Valley Age-Friendly Cohort.

VI. EXECUTIVE DIRECTOR'S REPORT

Mr. Martin welcomed everyone and reviewed the ED's Update:

- Calendar year 2021 accomplishments including:
  - MVRPC-led initiatives
  - Projects in partnership
  - Board and Agency
  - Staff achievement and recognition
- Thank you to departing Board members
- MVRPC's Laura Henry Recognized with national 40 Under 40 Award
- Age-Friendly Communities
- Environmental Justice Academy
- Feedback sought on Draft Dayton Region Economic Development Strategy
- Planning and GIS services to continue in Year 2022
- Miami Valley Roads.org
- Grants and funding resources

Mr. Martin then provided information on the Regional Transportation Planning Organization (RTPO) and shared that Preble, Darke and Shelby counties will become part of the RTPO members within MVRPC starting July 2022.

VII. ADJOURNMENT

Chairperson Gruner adjourned the meeting at 10:30 a.m.

The next meeting is scheduled for **Thursday, February 17th at 9:30 a.m**.

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MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: January 11, 2022

Subject: SFY2021-SFY2024 Transportation Improvement Program (TIP) Amendment #16

Over the last few months MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for an SFY2021-SFY2024 TIP amendment. The attached TIP Tables 4.1 and 4.3 reflect the updated information for each specific project. Modifications to Statewide Line Item projects are shown on Table 4.6 and are provided for information only. A TIP terminology explanation chart of key abbreviations used in the highway/bikeway tables precedes Table 4.1. 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 and 4.3
(3) Statewide Line Item Project table 4.6 (For information only)
(4) Resolution Adopting Amendments to the SFY2021-2024 TIP

EXPLANATION OF ABBREVIATIONS USED IN TABLES 4.1 – 4.8

Project I.D.

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

PID

ODOT "Project Identification Number"

Air Quality Status

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

Phase of Work

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

LRTP Goal

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

FUND CODES, DESCRIPTION AND TYPICAL FUNDING SPLIT

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

Federal Allocation of MVRPC Funds		Fed./Local Share
CMAQ	-Congestion Mitigation and Air Quality	Varies
STP	-Surface Transportation Program	Varies
TA	-Surface Transportation Program (Transportation Alternatives Set-aside)	Varies

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

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

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

Greene County Projects

COUNTY, ROUTE, SECTION: GRE - Kemp Road Sidewalks **ODOT PID #** 110374 **MVRPC #** 2186.7 **PROJECT SPONSOR:** Beavercreek

DESCRIPTION: Kemp Road from Grange Hall Road to Oxmoor Drive-Installation of an 8' wide sidepath along the north side of Kemp Road and a 5' wide sidewalk along the south side of Kemp Road. Along with the installation of pedestrian facilities, this project also includes the installation of curb and minor drainage improvements.

COMMENTS : Increased Local construction funds to reflect changes in Ellis.

TOTAL COST (000): $1,529 **LET TYPE:** Local-let **A.Q. :** Exempt **LRTP GOAL:** G2-1

PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE	$5					
ENG	LOCAL			$65			
ROW	LOCAL				$70		
CON	LOCAL					$1,044	
CON	TA					$345	

COUNTY, ROUTE, SECTION: GRE - Yellow Springs SRTS **ODOT PID #** 111002 **MVRPC #** 2210.7 **PROJECT SPONSOR:** Yellow Springs

DESCRIPTION: West Limestone Street from Mills Lawn Elementary to Dayton Street-Install sidewalk.

COMMENTS : Increased Federal construction funds to reflect changes in Ellis.

TOTAL COST (000): $321 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-1

PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ROW	STATE	$60					
CON	STA			$261			

Miami Valley Regional Planning Commission

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

Montgomery County Projects

COUNTY, ROUTE, SECTION: MOT - Siebenthaler/Philadelphia Signal Upgrade **ODOT PID #** 112662 **MVRPC #** 2355.4 **PROJECT SPONSOR:** Dayton

DESCRIPTION: Intersection of Siebenthaler Avenue and Philadelphia Drive-Replace span wire traffic signal with mast arm supports and vehicle signals with back plates, update pavement markings and signs.

COMMENTS : Increased Federal, State and Local construction funds to reflect changes in Ellis.

TOTAL COST (000): $322 **LET TYPE:** Local-let **A.Q. :** Exempt **LRTP GOAL:** G2-3

PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE	$2					
ROW	STATE	$10					
ENG	HSIP		$8				
ROW	HSIP		$13				
ENG	LOCAL		$1				
ROW	LOCAL		$1				
CON	HSIP			$209			
ENG	HSIP			$5			
ROW	HSIP			$23			
CON	LOCAL			$23			
ENG	LOCAL			$1			
ROW	LOCAL			$3			
CON	STATE			$23			

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

Montgomery County Projects

COUNTY, ROUTE, SECTION: WAR/MOT075-11.56/00.00 **ODOT PID #** 113579 **MVRPC #** 2427.2 **PROJECT SPONSOR:** ODOT District-7

DESCRIPTION: I-75 from approximately 3,500' south of the Warren/Montgomery county line to I-675-Major reconstruction including rebuilding the existing pavement full depth and the addition of a fourth lane in each direction.

COMMENTS : Added State PE funds in SFY2022 to reflect changes in Ellis.

TOTAL COST (000): $49,107 **LET TYPE:** Traditional **A.Q. :** Analyzed **LRTP GOAL:** G2-3

PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE			$97			
ENG	NHPP					$2,250	
ENG	STATE					$250	
ENG	NHPP						$450
ENG	STATE						$50
CON	NHPP						$39,845
CON	STATE						$6,165

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

COUNTY, ROUTE, SECTION: MOT035-14.37 - SLI-009 **ODOT PID #** 109710 **MVRPC #** 2240.3 **PROJECT SPONSOR:** ODOT District-7

DESCRIPTION: US 35 from Western Avenue to 1,600' west of I-75-Resurface the existing roadway with asphalt concrete.

COMMENTS : Increased Federal and State construction funds to reflect changes in Ellis.

TOTAL COST (000): $1,440 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-2

PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE	$14					
CON	NHPP			$1,141			
CON	STATE			$285			

COUNTY, ROUTE, SECTION: D07 - BH FY24(A) - SLI-009 **ODOT PID #** 110155 **MVRPC #** 2250.5 **PROJECT SPONSOR:** ODOT District-7

DESCRIPTION: Various locations in District 7-Address erosion issues on bridges.

COMMENTS : Decreased Federal STD and State construction funds to reflect changes in Ellis.

TOTAL COST (000): $81 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-2

PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE	$8					
ROW	STATE	$20					
ROW	STATE				$11		
CON	NHPP					$28	
CON	STATE					$5	
CON	STD					$9	

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RESOLUTION AMENDING THE
SFY2021-SFY2024 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

WHEREAS, the SFY2021-SFY2024 Transportation Improvement Program was adopted on May 7, 2020; and

WHEREAS, MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for a SFY2021-SFY2024 TIP amendment; and

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

WHEREAS, this TIP amendment will not affect the regional air quality emission analysis of the SFY2021-SFY2024 TIP; and

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

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

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts **Amendment #16** to the SFY2021-SFY2024 Transportation Improvement Program as shown on the attached TIP Tables.

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

_____
Brian O. Martin, AICP
Executive Director

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

_____
Date

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MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: February 7, 2022

Subject: Recommendation for MVRPC Regionally Controlled STP, CRRSAA and TA funds

The attached tables show the recommended Surface Transportation Program (STP), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and Transportation Alternatives (TA) projects for funding with MVRPC's regionally controlled funds. The first table lists projects recommended for funding with STP funds. The second table lists projects recommended for funding with CRRSAA funds. The third table lists projects recommended for funding with TA funds. The final table shows projects which we are unable to fund at this time.

Upon Board approval, project sponsors will be notified and then asked to meet with MVRPC staff and ODOT District Office staff to determine a detailed project scope and an anticipated project development schedule. Based upon this determination, a final funding year will be recommended for official incorporation into the MVRPC TIP.

Attachments:

- CY2021 Recommended STP Projects Summary
- CY2021 Recommended CRRSAA Projects Summary
- CY2021 Recommended TA Projects Summary
- CY2021 Projects Unable to Fund
- Resolution approving the recommended list of CY2021 STP, CRRSAA and TA projects

CY2021 Recommended Surface Transportation Program (STP) Projects

Project Sponsor	Project Name	Project Location	Project Description	Total Project Cost	Federal Funds Requested	Federal Funds Recommd.
City of Beavercreek	Colonel Glenn Highway Resurfacing	Colonel Glenn Highway from the Beavercreek west corp limit to Grange Hall Road.	Milling and resurfacing of the roadway. Also included is the installation of raised pavement markers.	$764,800	$591,840	$591,840
* City of Beavercreek	Indian Ripple Road Widening Project	Indian Ripple Road from Baronwood Boulevard to Woodview East.	Widen the roadway to a three lane pavement section along with curb, gutter, storm sewer and an 8' wide path along the south side of the roadway.	$2,465,000	$1,284,000	$1,196,400
* City of Beavercreek	North Fairfield Road Widening	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 sidepath along the east side of the roadway.	$1,305,000	$731,500	$639,100
Beavercreek Township	Orchard, Yellowbrick and Factory Roads Resurfacing	Orchard Road from Dayton-Xenia Road to the dead end not including the US 35 limited access; Yellowbrick Road from Orchard Road to Factory Road; Factory Road from Shakertown Road to Indian Ripple Road.	Resurfacing. The portion of Orchard Lane south of Yellowbrick Road will be funded 100% Locally.	$548,080	$383,656	$383,656
City of Brookville	Wolf Creek Street Resurfacing	Wolf Creek Street from Arlington Road to Western Avenue.	Resurfacing including milling of the existing ashalt and placement of tack coat, new asphalt and pavement markings.	$485,035	$354,428	$354,428
City of Centerville	Centerville Station Road Improvements, Phase 1	Centerville Station Road from 600' east of Park East Drive to the Centerville East corp limit.	Widening from a two lane section to a three lane section. Also included is realignment of the road, replacement of a water line, installation of a multi-use trail and the installation of a retaining wall to stabilize the roadway along the hillside.	$5,148,545	$2,186,100	$2,186,100
City of Centerville	Clyo Road Resurfacing	Clyo Road from Franklin Street to Alex-Bell Road.	Partial depth replacement of the entire roadway surface as well as new thermo-plastic lane traffic striping and pavement markers.	$609,959	$338,866	$338,866
City of Clayton	Salem Street Resurfacing	Salem Street from Diamond Mill Road to Crestway Drive.	Resurfacing.	$483,122	$357,868	$357,868
City of Dayton	East Monument Avenue Resurfacing	Monument Avenue from North Keowee Street to North Findlay Street.	Resurfacing including the removal of the existing wearing course of asphalt and replacing with an intermediate and surface course of asphalt along with items incidental thereto.	$525,000	$388,800	$388,800

Total Combined Project Costs for Recommended STP Projects: $41,977,819

Total STP Funds Recommended: $25,514,643

MIAMI VALLEY Regional Planning Commission

Prepared by MVRPC
2/7/2022

	Project Sponsor	Project Name	Project Location	Project Description	Total Project Cost	Federal Funds Requested	Federal Funds Recommd.
*	City of Dayton	Salem Avenue Reconstruction, Phase 5	Salem Avenue from Emerson Avenue to Elsmere Avenue.	Rebuild the roadway including new street pavement, curb, sidewalk, street lights and catch basins. The section at Catalpa Drive will only be resurfaced as the curbs and walks were rebuilt in 2005.	$2,975,000	$2,006,250	$1,841,400
*	City of Dayton	Smithville Road Reconstruction	Smithville Road from US 35 to Huffman Avenue.	Reconstruction including new street pavement, curb, sidewalk, streetlights, traffic signal and catch basins.	$3,160,260	$2,218,214	$2,101,964
*	City of Dayton	West Third Street Reconstruction	West Third Street from Gettysburg Avenue to Almond Avenue.	Reconstruction including a road diet from a five lane section to a three lane section with a bike path. The project will update the asphalt surface, sidewalks, curb, lighting and traffic signals.	$2,108,674	$1,529,710	$1,317,610
	City of Englewood	Union Boulevard Resurfacing	Union Boulevard from Wenger Road to US 40.	Resurfacing.	$535,140	$369,246	$369,246
	City of Franklin	North Dixie Highway Resurfacing	North Dixie Highway from 250' north of Van Horne Avenue to Kenneth Koons Boulevard.	Roadway milling and resurfacing. Base repair will be completed prior to paving. Thermoplastic will be installed after paving.	$496,800	$397,440	$397,440
	GDRTA	Purchase of five replacement 30-35' diesel buses.	Dayton and surrounding communities.	Purchase buses to replace others that have come to the end of their useful life.	$2,960,000	$2,368,000	$2,368,000
	Greene County Engineer	Federal Road Resurfacing	Federal Road from the Xenia east corp limit to Selma-Jamestown Road.	Resurfacing.	$1,300,000	$750,000	$750,000
*	City of Huber Heights	Chambersburg Road West Improvements	Chambersburg Road from Old Troy Pike to the Huber Heights west corp limit.	Widen the existing roadway from 2 lanes to 3 lanes. An 8' sidewalk/bikepath will be constructed on the north side of the road along with curb on both sides, water main, and storm sewer as needed. Also, the vertical alignment of the roadway will be adjusted to eliminate a crest area in the pavement.	$3,509,619	$2,177,252	$1,934,849
*	City of Kettering	Marshall Road Improvements	Marshall Road from East David Road to Wilmington Pike.	Milling and resurfacing of the roadway. The project will also include isolated repair of concrete curb and drive approaches and an 8' wide sidewalk on the north and west side of Marshall Road from Wilmington Pike to Claybourne Road and on Lincoln Park Boulevard from Marshall Road to North Marshall Road.	$1,755,808	$1,005,484	$877,000

Total Combined Project Costs for Recommended STP Projects: $41,977,819

Total STP Funds Recommended: $25,514,643

MIAMI VALLEY Regional Planning Commission

Prepared by MVRPC
2/7/2022

Project Sponsor	Project Name	Project Location	Project Description	Total Project Cost	Federal Funds Requested	Federal Funds Recommd.
City of Kettering	Wilmington Pike Resurfacing	Wilmington Pike from Beaverton Drive to East Stroop Road.	The project includes replacing sections of curb that have deteriorated, milling of the roadway to remove the existing asphalt course and the placement of a new asphalt surface course on the roadway. Also included is the installation of new thermoplastic pavement markings and raised pavement markers.	$1,227,271	$593,714	$593,714
MVRPC	Regional Supplemental Transportation Planning, SFY2027	Miami Valley Region.	Supplemental Planning Funding - includes TIP Project Management, Alternative Mode Transportation Planning and Project Planning Assistance.	$742,542	$594,034	$742,542
MVRPC	Supplemental Regional Planning - SFY2027	Miami Valley Region.	Continuation of regional planning activities to support coordination/collaboration efforts in the region by providing planning process consultation, research and technical support.	$200,467	$160,374	$200,467
City of Miamisburg	Dayton-Cincinnati Pike Resurfacing	Dayton-Cincinnati Pike from approximately Saxony Road to the Miamisburg south corp limit and Chautauqua Road from the east side of the Great Miami River to Dayton-Cincinnati Pike.	Roadway milling and resurfacing.	$361,800	$268,000	$268,000
Montgomery County Engineer	Mad River Road Resurfacing	Mad River Road from SR 725 to the Kettering south corp limit.	Roadway milling and resurfacing.	$784,105	$548,873	$548,873
City of Moraine	Kettering Boulevard Improvements	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.	$1,395,959	$837,575	$837,575
City of Piqua	Looney Road Resurfacing	Looney Road from CR 25A to US 36.	Roadway resurfacing including planing of the asphalt, adjustment of manholes and water valves, pavement repair areas, placement of an asphalt surface course and the placement of the final pavement markings.	$746,884	$597,507	$597,507
City of Riverside	Spinning Road Improvements, Phase 2	Spinning Road from Eastman Avenue to Burkhardt Road.	Roadway resurfacing including the milling of the existing asphalt and placement of a tack coat, new asphalt, and pavement markings	$1,021,051	$508,596	$508,596

Total Combined Project Costs for Recommended STP Projects: $41,977,819

Total STP Funds Recommended: $25,514,643

Project Sponsor	Project Name	Project Location	Project Description	Total Project Cost	Federal Funds Requested	Federal Funds Recommd.
City of Trotwood	Free Pike Resurfacing	Free Pike from the Trotwood east corp limit to Wolf Creek Pike.	Roadway resurfacing.	$882,458	$646,138	$646,138
City of Troy	East Main Street Resurfacing	East Main Street from Mulberry Street to the Troy east corp limit.	Roadway resurfacing including the milling of the existing asphalt and placement of tack coat, new asphalt and new pavement markings.	$1,411,351	$746,326	$746,326
City of Vandalia	Webster Street Resurfacing	Webster Street from Little York Road to Stop 8 Road.	Roadway resurfacing including milling of the existing asphalt and placement of tack coat, new asphalt and pavement markings.	$979,414	$717,131	$717,131
City of West Carrollton	East Dixie Drive Resurfacing	East Dixie Drive from Cedar Street to 342' east of Alex-Bell Road.	Roadway milling and resurfacing including SAMI Interlayer, pavement markings, traffic loop detectors, and manhole adjustments.	$452,037	$306,466	$306,466
City of Xenia	East Market Street Roadway Improvements	East Market Street from US 68 to US 42.	Roadway resurfacing including mill and fill and full depth base repair as needed. Also included is repair or replacement of the existing and deteriorated curb, curb inlets and drive approaches.	$636,638	$406,741	$406,741

Total Combined Project Costs for Recommended STP Projects: $41,977,819

Total STP Funds Recommended: $25,514,643

MIAMI VALLEY Regional Planning Commission

Prepared by MVRPC
2/7/2022

* - Project awarded additional funding under TA.

CY2021 Recommended CRRSAA Projects

Project Sponsor	Project Name	Project Location	Project Description	Total Project Cost	Federal Funds Requested	Federal Funds Recommd.
City of Beavercreek	Grange Hall Road Resurfacing	Grange Hall Road from Indian Ripple Road to Shakertown Road.	Milling and resurfacing the roadway. Also included is the installation of raised pavement markers.	$460,240	$391,716	$435,240
City of Brookville	Market Street Resurfacing	Market Street from Wolf Creek Street to Jefferson Street.	Resurfacing including milling of the existing asphalt and placement of tack coat, new asphalt and pavement markings.	$223,634	$198,541	$204,682
City of Centerville	Centerville Station Road Resurfacing	Centerville Station Road from Clyo Road to Southbury Drive.	Partial depth replacement of the entire roadway surface as well as new thermo-plastic lane traffic striping and pavement markers.	$408,716	$196,789	$233,206
City of Clayton	Phillipsburg-Union Road Resurfacing	Phillipsburg-Union Road from Shaw Road to Haber Road.	Resurfacing.	$539,579	$199,844	$236,827
City of Dayton	McCall Street Resurfacing	McCall Street from Abbey Avenue to James H. McGee Boulevard.	Resurfacing including the removal of the existing wearing course of asphalt and replacing with a surface course of asphalt along with items incidental thereto.	$315,900	$315,900	$315,900
City of Englewood	Union Boulevard Resurfacing	Union Boulevard from Wenger Road to the Englewood south corporation limit.	Resurfacing, excluding the bridge deck over I-70.	$282,420	$198,740	$235,518
City of Fairborn	Dayton-Yellow Springs Road Improvements	Dayton-Yellow Springs Road from Skyhawk Court to Gateway Drive.	Concrete pavement repair with joint repairs and concrete panel replacement.	$1,095,238	$400,000	$474,023
City of Germantown	Twin Creek Bikepath Resurfacing	Bikepath along Twin Creek from South Main Street to West Market Street.	Overlay with a light cape seal.	$96,099	$96,099	$96,099
Greene County Engineer	Dayton-Yellow Springs Resurfacing	Dayton-Yellow Springs Road from the Fairborn east corp limit to the Yellow Springs west corp limit.	Resurfacing.	$972,400	$400,000	$474,023
City of Kettering	Woodman Drive Resurfacing	Woodman Drive from Wilmington Pike to Stocker Drive.	Milling and resurfacing including isolated repair of the concrete curb, median and approaches.	$629,982	$392,786	$465,474
Miami County Engineer	Washington Road Resurfacing	Washington Road from SR 718 to SR 41.	Resurfacing including enhanced pavement markings and a 15" aggregate berm.	$427,140	$395,500	$427,140

Total Combined Project Costs for Recommended CRRSAA Project $7,583,562

Total CRRSAA Funds Recommende $5,199,864

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Project Sponsor	Project Name	Project Location	Project Description	Total Project Cost	Federal Funds Requested	Federal Funds Recommd.
City of Miamisburg	Union Road Resurfacing	Union Road from the Miamisburg south corp limit to Manning Road.	Milling and resurfacing.	$228,960	$199,280	$228,960
Montgomery County Engineer	Frederick Pike Resurfacing	Frederick Pike from the Dayton north corp limit to 500' east of Peters Pike.	Milling and resurfacing.	$282,960	$282,960	$282,960
City of Moraine	South Dixie Drive Resurfacing	South Dixie Drive from SR 741 to Stroop Road.	Resurfacing including partial depth replacement of the entire surface and pavement markings. Limited full depth pavement repair is also included as needed.	$340,408	$198,055	$234,707
City of Trotwood	Salem Bend Resurfacing	Salem Bend from Olive Road to Westbrook Road.	Resurfacing.	$183,557	$165,197	$165,197
City of Troy	North Elm Street Resurfacing	North Elm Street from the Morgan Ditch bridge to the drive entrance of the Marathon Gas Station located at 801 West Main Street.	Resurfacing.	$487,793	$198,429	$235,150
City of West Carrollton	East Central Avenue Resurfacing	East Central Avenue from Alex Road to Dixie Drive and Alex-Bell Road from Central Avenue to East Dixie Drive.	Milling and resurfacing including SAMI Interlayer, pavement markings, traffic loop detectors and manhole adjustments.	$241,989	$200,000	$221,481
City of Xenia	Bellbrook Avenue Roadway Improvements	Bellbrook Avenue from South Allison Avenue to West Second Street.	Mill and fill and full depth base repair as needed. In addition, repair or replace the existing and deteriorated curb, curb inlets and drive approaches.	$366,547	$196,849	$233,277

Total Combined Project Costs for Recommended CRRSAA Project $7,583,562

Total CRRSAA Funds Recommende $5,199,864

CY2021 Recommended Transportation Alternatives (TA) Projects

	Project Sponsor	Project Name	Project Location	Project Description	Total Project Cost	Federal Funds Requested	Federal Funds Recommd.
*	City of Beavercreek	Indian Ripple Road Widening Project	Indian Ripple Road from Baronwood Boulevard to Woodview East.	Widen the roadway to a three lane pavement section along with curb, gutter, storm sewer and an 8' wide path along the south side of the roadway.	$146,000	$87,600	$87,600
*	City of Beavercreek	North Fairfield Road Widening	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 sidepath along the east side of the roadway.	$132,000	$92,400	$92,400
	City of Beavercreek	Shakertown Road Sidepath Project	Shakertown Road from Willow Run Drive to Ankeney Middle School.	Installation of an 8' wide sidepath along the south side of the roadway. Along with the sidepath, curb and gutter and storm sewer will be added along the south side of the roadway.	$585,000	$346,500	$346,500
	City of Dayton	East Third Street Transportation Improvements	East Third Street from Webster Street to North Keowee Street.	Add bumpouts for dedicated parking on the north side of the street, lighting on both sides of the street for an enhanced pedestrian experience and new curb and sidewalk along the corridor.	$487,878	$343,636	$343,636
*	City of Dayton	Salem Avenue Reconstruction, Phase 5	Salem Avenue from Emerson Avenue to Elsmere Avenue.	Rebuild the roadway including new street pavement, curb, sidewalk, street lights and catch basins. The section at Catalpa Drive will only be resurfaced as the curbs and walks were rebuilt in 2005.	$219,800	$164,850	$164,850
*	City of Dayton	Smithville Road Reconstruction	Smithville Road from US 35 to Huffman Avenue.	Reconstruction including new street pavement, curb, sidewalk, streetlights, traffic signal and catch basins.	$155,000	$116,250	$116,250
*	City of Dayton	West Third Street Reconstruction	West Third Street from Gettysburg Avenue to Almond Avenue.	Reconstruction including a road diet from a five lane section to a three lane section with a bike path. The project will update the asphalt surface, sidewalks, curb, lighting and traffic signals.	$282,800	$212,100	$212,100
*	City of Huber Heights	Chambersburg Road West Improvements	Chambersburg Road from Old Troy Pike to the Huber Heights west corp limit.	Widen the existing roadway from 2 lanes to 3 lanes. An 8' sidewalk/bikepath will be constructed on the north side of the road along with curb on both sides, water main, and storm sewer as needed. Also, the vertical alignment of the roadway will be adjusted to eliminate a crest area in the pavement.	$372,928	$242,403	$242,403

MIAMI VALLEY Regional Planning Commission

Total Combined Project Costs for Recommended TA Projects: $2,595,548

Total TA Funds Recommended: $1,734,224

Prepared by MVRPC
2/7/2022

Project Sponsor	Project Name	Project Location	Project Description	Total Project Cost	Federal Funds Requested	Federal Funds Recommd.
City of Kettering	Marshall Road Improvements	Marshall Road from East David Road to Wilmington Pike.	Milling and resurfacing of the roadway. The project will also include isolated repair of concrete curb and drive approaches and an 8' wide sidewalk on the north and west side of Marshall Road from Wilmington Pike to Claybourne Road and on Lincoln Park Boulevard from Marshall Road to North Marshall Road.	$214,142	$128,485	$128,485

*

MIAMI VALLEY
Regional Planning Commission

Total Combined Project Costs for Recommended TA Projects: $2,595,548

Total TA Funds Recommended: $1,734,224

Prepared by MVRPC
2/7/2022

* - Project awarded additional funding under STP.

CY2021 STP, CRRSAA and TA Projects Unable to Fund

Project Sponsor	Project Name	Project Location	Project Description	Federal Funds Requested
City of Beavercreek	Kemp Road Widening Project	Kemp Road from North Fairfield Road to Hanes	The existing five lane section of Kemp Road will remain and will taper to three lane section to Hanes Road. This will include one through lane in each direction and a two way left turn lane. Along with this widening, a 5' wide sidewalk and an 8' wide sidepath will be included with the project. This roadway will also be improved with curb and gutter and storm sewer throughout the project.	$1,670,270
City of Kettering	Dorothy Lane Resurfacing	Dorothy Lane from South Dixie Highway to Haig Avenue.	Milling and asphalt overlay. Also included is minor curb replacement, thermoplastic pavement markings and raised pavement marker installation.	$1,534,464
* City of Riverside	Valley Street West Resurfacing	Valley Street from Pleasant Valley Avenue to Harshman Road.	Resurfacing including milling of the existing pavement and placement of tack coat, new asphalt and pavement markings.	$199,362
City of Trotwood	Wolf Creek Pike Resurfacing	Wolf Creek Pike from Snyder Road to Nolan Road.	Roadway resurfacing.	$214,686
Municipality of West Milton	Hayes Street and Tipp Pike Traffic Signal	Intersections of North Miami Street and Tipp Pike and North Miami Street and Hayes Street.	Improvements include replacement of two traffic signals with pedestrian facilities, restriping, widening of the turn radii, and improving operations of the traffic signals for better traffic flow at these atypical intersections.	$497,154
Municipality of West Milton	SR 48 and Frederick-Garland Intersection Improvements	SR 48 at Frederick-Garland Road.	Intersection improvements including the addition of left turn lanes for both the north and south approaches. Intersection radii will also be improved to accommodate turning vehicles.	$859,664

* - Application withdrawn by project sponsor.

MIAMI VALLEY
Regional Planning Commission
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RESOLUTION
APPROVING THE RECOMMENDED LIST OF
CY2021 STP, CRRSAA and TA PROJECTS

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 Board 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 Miami Valley Regional Planning Commission has solicited for projects for the STP, CRRSAA and TA funding programs; and

WHEREAS, the Miami Valley Regional Planning Commission has developed a recommended list of projects and requests Board approval to fund the list of STP, CRRSAA and TA projects.

NOW THEREFORE BE IT RESOLVED, that the Miami Valley Regional Planning Commission's Board of Directors hereby approves the recommended list of STP, CRRSAA and TA projects for funding as shown on the attached tables.

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

_____
Brian O. Martin, AICP
Executive Director

_____
Date

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

Why Your Next Vehicle Should Be Electric

Tim Benford
tim@driveelectricdayton.com
Cell: (937) 604-3158

For MVRPC Members

Good morning! I'd like to thank Rap Hankins for introducing me to the MVRPC and Brian Martin to inviting me to speak today.

In 1975 I was posted by the Royal Air Force for a tour at Wright-Patt and emigrated back to Dayton in 1985. We have never left.

My retirement avocation has been to create and lead a group of electric vehicle (EV) enthusiasts and owners called Drive Electric Dayton.

Our mission is to accelerate the adoption of EVs and solar energy across the Miami Valley. We organize EV Ride & Drive events, put EVs into community parades, and speak to groups like yours.

I've driven a Tesla Model 3 for almost four years and 25,000 miles.

What Is Drive Electric Dayton?

- We are a group of over 500 enthusiasts of electric vehicles (EVs) and renewable energy
- Our mission is to accelerate the adoption of EVs and solar energy
- We support local and state elected officials in formulating policies benefiting the adoption of EVs in the greater Miami Valley
- We promote eliminating charging deserts through equity planning

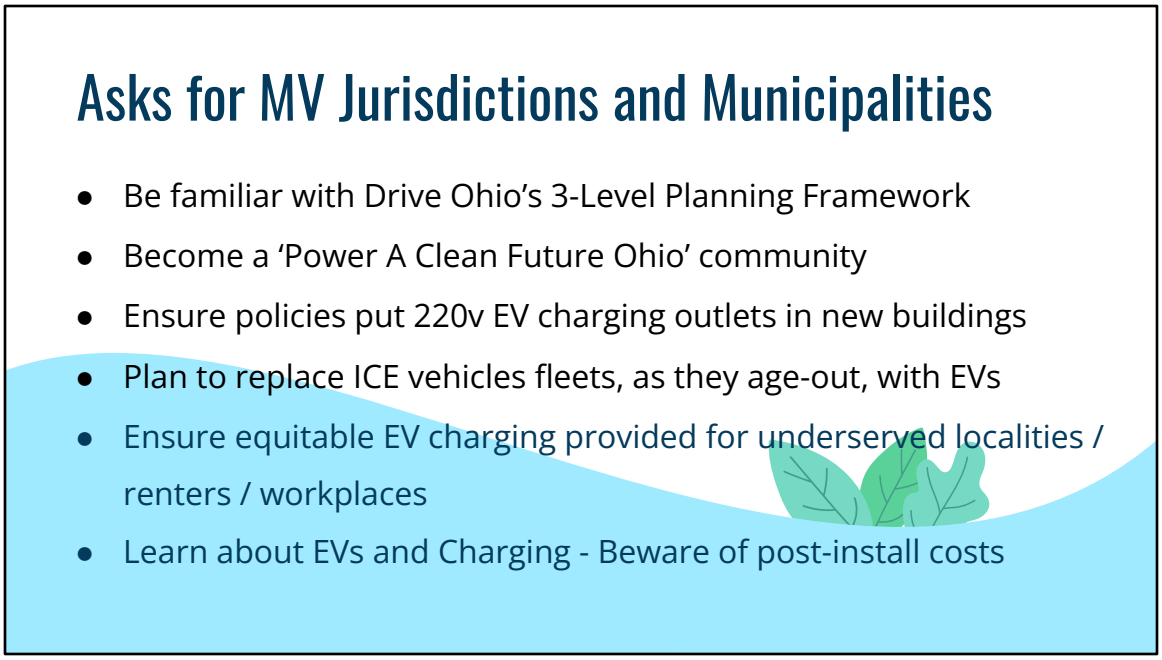
Our Mission

To help accelerate the adoption of electric vehicles and renewable energy through EV education and advocacy throughout the Miami Valley in southwest Ohio, especially in underserved areas, facilitating growth and development of charging infrastructure.

DED supports local and national equity-based policies that support the adoption of EVs equally by all communities with emphasis on underserved communities. All policy actions need to be reviewed through an equity lens and address underserved communities.

We partner with like-minded environmentally-conscious groups such as Miami Valley Solar Future and OH Solar United Neighbors as part of the Dayton region's contribution to meet a global goal of significant reduction of emissions from the transportation sector that contribute to greenhouse gasses known to cause climate change.

Bestselling author John Doerr in Speed & Scale - A Global Action Plan for Solving Our Climate Crisis Now said that the world's goal for electrifying transportation is to reduce eight gigatons of transportation emissions to two gigatons by 2050. Achieving this will require that 50% of new personal vehicles purchased worldwide to be EVs by 2030 and 95% by 2040.



MVRPC members should:

- Become familiar with Drive Ohio's Three-Level Planning Framework to help you target the most impactful EV readiness activities. This framework can be found on pages 12 and 13 (internal document numbering is pages 5 and 6) of this document: https://bit.ly/Drive_OH_3-Level_Planning_Framework
- Consider becoming a 'Power A Clean Future Ohio' community and take advantage of no-cost consulting and tools from experts.
- Ensure that building and zoning codes and master plans require that new buildings are fitted with 220v NEMA 14-50R outlets in anticipation of EVs. It is much cheaper to design and build them in versus adding them to existing buildings.
- To reduce fuel and maintenance costs, MVRPC members should plan to replace ICE vehicles and equipment with the electric equivalent by 2035.

- Members should take care, when planning to deploy new charging stations, to ensure that underserved populations in the Valley are given the same access to charging as everyone else.
- Members should be aware of the difference between a dumb charger and a networked charger. The former is cheaper to purchase and the electricity costs are might (or could) be borne by the EV owner. It all depends on how it's connected to the site owner or apartment's electric service. [Sometimes landlords bear the costs but just want usage statistics. But I could see the case where landlord would connect to house power and charge the renter fairly, or at a premium]. The latter are more costly to buy and install and the electricity costs are borne by the EV owner.

MVRPC members are encouraged to learn about EVs and charging as the popularity of EVs increases. There are a number of great online sources of information such as:

- Non-Profit EV Advocacy Organizations
  - http://myeva.org
  - https://www.cleanfuelsohio.org/drive-electric-ohio
  - https://pluginamerica.org
  - https://driveelectricdayton.com/

- Website Listing All US Charging Points
  - https://www.plugshare.com

Drive Electric Dayton would be pleased to help members with their efforts to educate staff and their families on the benefits and realities of driving electric.

Ohio Air Quality

- Ohio has the second-worst air quality of all states
- More than 1.4 million Ohioans suffer from lung disease.

Source: Air Quality Index maintained by the Environmental Protection Agency (EPA)

- Ohio would avoid $2.4 billion in health costs during the year 2050 and also:
  - 207 deaths
  - 2,860 asthma attacks
  - 12,208 lost workdays

...by electrifying transportation.

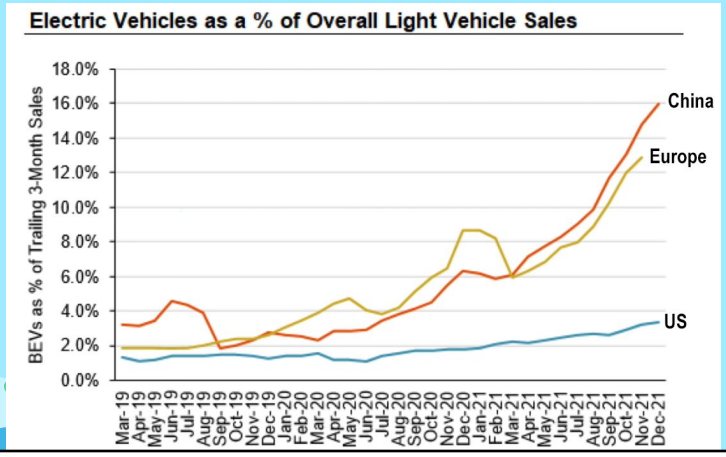
Source: American Lung Association

This slide underlines the need to work hard to electrify Ohio's transportation, remove carbon monoxide from the air, save public funds, and improve the state's health.

The purpose of this presentation is to illustrate that electrifying Ohio's transportation will be fun and beneficial for residents, but it will require a lot of thought and work by local and state elected officials to reach our goals.

Why talk about Driving Electric?

10x growth by 2030 predicted, China and Europe lead



Source: *2022-01-19 Piper Sandler*

My original interest in EVs was driven by concern about Climate Change and reducing my carbon footprint. Now, I am for driving electric because it is so much better.
From this chart you can see that EVs are due to grow at least 10x by 2030. Technology historians point out that adoption of other new technologies like mobile phones reliably follow S-shaped curves, with slow early adoption followed by fast growth. We can already see that sharp acceleration in EV sales in Europe and China. EVs represent only about 3.5% of new car sales in the US now. With the growth of domestic EV production expected over the next couple of years, the US sales line may tick up like China and Europe.

In view of this, my presentation today focuses on encouraging you to take a close look at driving electric.

Source: *for EV percent of sales chart: 2022-01-19 Piper Sandler*

Alex Potter TSLA research note
https://youtu.be/DIHgnDQPvHc?t=420
China is the world's biggest EV market, due to an aggressive build-up in EV charging infrastructure and support for EV and battery manufacturing.

Deciding about Driving Electric

- Why drive electric?
- Where can I charge my Electric Vehicle (EV)?
- Driving electric: What will be different?
- EVs available now & coming soon

So, let's look at the key questions people have about the decision to drive electric

- What are the benefits that might make it worth even considering driving electric?
- If I decide to drive electric, where do I refuel?
- What will be different when I drive electric, both pro and con
- And if I decide I want to drive electric, what vehicles are available?

Why Drive Electric?

Driving Experience

- Zippy – experience the "EV smile"!
- Quiet
- Smooth – no gear changes

Safety

- Great front crash test ratings
  - Space up front for crumple zone
- Stable – low rollover risk
  - SUV with lowest rollover risk ever recorded is an EV

Driving Experience

- Instant torque at 0 mph will bring a smile to your face and make EVs fun to drive.
- Quiet - you will notice the lack of engine noise and vibration
- You won't feel the faint lurch of gear changes, because there aren't any. Nearly all EVs have a single gear--no multi-speed transmission. This means EVs are not only mechanically simpler, they also accelerate more smoothly.
- No tailpipe or transmission tunnel means the cabin floor is flat, providing more interior room

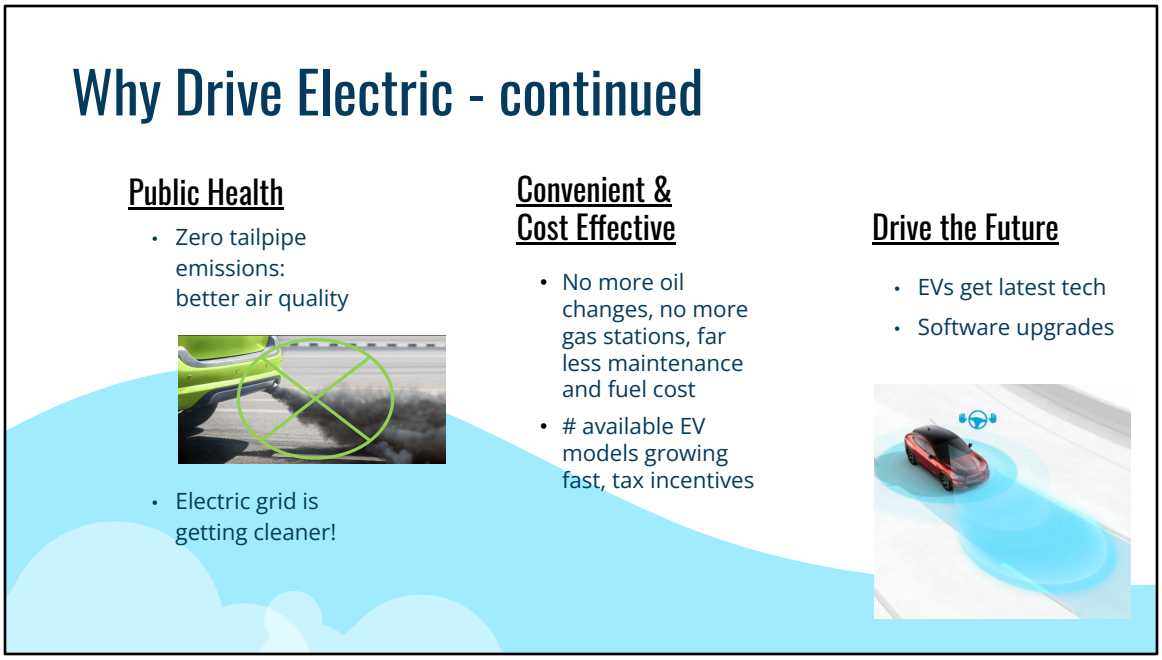
Safety

- Engineers designing an electric vehicle have an easier time delivering great front crash test ratings because EVs don't have the huge internal combustion engine block of metal that gets pushed toward the passengers

- in a front crash. In the space where the engine would be, many EVs add a front trunk, which you can see being used in this picture for a quick diaper change.
- The heaviest component in an EV is the battery pack, located under the cabin floor. This close-to-the-ground position makes the vehicle center of gravity low, improving handling and reducing rollover risk.

[*The SUV model with lowest rollover risk is Tesla Model Y: https://thedriven.io/2021/01/14/tesla-model-y-gets-top-crash-safety-rating-with-lowest-suv-rollover-risk/*]

[*The only production EV so far with more than one gear is the Porsche Taycan, which has 2 gears to increase its top speed. It shifts into second around 50 mph.*]



Public Health

- See Union of Concerned Scientists article, "Are Electric Vehicles Really Better for the Climate? Yes. Here's Why"
- No tailpipe emissions is a huge air quality advantage that's often lost in the debate about carbon pollution. Just think of the millions of cars and diesel buses driving into cities every day. Would you rather have pollution emitted at a tall power plant stack miles away, or have pollution pumped out a few feet away from where you are walking? It's especially bad for schoolchildren breathing in toxic diesel particulates while waiting for the bus. All that would go away if the bus were electric.
- Of course, in most of the US, some pollution is created producing the electricity to charge the car. Still, EVs because of their efficiency emit far less pollution per

- mile than a gas car or diesel vehicle. Unlike a new gas car, a new electric car's emissions per mile will drop over the vehicle's lifetime as the US power grid gets cleaner. Over 70% of new power generation capacity added to the grid in 2020 was renewable.

Convenient and Cost Effective

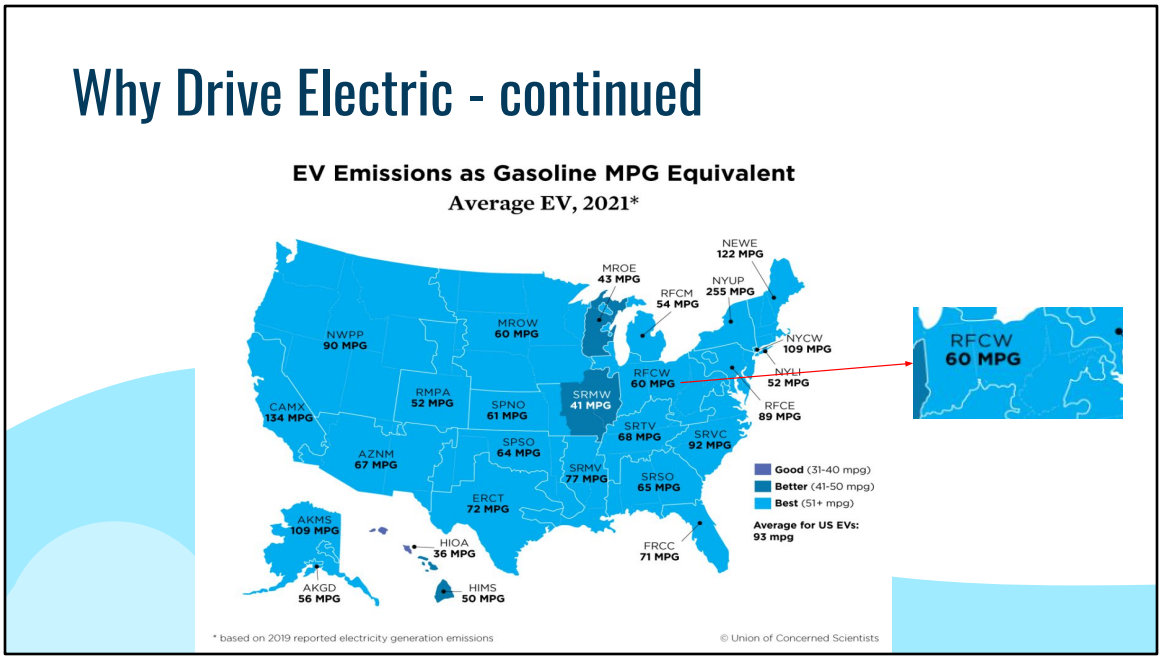
- In four years of EV ownership and 25,000 miles of driving, I have spent $300 on maintenance: 3 tire rotations and one cabin air filter replacement.
- Manufacturers are announcing dozens of new EV models. A bit later you'll see EV models already available, and the current federal tax credit amount each model is eligible for. Tax legislation currently pending in Congress, if passed, might increase the incentive.

Drive the Future

- Auto manufacturers typically showcase their best tech in their electric vehicles. A great example is Advanced Driver Assistance Systems, which can automatically steer to keep you centered in your lane on the highway. GM is offers their Supercruise system on the new Chevy Bolt EUV, and Ford offers their BlueCruise system via a software update on the Mustang Mach-E. Tesla is well-known for delivering lots of new features via software update, and all Teslas also come with autosteer on the highway.

[*Graphic is Ford's BlueCruise ADAS system*]

Why Drive Electric - continued



- In the chart, the mpg (miles per gallon) value listed for each region is the combined city/highway fuel economy rating of a gasoline vehicle that would have global warming emissions equivalent to driving an EV.
- So **in Ohio**, you'd have to be driving an internal combustion engine (ICE) vehicle that achieved **60 mpg** to equal the global warming emissions equivalent to driving an EV. In renewable-powered California, you'd need a 134 mpg ICE vehicle to equate to an EV in emissions.

Source: "Plug In or Gas Up? Why Driving on Electricity is Better than Gasoline" June 7, 2021
Explanation of graph: "*The mpg (miles per gallon) value listed for each region is the combined city/highway fuel economy rating of a gasoline vehicle that would have global warming emissions equivalent to driving an EV. Regional global warming emissions ratings are based on 2019 power plant data in the EPA's*

eGRID2019 database (released February 2021). Comparison includes gasoline and electricity fuel production emissions estimates for processes like extraction, transportation, and refining using Argonne National Laboratory's GREET 2020 model. The 93 mpg US average is a sales-weighted average based on where EVs were sold in 2011 through 2020."

More on EV Maintenance & Fuel Savings

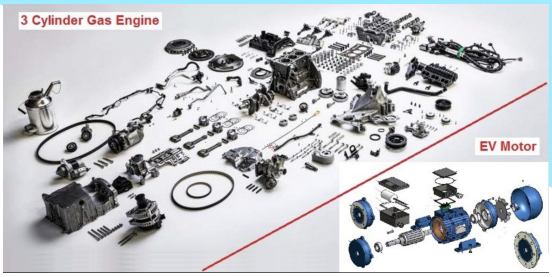
Maintenance

- **Save an average of $4,600 (50%)** in vehicle lifetime repair/maintenance costs vs a gasoline-powered car (Consumer Reports data)
  - Brakes don't wear out - deceleration charges battery!
  - Powertrain has 1/100th moving parts vs gas cars

Fuel (charging at home)

- **Save $1,200/yr in fuel cost (70%)**
  - Gas cost/yr $1,700 goes to zero
  - Electric bill goes up $500/yr (using Chevy Bolt mileage)

(Using US averages: 13,500 mi/yr, $3.19/gal gas, 13.3 cents/kWh)



Savings in maintenance and fuel can more than make up for an initial higher price of an electric vehicle

Maintenance

- EVs cut maintenance cost in half, according to Consumer Reports actual reported driver data. What saves so much money?
  - EVs rarely use their friction brakes. This means the brakes not only often last over 100,000 miles, they also aren't releasing as much fine brake dust into the air.
  - The EV powertrain is much simpler, with fewer moving parts. The picture compares the component parts of a 3-cylinder gas engine with an electric motor. The former on average has 100x the number of parts than the latter.

Fuel

- Fuel savings are even greater than maintenance savings if

- you can charge at home. Using US national average figures for the number of miles driven per year and the cost of gas and electricity, you would save about $1,200 a year in fuel cost driving a Bolt EV, or $6,000 in 5 years. The way to think about it is that your gas cost goes to zero, your electric bill goes up a bit, and the net savings is over a thousand dollars. The more miles you drive, the greater the savings.
- Some states have an EV fee. If your state has one, reduce the annual fuel savings by the amount of the fee.

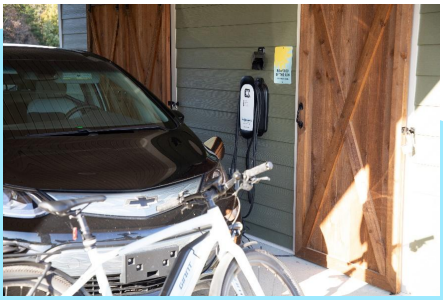
[*For fuel savings, the "if you can charge at home" clause is important. EV drivers who have to use commercial public chargers pay a higher rate that often wipes out most of the fuel savings vs gas cars. On the other hand, some EV drivers have access to free charging at municipalities or employer-provided chargers, or else have a home solar array that produces enough power to charge their cars. These lucky folks have even greater fuel savings.*]

[*Consumer Reports uses vehicle lifetime = 200k miles*
https://advocacy.consumerreports.org/press_release/electric-vehicle-owners-spending-half-as-much-on-maintenance-compared-to-gas-powered-vehicle-owners-finds-new-cr-analysis/
For full calculation of fuel savings with source links, see slide "Calculate Fuel Savings from Driving Electric"]

If I Drive Electric, Where Can I Charge?

Home Charging the Norm

- Cheapest and most convenient
- 30% EV charger federal tax credit available (faster charging with dedicated 220v circuit)
- Drive on sunshine if you have a solar array



Workplace Charging

- Second-most convenient
- Boon for street-parkers and renters who can't charge at home
- Essential in charging desert communities

Away-from-home charging: How to find it

- Built into car's app or nav system
- Google Maps & Apple Maps
- Plugshare, A Better Route Planner

Number of public chargers is growing fast! May be accelerated by federal infrastructure bill

Charging infrastructure must be placed in charging desert communities to make EV adoption fully realized

Questions about charging are perhaps the most common ones about driving electric.

Charge at home

- The good news is that if you can charge at home, that's cheapest *and* most convenient. It's like having a gas station in your garage with fuel costing only a buck a gallon.
- You can plug your car into a regular 3-prong 110v outlet to slowly charge it. But if you want to be certain you can fully charge overnight, then you can have an electrician install a dedicated 220v circuit to the spot where you park your EV. The cost of installing a dedicated charging circuit is partly offset by a 26% federal tax credit. I added a NEMA 14-50 220v socket in my garage in 2017 for $500.
- The ideal case is having a solar array, since then you

- can power both your house and your car. With a 7.2kWh solar array on my home roof, I spent zero dollars on electricity from July 2020 to this January: so I have literally been driving locally on sunshine!

Workplace charging

- If you can't charge at home, ask your employer to install workplace charging if they don't already offer it. Employers with company sustainability programs are great candidates. Some workplaces even offer free charging.

Away-from-home

- On a road trip, you will need to find public chargers. New EVs often come with navigation systems that will automatically locate chargers along the route and place charging stops in your itinerary.
- Regardless, you can enter "electric vehicle" or "EV charging" in the search bar of Apple Maps or Google Maps to find chargers. You *will be surprised how many public chargers are nearby!*
- For the most complete list of chargers, install the PlugShare app. For roads trips, an app called "A Better Routeplanner" will give you more flexibility in planning your route than any of the other options.
- Retailer chains Shell, Circle-K, Greenlots and 7-11 are installing DC Fast Chargers at many of their outlets. More to come, for sure.

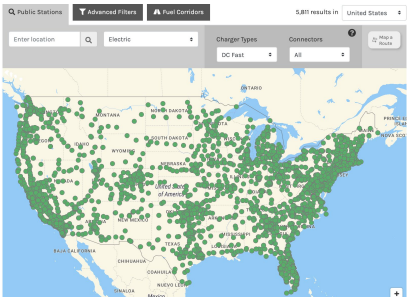
The proposed federal infrastructure bill has allocated $7.5 billion for building public EV chargers.

What Will Be Different Driving Electric?

Things to **START** doing

- Enjoy driving!
- Enjoy "preconditioned" comfort
  - No idling for heat/AC
- Refuel proactively
  - *Plug in (like your mobile), don't wait for near-empty*
  - *Charge overnight—ready to go in morning*
- If planning an EV road trip
  - *Plan charging stops (high-power "DC fast" chargers)*
  - *Consider stays at hotels with EV chargers*
  - *Add time for charging*

US Public DC Fast Chargers: Source US DoE



As you might expect with a new technology, a few things will be different about your driving routine.

We'll first cover the things to START doing, then the things to STOP doing.

- First, start enjoying your driving more!
- Next, a few minutes before getting in the car, use the car's app to heat or cool the cabin. Gas cars that can do this burn gasoline just to run the car's HVAC system. For cooling especially, EVs are quite efficient and can cool down your hot car with just a bit of battery power.
- If you can charge at home, plug in your car when you are done for the day, like you would with your mobile phone. Once or twice a week might be enough depending on how much you drive. This is a habit change vs gas cars, where you refuel retroactively, looking for a gas station once your

- tank is getting low.
- When planning a road trip, it's a good idea to plan your charging stops. You'll need to stop at special high-powered chargers called "DC Fast" chargers along your route. An app called "A Better Routeplanner" will plan this for you--you just tell it what EV you have, and it knows its range and charging speed. The screenshot from the US DoE shows the large and growing number of DC Fast chargers across the USA.
- For overnight trips, you can use the filtering options in hotel booking sites including hotels.com, booking.com, Tripadvisor, Marriott, PlugShare, and AirBnb to find hotels that have EV chargers. You stop for the night near empty and drive away the next morning with a full battery. Usually for no extra charge.
- You should expect EV road trips to take a bit longer to allow time for charging. The app "A Better Routeplanner" will give you a good estimate. In Teslas, the car's nav system will give an accurate estimate if you decide to make the stops it suggests.

[*Details on search tools to find hotels with EV chargers...*

No *help: priceline, hotwire, trivago, expedia, trip.com, and travelocity.*

Kayak, Hotels.com, Booking.com, Tripadvisor, Marriott, PlugShare, and AirBnb ***do*** *offer a filter, usually in the "amenities" group. The filter is labeled "Lodging" in PlugShare's case and is listed under "Facilities" for AirBnb. AirBnb and Kayak confusingly don't show the "EV charger" check box unless your initial search results include hotels with chargers. I found at least one case where Kayak failed to show the check box when a search results did have a hotel with a charger. Also, it's unclear for AirBnb what it means when the host lists an EV charger--is this just a 120v outlet, or a level 2 charger?*

Specialty search sites chargehotels.com and phone apps "Stay-n-Charge" and "EV Hotels" are the easiest to use because they are specifically designed to find charge hotels, but don't give

you availability for the specific night(s) stay you are interested in like the other sites do. No single site provides complete and accurate one-stop search for all available choices. Plugshare shows more mom-and-pop chargers, and both Plugshare and EV Hotels let you find hotels that don't have their own chargers but have a charger within walking distance.]

What Will Be Different Driving Electric?

Things you can **STOP** doing 😊

- Braking going down hills! (charges battery)
- Going to gas stations & monitoring price of gas
- Doing most vehicle maintenance!

Example EV maintenance schedule (Chevy Bolt)

Maintenance Schedule Additional Required Services	12 000 km/7,500 mi	0 km/15,000 mi	0 km/22,500 mi	0 km/30,000 mi	0 km/37,500 mi	0 km/45,000 mi	0 km/52,500 mi	0 km/60,000 mi	0 km/67,500 mi	0 km/75,000 mi	0 km/82,500 mi	0 km/90,000 mi	0 km/97,500 mi	km/105,000 mi	km/112,500 mi	km/120,000 mi	km/127,500 mi	216 000 km/135,000 mi	228 000 km/142,500 mi	240 000 km/150,000 mi
Rotate tires and perform Required Services.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Replace passenger compartment air filter. (			✓			✓			✓			✓			✓			✓		
Drain and fill vehicle coolant circuits. (2)																				✓
Replace brake fluid. (3)																				

Replace fluids at 150k mi or 5 yrs

Now the things you can STOP doing!

A standard feature of EVs is powerful regenerative braking. Instead of wasting the braking energy as heat, the car decelerates by running the electric motor as a generator to charge the battery, increasing your range. If you are driving down a mountain, you will have more range at the bottom than at the top.

Say goodbye to gas stations and being annoyed by the price of gas going up right before you need to fill up.

Get used to not taking your car into the shop for oil changes and fixing things like belts, spark plugs, and exhaust systems that can't go wrong in EVs because EVs don't have them.

As you'd expect, you will need to rotate tires and replace the cabin air filter. But other than that, this EV's maintenance schedule just

says to replace brake fluid and coolant after 150,000 miles (!!) or 5 years, whichever comes first.

Eventually you will replace wear items like tires and wipers, and you may also need to eventually replace the 12-volt battery like a gas car. But overall EVs have way less maintenance.

EVs Available Now: "Sticker Shock"?

- Higher EV up-front cost is a barrier—but:
  - Up to $7,500 federal tax credit (except Tesla and GM)
  - Use *cost per mile* (captures cheaper EV fuel & maintenance)
  - Battery replacement is not an issue – 100k mile warranty!
- Examples (including $7,500 federal tax credit)
  - $44k for Ford Mustang **Mach-E** comparable to $30k for a **Ford Escape** over 5 years (Ford estimate)
  - BMW MINI Electric 2-door $500 *cheaper* than gasoline version (⅓ to ½ cheaper)

Source: *Ford web page for Mustang Mach-E*

EVs typically have a higher up-front sticker price, but this can be reduced by up to $7,500 by a federal tax credit. This tax credit may change in the future--what the slides reflect is the credit in place today.

EVs also have much lower fuel and maintenance costs compared to gas cars. Cost per mile, generally much lower for EVs, captures EVs' lower operating costs.

As an example, if you look at Ford's guidance, they point out that the 5-year ownership cost for Mustang Mach-E is about the same as the gas-engined Ford Escape.

The BMW MINI Electric is notable for being slightly cheaper than the gasoline version if you are eligible for the full federal tax credit.

[*Source for Mach-E screen shot:*

https://www.ford.com/suvs/mach-e/2021/?gnav=header-all-vehicles
]

Sample EVs

Nissan Leaf
MSRP: $27,400
Range: 149-226 EV miles
Zero-60: 6.5 to 7.4 sec
($7,500 fed tax credit)

Rivian R1S
MSRP: $70,000
Range: 316 EV miles
Zero-60: 3.0 sec
($7,500 max fed tax credit)

Chevy Bolt EUV
MSRP: $33,995
Range: 247 EV miles
Zero-60: 7.0 sec
(No federal tax credit)

Tesla Model Y
MSRP: $58,990 AWD
Range: 330 EV miles
Zero-60: 3.5 to 4.8 sec
(No federal tax credit)

Kia Niro EV
MSRP: $39,990
Range: 239 EV miles
Zero-60: 6.5 sec
($7,500 max fed tax credit)

VW ID.4
MSRP: $40,760 RWD, $44,440 AWD
Range: 260, 249 EV miles
Zero-60: 7.6, 5.4 sec
($7,500 max fed tax credit)

Ford Mustang Mach-E
MSRP: $43,895
Range: 211-314 EV miles
Zero-60: 3.5 to 6.1 sec
($7,500 max federal tax credit)

Ford F150 Lightning
Cost: $39,974 commercial, $53k-93k consumer
Range: 230, 300 mi target
When: mid-2022

Next up is a short list of popular EVs available now (supply chain willing). What I'd like you to take away from this list: regardless of what body style interests you, there's an EV available now or about to be available and many more being brought to production by the manufacturers.

Chevy Bolt manufacturing is on hiatus until January 27, 2022, so availability will be limited early in the year. EUV stands for "Electric Utility Vehicle"

The Mustang Mach-E won the Car and Driver's Electric Vehicle of the Year Award 2021. The Model Y is the best-selling EV in the US.

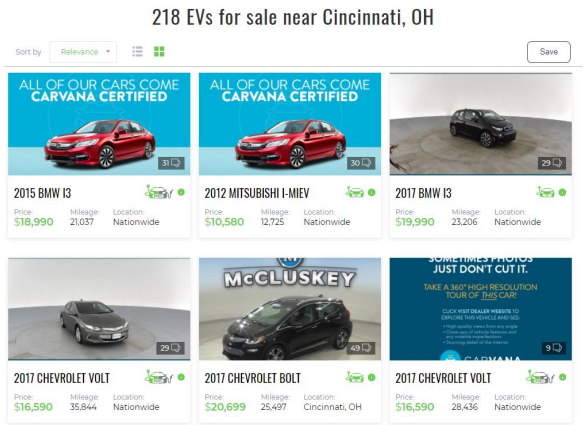
Used Electric Cars under $20,000

Good choices likely to be available:

Plug-In Hybrid: Chevy Volt

All-Electric:
- Chevy Bolt (new battery packs replaced under recall)
- KIA Soul EV
- Nissan Leaf
- BMW i3

(sample search results from MyEV.com)



Used cars can provide a more affordable entry point to owning an EV.

The Chevy Volt is a PHEV but it's known for having up to a 59-mile electric range, which allows most people to drive electric for all their local driving.

The Chevy Bolt has the most range of the EVs listed here, with 238-259 miles. A benefit of a Bolt is you will get a brand-new battery pack due to a recall.

To decide for yourself whether your next car should be electric, test drive! There's a long list of automakers offering EVs for a test drive. With the chip shortage and supply chain challenges, if you can't find a dealer with an EV in stock, consider asking a friend who owns an EV for a ride or test drive. Keep an eye out for our EV Ride & Drive events here: https://driveelectricdayton.com

Regarding safety, much has been made of EV battery fires. Yes, there have certainly been a significant number of EV battery fires but even after over 100 years of gasoline car operations we still had "An estimated **212,500 vehicle fires** caused 560 civilian deaths and 1,500 civilian injuries; and $1.9 billion in direct property damage **in the US during 2018**."
https://www.nfpa.org/-/media/Files/News-and-Research/Fire-statistics-and-reports/US-Fire-Problem/osvehiclefires.pdf

Think Beyond EVs

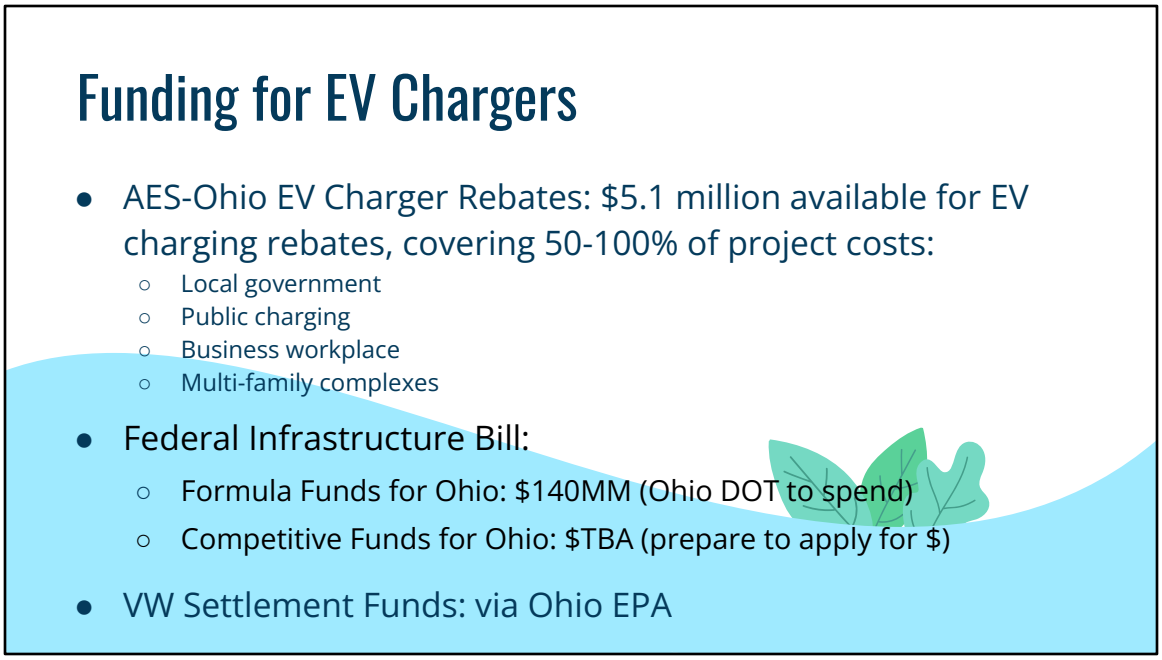
Start planning to replace all gas-powered equipment and vehicles to electric power by 2035

Equipment Items	EV Alternative 1	EV Alternative 2	EV Alternative 3
CDL required Medium Duty single axle dump truck, 33,000 GVW,	No electric dump trucks available at this time per Google search		
Currently = IH 7400, Caterpillar diesel with Allison Automatic transmission	Lightening Motors electric trucks.	Brightdrop Trucks	
Non-CDL Ford F-550 dump truck, 19,500 GVW, gas engine	No electric dump trucks available at this time per Google search		
Ford F-450 and F-350 dump trucks, 10,000-14,500 GVW, diesel and gas engines	No electric dump trucks available at this time per Google search		
Ford, Chevrolet, and Dodge 250 (3/4 ton) pickups, gas engines	Ford Electric Trucks	List of Electric Trucks	Rivian Rt1 Pickup Truck
Ford, Chevrolet, and Ram (Dodge) 150 (1/2 ton) pickups, gas engines	Ford Electric Trucks	List of Electric Trucks	Rivian Rt1 Pickup Truck
Compact Jeep SUV and Ford sedans, gas engines	Jeep 4Xe Plug-In Hybrid	VW ID.4 SUV	
Ford Cargo and Passenger vans, gas engines	Freightliner Walk-In Vans	Schetky Electric Vans	Lightning Electric Zero Emission Transit Passenger Van
Case Backhoe, 4x4, 80HP diesel engine	**CASE 580 EV First Fully Electric Backhoe**		
Skid-steer loaders, John Deere and Fecon, 50-80 HP diesel engines, steel tracked and solid tire	Kovaco Electric Skid-Steer Loaders	Kovaco video from Fully Charged	
Mini-excavators and mini skid-steers, 25HP diesel engines, rubber tracked	JCB Electric Mini-excavator	Four electric mini-excavators	
Slope mowers, articulated, 25HP diesel engines	Electric slope mowers	Electric Remote control slope mower	
John Deere Tractor, mounted reach-arm mower, counterweighted, 15K weight, 85 HP diesel engine	Soletrac electric mowers		
Forklift, 5000lb. capacity, propane powered	Toyota Electric Forklifts	CAT electric forklift trucks	
Mowers, 48"-96" cut, 21-37HP, gas and diesel powered	MeanGreen Electric Mowers, Ohio		
Mowers, push, and self-propelled walk behind, 5-21HP, gas powered	10 Best Electric Lawn Mowers of 2022 [Reviews]		
Tractors, 19-70 PTO HP, diesel powered	Monarch Electric Tractor	Kubota future electric tractor	
Utility Vehicles, diesel and electric powered	Polaris Electric Utility Vehicles	Gem Electric Vehicles	
Blowers, large self -propelled and towed, 4 cycle gas engines, 20-25 HP	Buffalo Turbine		
Skid mounted sprayers, 4 cycle gas engines, 8-15 HP	Kings Electric 100 Gal Sprayer	Low Profile Electric Skid Sprayer	
Small gas engine powered equipment, two cycle engines, blowers, line trimmers, chain saws, tree trimmers:			
Blowers	**EGO Power+ Commercial Blower**	**Husqvarna Electric Blowers**	**EGO Backpack Electric Blower**
line trimmers	Greenworks Strimmers	Lowe's Electric Trimmers	MeanGreen Electric Trimmer
chain saws	Greenworks Chainsaws	Stihl Electric Chainsaws	Best Electric Chainsaws of 2022
tree trimmers	Greenworks 24V 8" Pole Saw	Greenworks Pro 80V 10 inch Brushless Cordless Polesaw	
Front-end loader	**L25 Electric | Electric Machines | Overview | Volvo Construction Equipment**		

Example: Five Rivers MetroParks Equipment Mapped to Electric Alternatives

California and New York have policies to ban sale of new ICE vehicles by 2035, and it is likely more states will follow. So, all jurisdictions should develop a plan to cope with such a change in transportation. And as not all vehicles are passenger cars or pickup trucks, MVRPC members should think about retiring all gasoline or diesel-powered equipment as they age-out and replace them with electric-powered equivalents.

This slide shows a screenshot of Drive Electric Dayton's analysis of Five RIvers Metroparks list of gas-powered vehicles and equipment in January mapped to electric equivalents for all but three items.



As the current administration strives to electrify the transportation sector, funds are being made available for charging infrastructure. These are the main ones applicable to MVRPC:

- AES Charger Rebates: https://www.aes-ohio.com/evse-rebate-program
- Federal Infrastructure Bill: https://www.transportation.gov/sites/dot.gov/files/2021-11/Bipartisan_Infrastructure_Law_Ohio.pdf ($140MM earmarked for Ohio charging. Dollars to be spent via ODOT.) $2.5B in Competitive Funds yet to be shared to the States, but will be taken up quickly once announced and an application process is in place, so plan in advance for your charger locations.

- VW Settlement Finds via the Ohio EPA: a new round of funding for electric school buses is expected in 2022 (application process TBA) and quite possibly an RFA for any remaining funds for charging stations. https://cleanfuelsohio.org/ohio-epa-dcfc-ev-charging-and-aep-ohio-electric-bus-funding-opportunities-announced/

Local Public Chargers

December 2021 ribbon-cutting for chargers at Fairborn Krogers

- New chargers:
  - Fairborn Krogers
  - Fairborn Library
- Being Installed or planned:
  - Downtown Dayton: 4 locations
  - Dayton Art Institute
  - City of Oakwood
  - Miamisburg Tesla Service Ctr
- Existing chargers include:
  - Dayton City Hall
  - UD (several)
  - Sinclair Community College
  - Marriott Hotels
  - Centerville (several)
  - W. Carrollton

In closing, here is evidence of significant progress being made in the Miami Valley in expanding public EV charging availability in several cities. Of particular note is Tesla's decision to build out a Vehicle Service Center with DC fast Superchargers on West Dorothy Lane in Miamisburg which underlines the growth of EV ownership in the Dayton area.

Do team with Drive Electric Dayton to help organize EV events and educate your residents

Thank you for you time and attention! I'll be happy to take questions.

EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP
mvrpc.org

MIAMI VALLEY
Regional Planning Commission
Shaping Our Region's Future Together

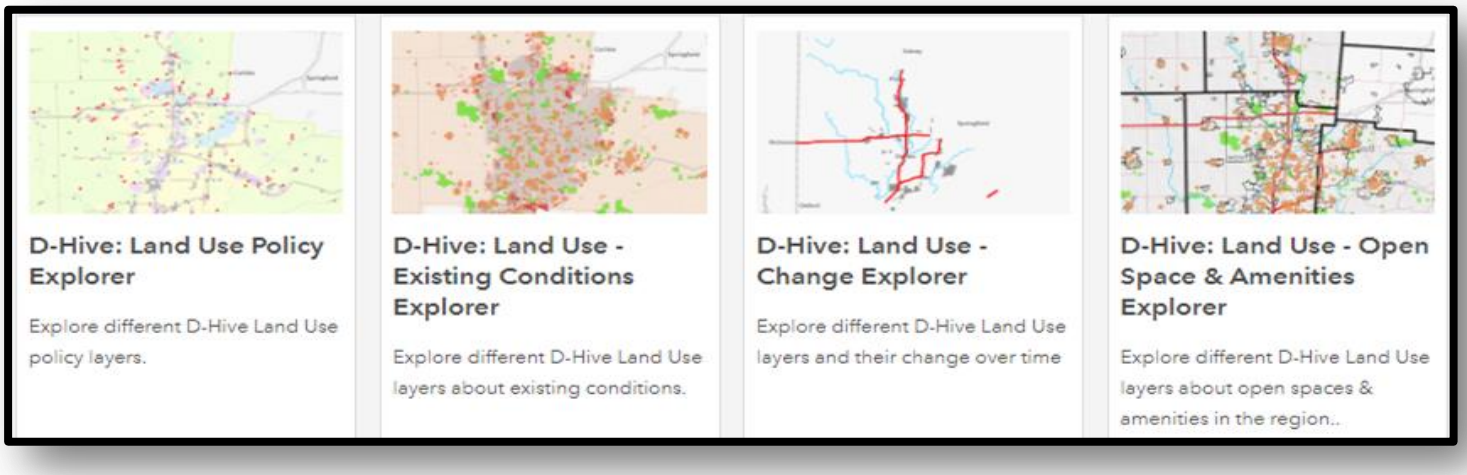
February 3, 2022

MVRPC Announces the Livable & Age-Friendly Communities Grant Opportunity

With generous support from the Dayton Foundation, the MVRPC Institute for Livable & Equitable Communities is pleased to announce a new funding opportunity for MVRPC member organizations. Ten grants are available in the amount of $10,000 each to support each community's pursuit of the coveted AARP Livable & Age-Friendly Communities designation. Pursuing the AARP designation is a multi-year planning effort focused on identifying and enhancing the age-friendly and livable aspects of your community. To learn more about the designation and application requirements, please watch this informative video from AARP. You may visit the MVRPC website to for more background information on this opportunity and to access the grant application forms. The deadline to apply is March 15, 2022. Please contact Leigh Sempeles lsempeles@mvrpc.org.

D-Hive Initiative Provides New Data and Maps

Each year, MVRPC continues to release new data and maps as part of our D-Hive Initiative. First launched in July of 2020, MVRPC's D-Hive Initiative is a data management & visualization system that takes advantage of a



hexagonal cell pattern to integrate and combine different layers of regional geographic information. Recently, we published several new data and mapping applications with a focus on land use. The new tools cover land use topics such as existing conditions, open space and amenities, land use policies, and land use changes. In addition, a new dataset of the Density and Diversity Index illustrates 2020 land use patterns covering our six-county region was also published. For more information, please visit MVRPC's D-Hive Initiative page at https://geospark-mvrpc.opendata.arcgis.com/pages/d-hive or contact Tom Harner, GIS Manager at tharner@mvrpc.org.

MVRPC Participates in National Webinar on Accessible Transportation

On January 18, 2022, MVRPC Transportation Coordination Planner Serena Anderson participated on a national webinar entitled "Accessible Transportation for All" hosted by the Association for Commuter Transportation. During the well-attended session, Serena shared MVRPC's efforts to expand transportation options for individuals with disabilities and impairments through our HSTC and 5310 programs.

MiamiValleyRoads.org

MVRPC created MiamiValleyRoads.org to provide updates on major construction projects throughout the Region. The website is organized by county and major roads to help visitors to the site find the information that would be applicable to their commute. Titles like Miami or Montgomery County or I-75 or I-70 can be selected to view the list of projects related to that area. Commuters should try to avoid these areas if possible to avoid adding to traffic congestion which creates added air pollution. Follow MVRPC's Facebook and Twitter pages for project update posts.

In addition to project information, MiamiValleyRoads.org has links to explore smarter ways to commute like ride matching to form a carpool or bikepool, transit and bike routes to match your trip or form a vanpool for longer commutes. These commute options are a great way to save time and money and reduce air pollution.

Grants & Funding Resources

On a monthly basis MVRPC is highlighting several funding opportunities for eligible cities, counties, and townships on our website that could benefit communities in the Region. We include a description, contact information and program links. We have also listed other valuable resources for finding funding opportunities for our regional jurisdictions and organizations.

See more at: mvrpc.org/grant-and-funding-opportunities

This month we are featuring information on: .

- Fire Department Equipment Grant– Deadline: February 28, 2022
- NEA Challenge America– Deadline: April 21, 2022

MVRPC will highlight information specifically regarding Broadband assistance based on availability. Please see below for current opportunities:

This time we are featuring information on:

- Rural eConnectivity Program– Deadline: February 22, 2022

If you have any questions please contact Kathryn Youra Polk at kyourapolk@mvrpc.org.

MVRPC Posts Regional Equity Initiative Project Manager Position

The position announcement for our leader of the Regional Equity Initiative is now live and available at https://www.mvrpc.org/news/general-news/job-opening-regional-equity-initiative-project-manager The deadline for applying is February 16, 2022. Please share this posting with anyone you may feel should lead our organization and region in the critical areas of equity, diversity, and inclusion strategic planning and completion of projects across the Miami Valley Region.

Upcoming MVRPC Meetings in February 2022

Please check the agency calendar on www.mvrpc.org or contact Savannah Diamond at sdiamond@mvrpc.org for the status of your meeting.

Date	Time	Meeting	Location	Staff
2/1	10:00 a.m.	**GRMI Coordination Council**	Edison State Community College 1973 Edison Dr., Piqua N. Hall Rm 010A	E. Baxter
2/3	8:30 a.m.	**MVRPC Executive Committee Meeting**	Dayton Realtors 1515 S. Main St., Dayton	S. Diamond
2/3	9:00 a.m.	**MVRPC Board of Directors Meeting**	Dayton Realtors 1515 S. Main St., Dayton	S. Diamond
2/10	9:30	**Disaster Recovery Impacted Jurisdictions**	Will be held via teleconference https://www.mvrpc.org/events/miami-valley-disaster-recovery-february-2022	S. Schweikhart
2/14	2:00 p.m.	**Active Transportation Plan Steering Committee**	Will be held via teleconference https://www.mvrpc.org/events/active-transportation-plan-steering-committee-february-2022	M. Lindsay S. Anderson
2/17	9:30 a.m.	**MVRPC Technical Advisory Committee**	Dayton Realtors 1515 S. Main St., Dayton	S. Diamond
2/22	2:30 p.m.	**Regional Equity Initiative**	Will be held via teleconference https://www.mvrpc.org/events/regional-equity-initiative-meeting-february-2022	S. Diamond

*Meetings are sometimes cancelled. Visit mvrpc.org for up to date meeting information.