



**Miami Valley Regional Planning Commission
Technical Advisory Committee (TAC) Meeting
Thursday, August 18, 2022
9:30 AM
Agenda**

| <u>Item</u> | <u>Topic</u> | <u>Pg</u> | <u>Est. Time</u> | <u>Presenter</u> |
|-------------|--|-----------|----------------------|------------------|
| I. | Call to Order | | 9:30 | Paul Huelskamp |
| * II. | Approval of July 21, 2022 – Meeting Minutes | 1 | 9:35 | Paul Huelskamp |
| III. | Public Comment Period on Action Items | | 9:40 | Paul Huelskamp |
| IV. | MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS | | | |
| * A. | Resolution 23-002: Recommended Adoption of Amendment #21 to MVRPC's SFY 2021-2024 Transportation Improvement Program (TIP) | 5 | 9:45 | Paul Arnold |
| * B. | IIJA Funds Availability Report and Project Solicitation Request | 15 | 9:50 | Paul Arnold |
| * C.1 | Resolution 23-003: Updating MVRPC Suballocated Funding Policy | 19 | 9:55 | Paul Arnold |
| * C.2 | Resolution 23-004: Reserving \$1,500,000 of Carbon Reduction Funding for Regional Electric Vehicle Charger Project | 57 | 10:00 | Paul Arnold |
| * D. | Resolution 23-005: Adopting the 2022 Update to the Miami Valley Intelligent Transportation Systems (ITS) Regional Architecture | 59 | 10:05 | Ana Ramirez |
| * E. | Resolution 23-006: Recommended Adoption of the Regional Active Transportation Plan | 69 | 10:10 | Matt Lindsay |
| * V. | EXECUTIVE DIRECTOR'S REPORT | 95 | 10:25 | Brian Martin |
| VI. | ADJOURNMENT | | 10:30 | Paul Huelskamp |

* 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.

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
TECHNICAL ADVISORY COMMITTEE
July 21, 2022
MINUTES**

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

**July 21, 2022
9:30 AM**

Members/ Alternates

Sheila Back, Jefferson Township
Kathy Bartlett, City of Riverside
Russ Bergman, City of Huber Heights
Alisha Burcham, City of Moraine
Ken Collier, Greene County Transit
Barry Conway, City of Franklin
Chad Dixon, City of Springboro
Stephanie Goff, Greene County Engineer
Rap Hankins, City of Trotwood
Walt Hibner, CenterPoint Energy
Paul Huelskamp, Miami County Engineer
Chris Kuzma, City of Oakwood
Max McConnell, Beavercreek Township
Dominic Miller, City of Xenia
Don O'Connor, Miami Conservancy District
Brandon Policicchio, Greater Dayton RTA
Andrew Rice, Miami Township, Mont. County
Carrie Scarff, Fiver Rivers MetroParks
Scott Schmid, ODOT District 7
Nick Smith, City of Beavercreek
Keith Smith, ODOT District 8
Doug Spitler, City of Oakwood
Pat Turnbull, City of Centerville
Larry Weissman, Montgomery County
John Zelinski, City of Dayton

Other Alternates/Guests

Chrisonna Anderson-Lutz, Greene Co. Engineer
Dan Baker, Miami County Engineers
Craig Eley, Choice One Engineering
Nathan Fischer, Woolpert
Dan Hoying, LJB, INC.
Zach Trent, Washington Township

Staff

Paul Arnold
Joshua Durst
Jessica Hansen
Laura Henry
Chanda Hunter
Martin Kim
Mike Lucas
Brian Martin
Ana Ramirez
Stacy Schweikhart

The Miami Valley Regional Planning Commission Technical Advisory Committee met on July 21, 2022 at 9:30 a.m. at Dayton Realtors, 1515 S. Main St., Dayton, Ohio 45402. All members and news media were notified of the meeting pursuant to the Sunshine Law.

I. INTRODUCTION

Chairperson Huelskamp called the meeting to order at 9:32 a.m. Self-introductions were made.

II. APPROVAL OF MAY 19, 2022 MEETING MINUTES

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

III. Public Comment Period on Action Items

None

IV. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

A. Resolution 23-001: Recommended Adoption of Amendment #20 to MVRPC's SFY 2021-2024 Transportation Improvement Program (TIP)

Mr. Arnold referred to the 20th 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 #20 to the SFY 2021-SFY 2024 Transportation Improvement Program to the Board of Directors.

Ms. Goff made a motion to recommend forwarding to the Board of Directors for adoption. Mr. Conway seconded the motion. The motion passed unanimously.

V. INFORMATION ITEMS

A. Changes to MVRPC's Funding Policies and Procedures Fact Sheet

Mr. Arnold provided information on the proposed changes to MVRPC's Funding Policies and Procedures Fact Sheet. He explained that changes to the STP/CMAQ/TA Program Policies and Procedures are necessary as a result of program and funding changes from the Infrastructure Investment and Jobs Act (IIJA). He outlined the following proposed changes: adding the Carbon Reduction (CR) Program, reserving \$1.5 million from the CR Program to purchase and install electric vehicle (EV) chargers, setting aside \$6 million of STP funding for resurfacing projects, raising the maximum amount of TA and CR funds available, increasing the total number of applications per member jurisdiction, and he shared the estimated funding available for each program. He then announced the proposed changes will be recommended for adoption during the August 2022 TAC meeting and September 2022 Board of Directors meeting. Mr. Arnold invited members to share their input on the proposed changes and asked them to submit their comments to him by August 5th. Lastly, Mr. Arnold opened the floor for questions and discussed the process for EV funding, factoring equity into decisions, park eligibility and MVRPC following ODOT guidelines for resurfacing projects.

VI. EXECUTIVE DIRECTOR'S REPORT

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

- Disaster Recovery wins NARC Award
- Rap Hankins wins NARC Tom Bradley Leadership Award
- Disaster Recovery Leadership Board
- Board Approves Resolution Supporting MVRPC's Position Opposing Federal and State Legislation to Suspend Motor Vehicle User Fees
- MVRPC Staff Promotions and Departures
- Miami Valley Roads
 - Project at the intersection of Woodman Drive and Burkhardt Road
- Grants and Funding Resources
- Miami Valley Gov Jobs
- Upcoming MVRPC Meetings

Mr. Martin announced Ms. Stacy Schweikhart MVRPC's Director of Strategy and Engagement will become CEO for Learn to Earn Dayton. Her last day as an MVRPC employee will be July

22. He noted her accomplishments while at MVRPC include leading a new department, ensuring outstanding communications with media and the Region, leading disaster recovery and securing funding for rebuilding, regional economic development planning, transit coordination, water quality planning, active transportation, and the Institute for Livable and Equitable Communities. She has also recruited well and developed a high-functioning team.

Ms. Schweikhart thanked Mr. Martin, MVRPC Staff and Members for allowing her to serve the region with the MVRPC team.

Mr. Kim introduced MVRPC's newest intern Mr. Joshua Durst, a junior at Miami University. Mr. Durst will continue to work with MVRPC until the end of the summer.

Lastly, Mr. Martin introduced Chanda Hunter, MVRPC's Administrative Assistant and newest employee.

VII. ADJOURNMENT

Chairperson Huelskamp adjourned the meeting at 10:22 a.m.

The next meeting is scheduled for **Thursday, August 18, 2022 at 9:30 a.m.**



MIAMI VALLEY

Regional Planning Commission

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MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: August 10, 2022
Subject: SFY2021-SFY2024 Transportation Improvement Program (TIP) Amendment #21

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, 4.3 and 4.5 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, 4.3 and 4.5
- (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 | |

Miami Valley Regional Planning Commission

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

Greene County Projects

| | | | | | | | | | | |
|---|--|-------|--------------|---------|-----------------------|----------|-----------------|--------|----------------------------------|--|
| COUNTY, ROUTE, SECTION: | | | GRE035-05.84 | | ODOT PID # 107217 | | MVRPC # 2108.2 | | PROJECT SPONSOR: ODOT District-8 | |
| DESCRIPTION: US 35 at Valley/Trebein Intersection-Replace the existing intersection with an interchange of Valley/Trebein over US 35. | | | | | | | | | | |
| COMMENTS : Increased Federal and Local construction funds to reflect changes in Ellis. | | | | | | | | | | |
| TOTAL COST (000): | | | \$38,724 | | LET TYPE: Traditional | | A.Q. : Analyzed | | LRTP GOAL: G2-3 | |
| PHASE | | FUND | PRIOR | SFY2021 | SFY2022 | SFY2023 | SFY2024 | Future | | |
| ENG | | NHPP | \$1,048 | | | | | | | |
| ENG | | STATE | \$200 | | | | | | | |
| ENG | | NHPP | | \$76 | | | | | | |
| ENG | | STATE | | \$19 | | | | | | |
| ENG | | NHPP | | | \$141 | | | | | |
| ROW | | NHPP | | | \$40 | | | | | |
| ENG | | STATE | | | \$35 | | | | | |
| ROW | | STATE | | | \$10 | | | | | |
| CON | | LOCAL | | | | \$7,295 | | | | |
| CON | | NHPP | | | | \$29,178 | | | | |
| ENG | | NHPP | | | | \$3 | | | | |
| ROW | | NHPP | | | | \$543 | | | | |
| ENG | | STATE | | | | \$1 | | | | |
| ROW | | STATE | | | | \$136 | | | | |

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

Greene County Projects

| COUNTY, ROUTE, SECTION: GRE675-07.57 | | | ODOT PID # 117486 | | MVRPC # 2537.4 | PROJECT SPONSOR: Beaver Creek | |
|--|-------|-----------------------|-------------------|-----------------|----------------|-------------------------------|----------|
| DESCRIPTION: I-675 from south of the exit to Colonel Glenn Highway to the North Fairfield interchange-Construct new ramp connections to provide missing movements at the existing partial interchange at I-675 & Grange Hall Road. | | | | | | | |
| COMMENTS : New project, not in the current TIP. \$240,000 for PE and all R/W and construction funding uncommitted at this time. | | | | | | | |
| TOTAL COST (000): \$57,878 | | LET TYPE: Traditional | | A.Q. : Analyzed | | LRTP GOAL: G2-3 | |
| PHASE | FUND | PRIOR | SFY2021 | SFY2022 | SFY2023 | SFY2024 | Future |
| ENG | EAR | | | | \$527 | | |
| ENG | LOCAL | | | | \$59 | | |
| ENG | EAR | | | | | | \$20 |
| ENG | LOCAL | | | | | | \$65 |
| ROW | LOCAL | | | | | | \$30 |
| ENG | OTH | | | | | | \$240 |
| ROW | OTH | | | | | | \$120 |
| CON | LOCAL | | | | | | \$11,363 |
| CON | OTH | | | | | | \$45,454 |
| | | | | | | | |

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 - Trotwood SRTS Infrastructure FY23 | | | | ODOT PID # 113624 | MVRPC # 2405.4 | PROJECT SPONSOR: Trotwood | | |
| DESCRIPTION: Bell Haven Elementary School-Crosswalk upgrades at various intersections. Infill sidewalk on Myron Drive at Annapolis Avenue. Curb ramp upgrades as needed. | | | | | | | | |
| COMMENTS : Increased Federal R/W funds to reflect changes in Ellis. | | | | | | | | |
| TOTAL COST (000): \$104 | | LET TYPE: Traditional | | A.Q. : Exempt | | LRTP GOAL: G2-3 | | |
| | PHASE | FUND | PRIOR | SFY2021 | SFY2022 | SFY2023 | SFY2024 | Future |
| | ENG | HSIP | | | \$8 | | | |
| | ENG | STATE | | | \$5 | | | |
| | CON | HSIP | | | | \$62 | | |
| | ROW | HSIP | | | | \$28 | | |
| | | | | | | | | |

Miami Valley Regional Planning Commission

Table 4.5 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

All County Projects

| | | | | | | | | |
|--|--|------------------------------|--------------------------|----------------------|----------------|------------------------|---|---------------|
| COUNTY, ROUTE, SECTION: D07 - BP/BH FY23 | | | ODOT PID # 105416 | | | MVRPC # 2035.5 | PROJECT SPONSOR: ODOT District-7 | |
| DESCRIPTION: Various bridges in Montgomery County-Paint the structural steel and reset bearings. Project will also include raising the approach slab, patching backwalls and structural steel repair. | | | | | | | | |
| COMMENTS : Increased Federal and State construction funds to reflect changes in Ellis. | | | | | | | | |
| TOTAL COST (000): \$4,491 | | LET TYPE: Traditional | | A.Q. : Exempt | | LRTP GOAL: G2-2 | | |
| PHASE | | FUND | PRIOR | SFY2021 | SFY2022 | SFY2023 | SFY2024 | Future |
| ENG | | STATE | \$166 | | | | | |
| ROW | | STATE | | | | \$98 | | |
| CON | | NHPP | | | | | \$3,606 | |
| CON | | STATE | | | | | \$621 | |
| | | | | | | | | |

Miami Valley Regional Planning Commission

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

| | | | | | | | |
|--|-------------|--------------------------|----------------|--------------------------|-----------------------|---|---------------|
| COUNTY, ROUTE, SECTION: MIA - SR 41 Troy Signal Timing - SLI-012 | | | | ODOT PID # 117597 | MVRPC # 2539.4 | PROJECT SPONSOR: ODOT District-7 | |
| DESCRIPTION: SR 41 in Troy from Dorset Avenue to Marybill Drive-Signal timing analysis. | | | | | | | |
| COMMENTS : New project. | | | | | | | |
| TOTAL COST (000): \$32 | | LET TYPE: Non-let | | A.Q. : Exempt | | LRTP GOAL: G1 | |
| PHASE | FUND | PRIOR | SFY2021 | SFY2022 | SFY2023 | SFY2024 | Future |
| ENG | HSIP | | | | \$32 | | |
| | | | | | | | |

| | | | | | | | | |
|---|--------------|------------------------------|--------------|-------------------------|-----------------------|---|----------------|---------------|
| COUNTY, ROUTE, SECTION: MOT004-00.00 - SLI-009 | | | | ODOT PID # 92823 | MVRPC # 2216.3 | PROJECT SPONSOR: ODOT District-7 | | |
| DESCRIPTION: SR 4 from the Butler/Montgomery County Line to the Germantown SCL-Roadway milling and repaving. | | | | | | | | |
| COMMENTS : Updated project description and increased Federal and State construction funds to reflect changes in Ellis. | | | | | | | | |
| TOTAL COST (000): \$1,214 | | LET TYPE: Traditional | | A.Q. : Exempt | | LRTP GOAL: G2-2 | | |
| | PHASE | FUND | PRIOR | SFY2021 | SFY2022 | SFY2023 | SFY2024 | Future |
| | ENG | STATE | \$141 | | | | | |
| | CON | NHPP | | | | | \$858 | |
| | CON | STATE | | | | | \$215 | |
| | | | | | | | | |



RESOLUTION 23-002 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 #21** 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

Greg Simmons, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date



MIAMI VALLEY

Regional Planning Commission

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MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: August 1, 2022
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 – SFY2023-SFY2028" 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 \$35.1 million (\$20.5 M STP, \$4 M of TA funds and \$10.6 M CR) which is more than a full years allocation for the region. 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 included this 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 SFY2023-SFY2028 Estimate | | | | | |
|--|--------------------|--------------|--------------|--------------|---------------|
| SFY2023-SFY2028 Estimate | Funding Categories | | | | |
| | STP | CMAQ | TA | CR | Total |
| Budget Estimates (Available For Allocation) | \$91,408,299 | | \$10,677,073 | \$10,603,245 | \$112,688,616 |
| Previously Committed | \$70,881,897 | \$26,483,554 | \$6,658,758 | \$0 | \$104,024,209 |
| Currently Available For Allocation | \$20,526,402 | | \$4,018,315 | \$10,603,245 | \$35,147,961 |



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MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: August 3, 2022

Subject: Updated MVRPC Suballocated Funding Policy and Approval of Electric Vehicle Charging Program Set Aside

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 added in later years. MVRPC's suballocated funding policies and procedures were last updated in 2021 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.

The IIJA includes a new suballocated funding source, the Carbon Reduction (CR) Program, to invest in projects that support a reduction in transportation 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. As the CR funding is immediately available in the current SFY and the development of traditional projects can take several years, \$1,500,000 from this program will be reserved for a regional project to purchase and install electric vehicle chargers for interested member jurisdictions with MVRPC acting as the Lead Agency. This will help reduce the surplus of CR funding available in early SFYs while traditional projects can be developed.

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 included this year.

Additionally, it has been determined that \$6,000,000 will be set aside for an STP Resurfacing Program and only projects able to be awarded in SFY2026-SFY2028 will be considered. 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.



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Finally, based upon funding changes as a result of the IIJA, the number of applications that can be submitted per funding source has been adjusted. The maximum amount of TA (and CR) funds available per project has been raised to \$1,000,000 (for construction only) for the CY 2022 project solicitation. After this solicitation, this amount will be reduced to \$400,000 per project.

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, a resolution accepting the updated policy, and a resolution approving reserving \$1,500,000 of CR funding for a regional project to purchase and install electric vehicle chargers for interested member jurisdictions with MVRPC acting as the Lead Agency are attached for your consideration.

2022

APPLICATIONS DUE
OCTOBER 6, 2022



Surface Transportation Program

Congestion Mitigation/Air Quality

Transportation Alternatives

Carbon Reduction

September 2022



MIAMI VALLEY
Regional Planning Commission

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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 Nondiscrimination Provisions, which states "No person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency, 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 **6**, with applications being due on October **6** at MVRPC. **Project sponsors are limited to submitting up to *the following number of applications:***

| | |
|------------------------------|--------------------------------|
| STP applications | 2 including resurfacing |
| TA or CR applications | 4 combined |
| CMAQ applications | No limit |

~~4 total applications for STP, CMAQ and TA funding. This year a Resurfacing Program set aside is available. Up to two additional applications for this program may be submitted, one each to the STP Resurfacing Program or the CRRSAA Resurfacing Program.~~

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

~~For required allocations of STP and TA funding, as well as CMAQ funding, Applicants are limited to qualified member government entities located inside the boundaries of the MPO area. Both MPO and non-MPO member jurisdictions are eligible to compete for discretionary allocations of STP and TA funding.~~

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.

~~MVRPC receives approximately \$12.3 million of STP funding annually. Of this amount, 90% (approximately \$11.1 million) is a required STP allocation and the remaining 10% (approximately \$1.2 million) is a discretionary STP allocation. By law, the required allocation can only be spent on eligible projects within the MPO boundary. The discretionary allocation can be spent on projects both within the MPO boundary and outside of the MPO boundary. The discretionary STP funding is not set aside for MVRPC non-MPO members but it allows the non-MPO member jurisdictions to submit eligible applications to compete for STP funding up to the discretionary STP allocation annually.~~

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 year 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 simple resurfacing projects. The amount set aside for these resurfacing projects will be determined on an annual basis. This year, it has been determined that **\$6,000,000** \$2,500,000 will be set aside for this component of the STP funded program and only projects able to be awarded in **SFY2026-SFY2028** ~~SFY2023 or SFY2024~~ will be considered. ~~The maximum amount of STP funds available per resurfacing project is \$750,000. The maximum Federal participation for the STP funded Resurfacing Program is 80%. In addition, MVRPC is also receiving \$5,199,864 of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding which can be used for simple resurfacing projects able to be awarded in SFY2023 through the second quarter of SFY2024. The maximum amount of CRRSAA funds available per resurfacing project is \$400,000. The maximum Federal participation for the CRRSAA funded Resurfacing Program is 100%.~~

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).

~~The intent of dedicating a specific set aside for simple resurfacing projects is that these are the types of projects that, while eligible for STP funds, typically don't score well using the standard Project Evaluation System. These are also the types of projects that can be developed and awarded much more quickly than standard reconstruction projects. Therefore, projects including ADA ramp work will NOT be eligible for funding under this program and any necessary ADA ramp work must be completed prior to submitting the Resurfacing set-aside application to MVRPC. Local jurisdictions are required to indicate on the application that a field visit took place (date of visit), measurements were taken, and ADA compliance of ramps within the project verified. Submitting documentation to MVRPC or ODOT is not required but should be kept in case compliance is ever questioned. Projects that include curb and gutter work will be considered for funding, but Resurfacing set-aside funds will only be used to fund the resurfacing portion of the project. Curb and gutter work can be part of the project but will be completed using local funds.~~

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 and fill out the Resurfacing evaluation form.

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 **\$1,000,000** ~~\$350,000~~. 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.

~~MVRPC receives approximately \$1.23 million of TA funding annually. Of this amount, 63% (approximately \$770,000) is a required TA allocation and the remaining 37% (approximately \$461,000) is a discretionary TA allocation. By law, the required allocation can only be spent on eligible projects within the MPO boundary. The discretionary allocation can be spent on projects both within the MPO boundary and outside of the MPO boundary. The discretionary TA funding is not set aside for MVRPC non-MPO members but it allows the non-MPO member jurisdictions to submit eligible applications to compete for TA funding up to the discretionary TA allocation annually.~~

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** ~~Stacy Schweikhart~~, MVRPC Manager, Environmental Planning. **Mr. Lindsay** ~~Mrs. Schweikhart~~ 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.

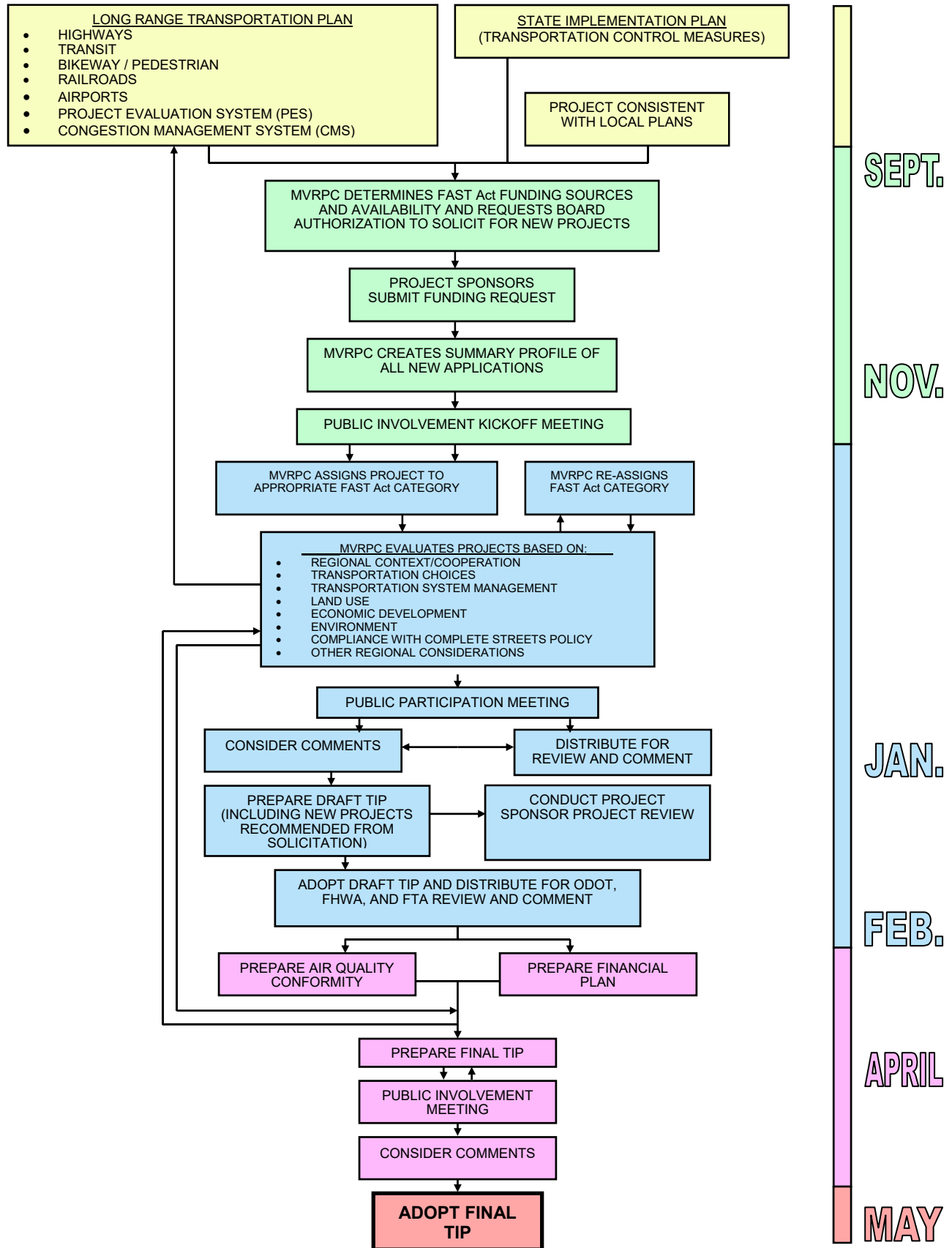
Once the draft scores from the project evaluation system are compiled, some projects may be reassigned to a different funding category. A final analysis would then be completed based upon the above criteria. In order to assure timely obligation of funds, annual TIP programming priority will be determined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

Paul Arnold
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10 North Ludlow Street, Suite 700
Dayton, OH 45402
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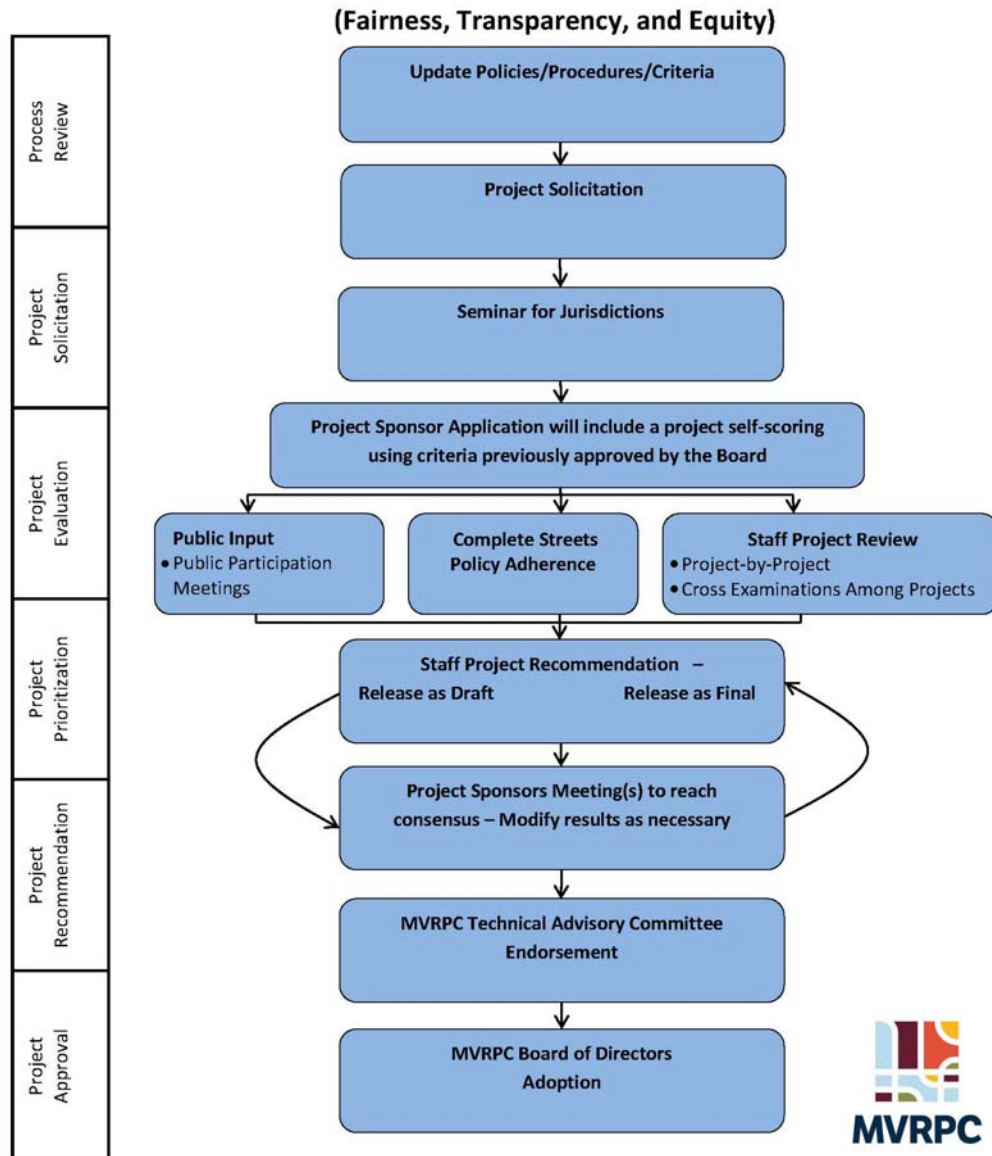
Appendix A — MVRPC's TIP DEVELOPMENT PROCESS



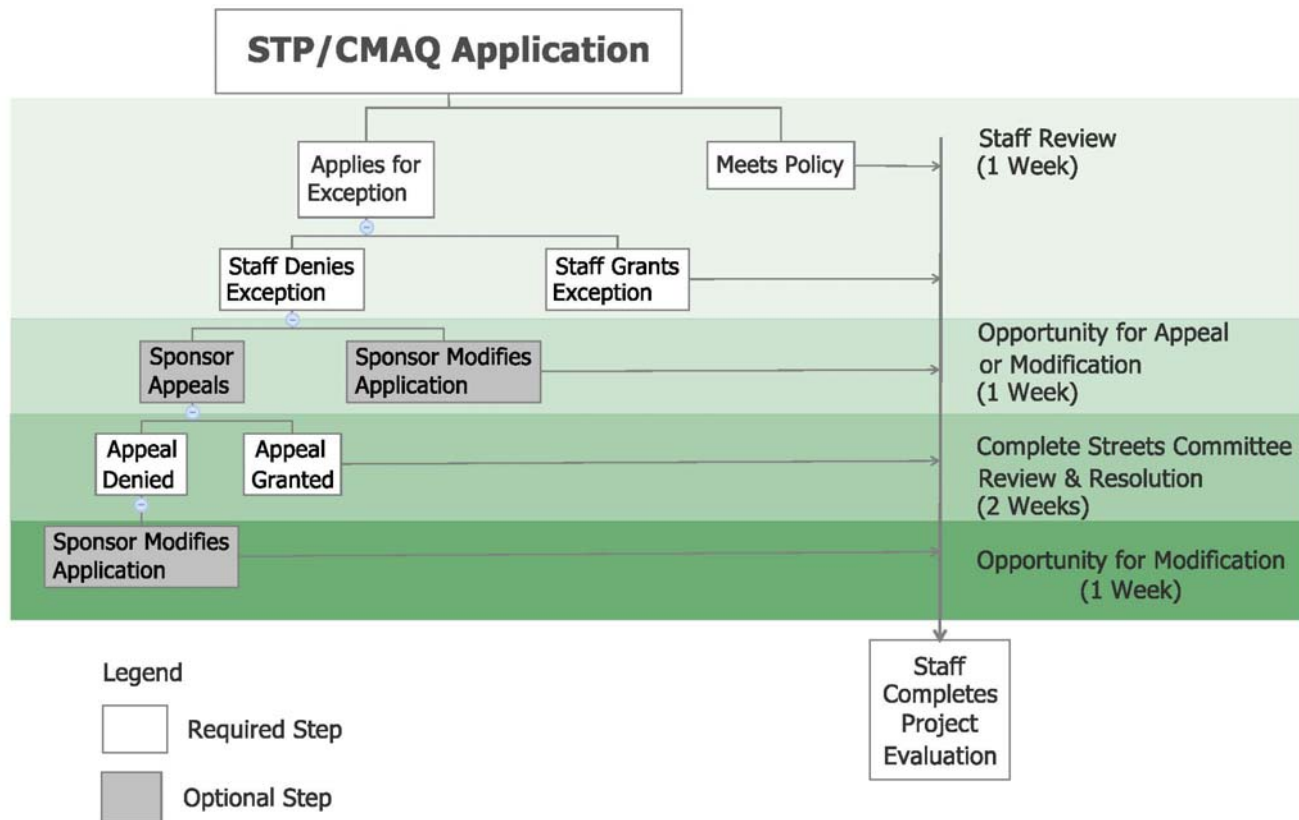
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Appendix - B

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

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.

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 (CO₂) 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

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 | <i>Carbon Reduction Program – MVRPC’s historical allocation of this Federal funding source is approximately \$ 1.7 million each year</i> |
| 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 |
| IJA | <i>Infrastructure Investment and Jobs Act – Current Transportation Bill</i> |
| 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 st – June 30 th |
| 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

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

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

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. | | | | | | | | | | | | | | | | | | | |

SKETCH

CURB RAMP POSITION ID DIAGRAM

| (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, 614.280.6850



RESOLUTION 23-003 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 include the CR program, to reinstate the CMAQ project solicitation for a year, to set aside funding for an STP Resurfacing Program, and to adjust the number of applications that can be submitted per funding source and the maximum amount of TA (and CR) funds available per project; 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.

Brian O. Martin, AICP
Executive Director

Greg Simmons, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date



RESOLUTION 23-004 RESERVING \$1,500,000 OF CARBON REDUCTION FUNDING FOR REGIONAL ELECTRIC VEHICLE CHARGER PROJECT

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 Carbon Reduction (CR) program is provided through the Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, the amount of time needed to develop traditional CR eligible projects will create a surplus of available CR funding for the next few years; and

WHEREAS, the purchase and installation of electric vehicle chargers is eligible for CR funding and can be implemented much more quickly than it takes to develop traditional CR eligible projects.

NOW, THEREFORE, BE IT RESOLVED, that the MVRPC's Board of Directors hereby approves reserving \$1,500,000 from the CR program to fund a regional project to purchase and install electric vehicle chargers for interested member jurisdictions with MVRPC acting as the Lead Agency and approves the use of MVRPC's allocation of Toll Revenue Credit to provide the required local matching funds.

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

Brian O. Martin, AICP
Executive Director

Greg Simmons, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date



MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: August 2, 2022

Subject: Adoption of the 2022 Update to the Miami Valley Intelligent Transportation Systems (ITS) Regional Architecture

The Miami Valley Regional Planning Commission (MVRPC), in coordination with the Clark County Springfield Transportation Coordinating Committee (CCSTCC) and the Ohio Department of Transportation (ODOT), has completed a comprehensive update to the Miami Valley Regional ITS Architecture. A regional architecture is required by both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to qualify ITS projects for federal funding after April 2005.

MVRPC has updated the regional architecture to be consistent with the recently released National Reference ITS Architecture. Similarly ODOT/DriveOhio has completed a systems engineering analysis to develop a statewide framework for Connected and Automated Vehicles (CV/AV) technology deployments. This comprehensive framework promotes consistency and interoperability as various projects are implemented at varying scales by a wide range of stakeholders and has been incorporated in full into the Miami Valley Regional ITS Architecture.

Key points of the architecture update are summarized below:

- Comprehensive update to stakeholders, elements, and services to better reflect the services that are currently in use or planned/possible in the near future.
- Addition of functional requirements for the major ITS elements in the region.
- Addition of potential communication solutions based on nationally recognized standards.
- Integration of Statewide CV/AV architecture into Regional ITS architecture.
- Addition of RAD-IT database to MVRPC website, available to download.

Staff held a webinar on May 10th to present and answer questions about the changes to the ITS Stakeholder Committee and interested TAC members.

A resolution to adopt the 2022 Update to the Miami Valley ITS Regional Architecture is attached and staff recommends its adoption.

Attachments:

1. Resolution Adopting the 2022 Update to the Miami Valley Intelligent Transportation Systems (ITS) Regional Architecture



MIAMI VALLEY

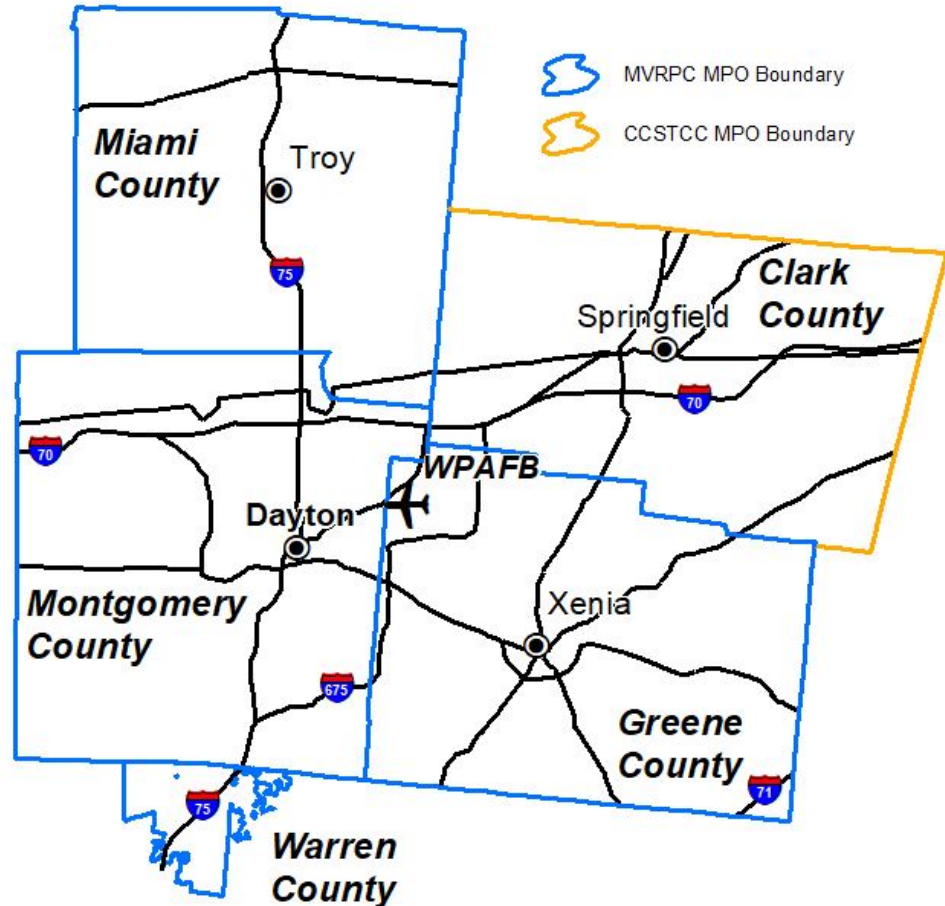
Regional Planning Commission

Miami Valley Regional ITS Architecture Update

**August TAC
September Board
2022**

Overview

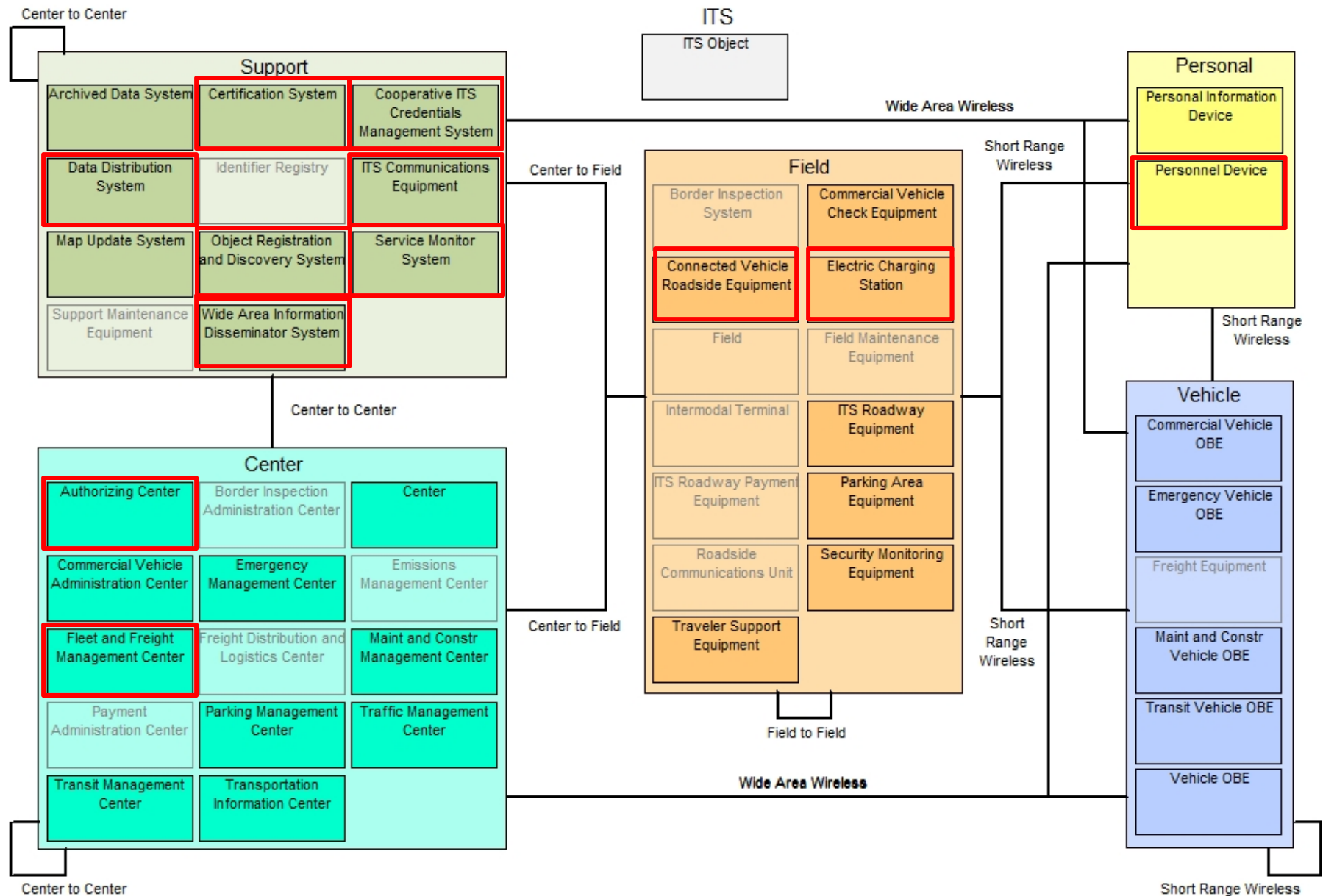
- Initially completed in 2005 with an update in 2008, and 2013/2018 (minor changes)
- Software updates over the years currently RAD-IT 9.0



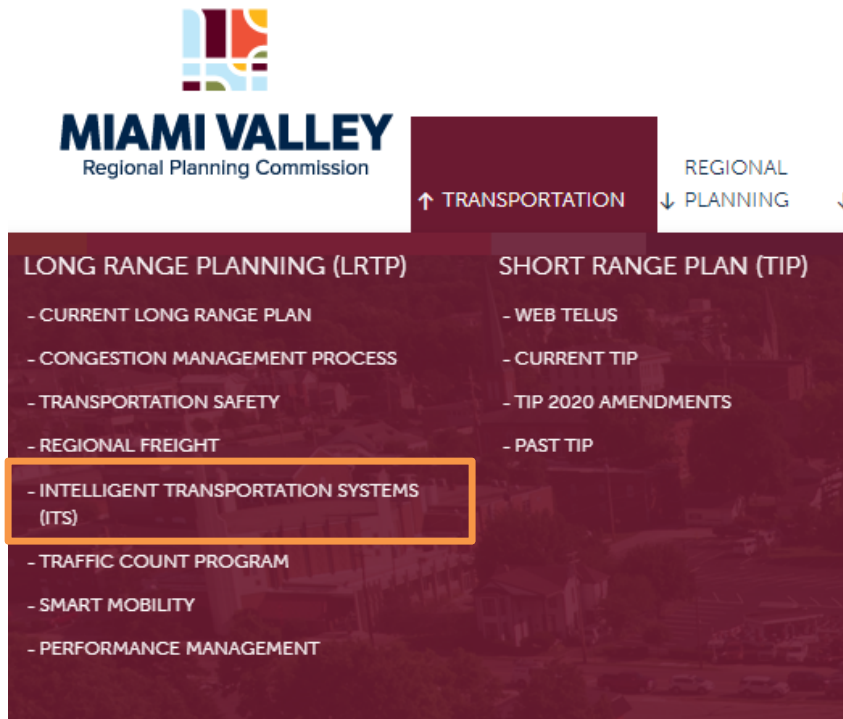
Summary of 2022 Changes

- Comprehensive update to stakeholders, elements, and services to better reflect the services that are currently in use or planned/possible in the near future.
- Addition of functional requirements for the major ITS elements in the region.
- Addition of potential communication solutions based on nationally recognized standards.
- Integration of Statewide CV/AV architecture into Regional ITS architecture.

System Overview



More Information



Contact

– Ana Ramirez –
aramirez@mvrpc.org





RESOLUTION 23-005 ADOPTING THE 2022 UPDATE TO THE MIAMI VALLEY INTELLIGENT TRANSPORTATION SYSTEMS (ITS) REGIONAL ARCHITECTURE

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

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

WHEREAS, the Federal Highway Administration (FHWA) Intelligent Transportation Systems (ITS) Architecture and Standards regulation (23 CFR 940) and Federal Transit Administration (FTA) parallel policy, effective on April, 2001, requires that a ITS regional architecture must be developed in regions that are currently implementing ITS projects to guide their deployment by April, 2005; and

WHEREAS, the Miami Valley Regional ITS Architecture was cooperatively developed and serves as the ITS regional architecture for both the MVRPC and the Clark County-Springfield Transportation Coordinating Committee (CCSTCC); and

WHEREAS, the Miami Valley Regional ITS Architecture was developed in accordance with the Intelligent Transportation Systems (ITS) Architecture and Standards regulation (23 CFR 940); and

WHEREAS, the Technical Advisory Committee has reviewed the Miami Valley Regional ITS Architecture Update and has found it to be consistent with local, state, and Federal transportation planning requirements and recommends MVRPC Board adoption.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts the 2022 Update to the Miami Valley ITS Regional Architecture.

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

Brian O. Martin, AICP
Executive Director

Greg Simmons, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date



MEMORANDUM

From: MVRPC Staff
To: MVRPC Technical Advisory Committee and MVRPC Board of Directors
Subject: Recommended adoption of the Regional Active Transportation Plan

This memo provides background information on the planning process and final report developed for the MVRPC Regional Active Transportation Plan. The full plan report can be found on the MVRPC web site: www.mvrpc.org/atplan.

BACKGROUND

The Regional Active Transportation Plan (AT Plan) serves as the latest iteration of the Regional Bikeways Plan, last updated in 2015. The AT Plan is enhanced from past bicycle-only planning efforts by including consideration of walking and transit access as modes for analysis and project development. The plan defines active transportation to include walking, biking and moving by means of a mobility device. Thus, the AT Plan serves the whole population, including people with disabilities, rather than simply people who use bicycles.

While the past bikeways plans have centered on the regional network as a focus of planning and projects, the AT Plan adds planning for access to the Region's fixed- and flex-route transit systems to the analysis of bike and pedestrian connections.

The vision statement for the Active Transportation Plan reads:

The Miami Valley's Active Transportation network provides safe and equitable walking, biking, and transit connections which enhance access to opportunity, well-being, environmental benefits, and quality of life for all.

PLANNING PROCESS

MVRPC staff conducted a month-long series of public input meetings last fall, and has held two comment periods for the draft report – one in April-May and the other in July-August. The input meetings are described in Chapter 4 of the plan, and the public comment periods are detailed in the Public Involvement Summary. Both are available at the link, above.

Input from the public and guidance from the AT Plan steering committee developed project suggestions as well as the method for scoring and ranking proposed projects.

The AT Plan report contains an extensive existing conditions review, project recommendations and implementation steps.

NEXT STEPS

Upon adoption by the MVRPC Board of Directors, staff will begin to take implementation steps. Staff will work with member jurisdictions and advocacy organizations to evolve the Regional



MIAMI VALLEY

Regional Planning Commission

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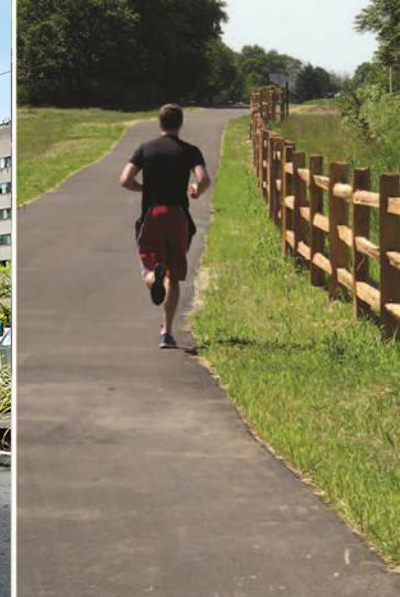
Bikeways Committee into an Active Transportation Committee that will include voices for pedestrians and transit users. Staff will also work with member jurisdictions to develop a Strategic Funding Plan that will look at project phasing, to make sure active transportation projects mesh with local budgets. It will also look at all available funding sources and ensure that our active transportation projects are not competing with each other for scarce funds.

On an ongoing basis MVRPC staff will work with member jurisdictions to support efforts to develop local active transportation plans or local complete streets policies. Staff can assist in the development of Active Transportation project applications, or the complete streets elements of traditional roadway projects. And staff will continue to maintain GIS data on active transportation infrastructure across the Region.

Longer term, staff may review how active transportation projects are scored in the MVRPC project evaluation system, and may also review the Regional Complete Streets Policy (now 11 years old) for updates or best practices.

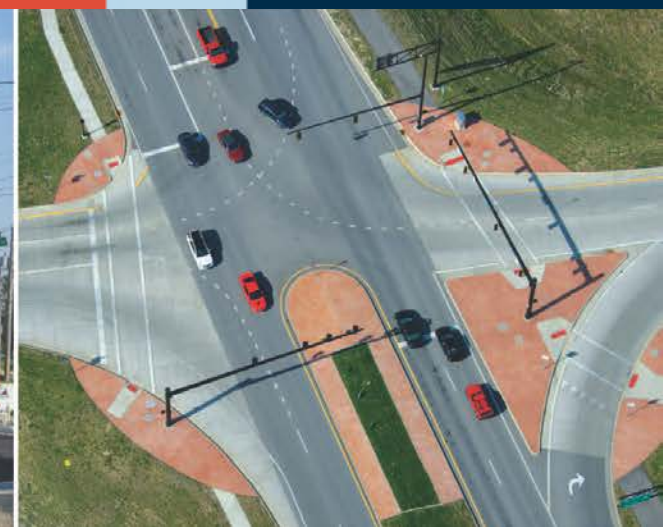
RECOMMENDATION

Staff recommends adoption of the Regional Active Transportation Plan as presented.



Active Transportation Plan

Final Draft



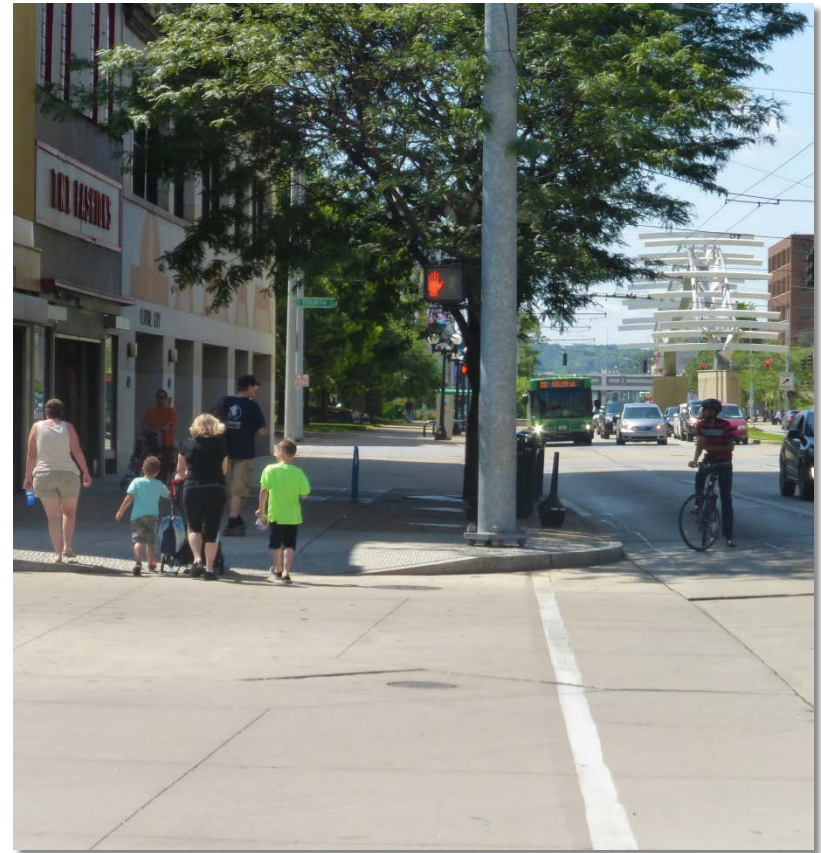


Overview



Today's Outline

- Active Transportation Plan Basics
- What's the Same?
- What's New?
- What's Next?





AT Plan Basics



What is the Active Transportation Plan?



- Evolution of the Regional Bikeways Plans
 - Aligns with Ohio Department of Transportation planning
 - Keeps our region on the leading edge on Alternative Modes





Active Transportation, Defined



- Walking
- Moving by means of a mobility device
- Bicycling

For reaching destinations and/or for accessing transit.





The Miami Valley's Active Transportation network provides safe and equitable walking, biking and transit connections which enhance access to opportunity, well-being, environmental benefits, and quality of life for all.

Goals related to:

| | |
|---|--|
| Opportunity and Job Access | Reduced Injuries and Deaths, Improved Health |
| Increased Mode Share for Biking, Walking and Transit | Address disparities in Active Transportation Access |





What's the Same?



Building on Past Bikeways Planning

- Recommended network of regional bike routes
 - Projects, cost estimates
- Level of Traffic Stress analysis
 - Updated based on Ohio Dept. of Transportation whitepaper





Network Development Approach



- Regional network remains organizing focus
 - Miami Valley Trails
- Regional Complete Streets Policy
 - Local policies are important, too





What's New?



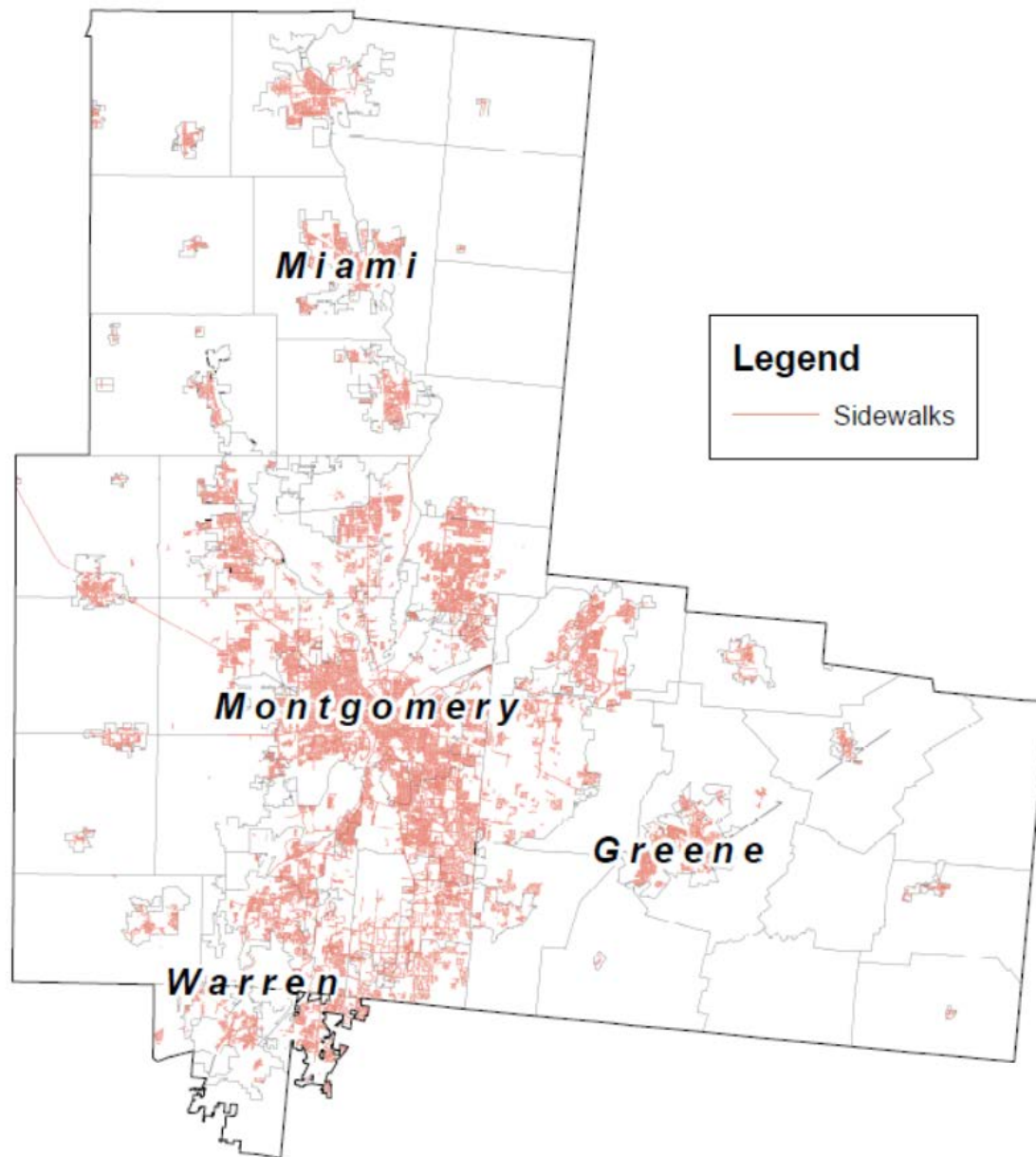
Inclusion of Pedestrian Mode

- Walking is a part of every trip
- Inclusion of people with disabilities
- Critical infrastructure for accessing public transit





New Data – Regional Sidewalks





Inclusion of Transit Access

- Transit use expands the utility of walking and biking
- Transit systems/routes as walking/biking destinations
- Project scoring emphasized transit access and bike-and-pedestrian infrastructure



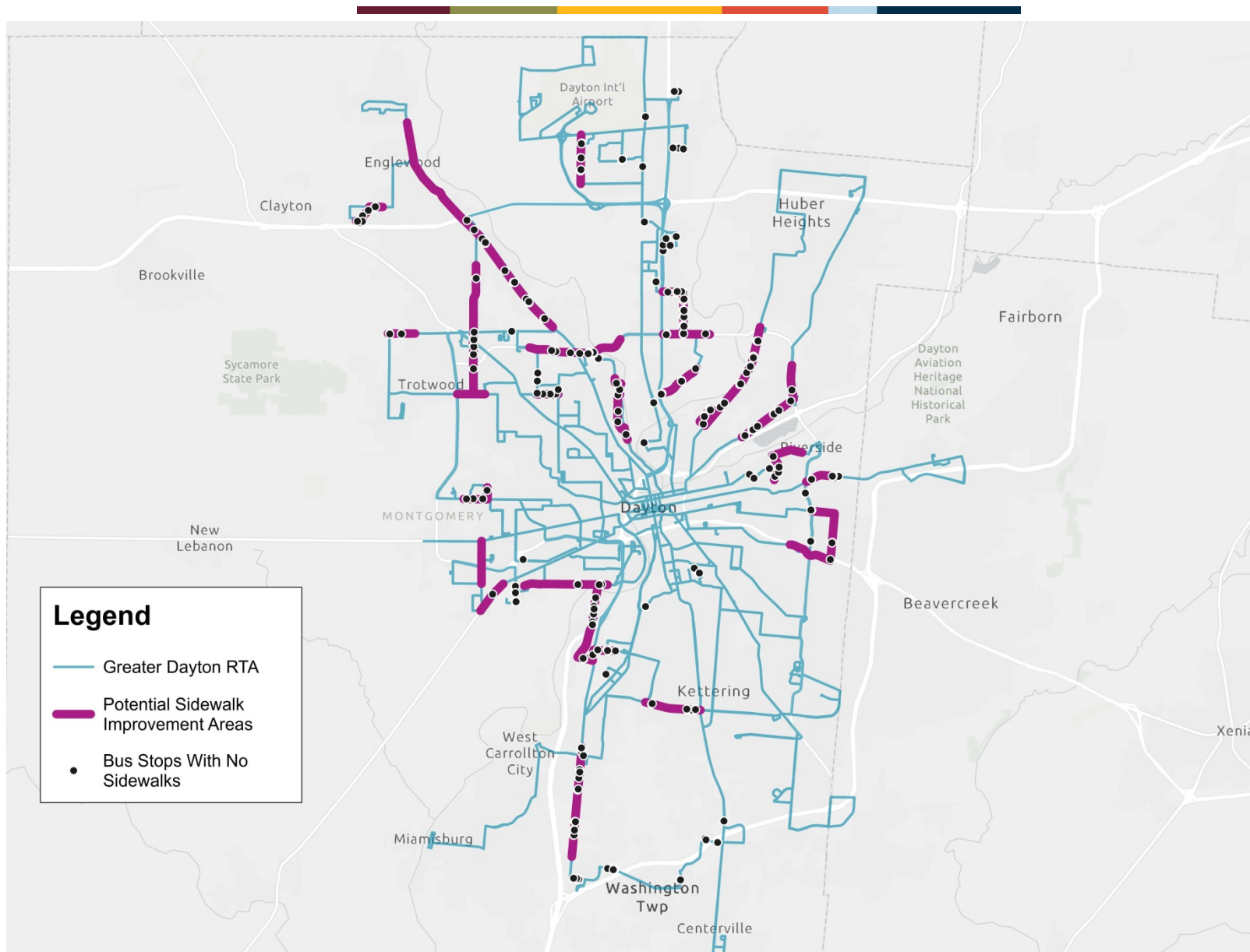


New Analysis – Sidewalks and Transit Access





New Analysis – Sidewalks and Transit Access





- Demand and Need analyses inform Equity assessments
- Ohio *Multimodal Design Guide* published April 2022





What's Next?



Next Steps

- Plan adoption by the MVRPC Board of Directors
- Evolve the Regional Bikeways Committee
- Explore Strategic Funding Plan





Next Steps, Continued



- Assist jurisdictions with:
 - Local Active Transportation Plan
 - Local Complete Streets policy
 - AT project development
- Ongoing data maintenance
- Longer term, review..
 - Project Evaluation System
 - Regional Complete Streets Policy





Questions and Comments



Thank you!

Matt Lindsay

Manager, Environmental Planning
Miami Valley Regional Planning Commission

mlindsay@mvrpc.org

937.531.6548



RESOLUTION 23-006 ADOPTION OF THE MIAMI VALLEY REGIONAL ACTIVE TRANSPORTATION PLAN

WHEREAS, the Miami Valley Regional Planning Commission (MVRPC) serves as a forum where regional partners identify priorities, develop public policy, and implement collaborative strategies to improve the quality of life and economic vitality throughout the Miami Valley;

WHEREAS, the MVRPC is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami, and Montgomery Counties including the jurisdictions of Franklin, Carlisle, and Springboro 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 MVRPC's regional planning activities for the Dayton Metropolitan Area; and

WHEREAS, the MVRPC's Board of Directors recognizes the importance of non-motorized transportation for its mobility, health and environmental benefits; and

WHEREAS, the MVRPC Board of Directors approved the Bike Plan Update 2015 in November 2015; and

WHEREAS, many projects and programs have been completed since 2015 to make our Region more bike friendly; and

WHEREAS, planning for active modes has evolved on a national and international basis, with much greater emphasis being given to the health, environmental and place making benefits of active transportation; and

WHEREAS, the Miami Valley Region has invested heavily in our systems of Regional Bikeways and Public Transit; and

WHEREAS, in order to leverage that investment as part of the broader transportation network, increased attention must be given to non-motorized facilities and their connections to and from these systems; and

WHEREAS, the content of the Regional Active Transportation Plan provides guidance, recommendations and resources that local governments and other organizations can use to plan, seek funding for and implement non-motorized transportation facilities and programs; and

WHEREAS, MVRPC followed the MVRPC Public Participation Policy (June 2020) in creating the regional Active Transportation Plan and the included recommendations;



MIAMI VALLEY

Regional Planning Commission

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NOW THEREFORE BE IT RESOLVED that the Board of Directors of the Miami Valley Regional Planning Commission adopts the *Regional Active Transportation Plan* and the recommendations contained therein.

Brian O. Martin, AICP
Executive Director

Greg Simmons, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date

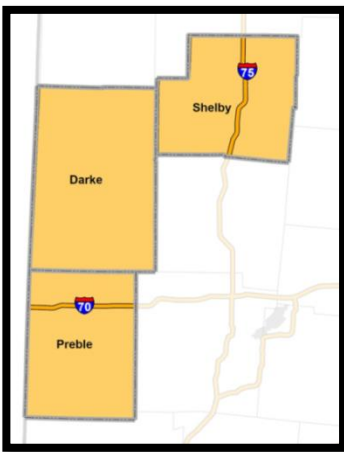
EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP
mvrpc.org



August 4, 2022

MVRPC Welcomes New RTPO Members



Last month, ODOT and MVRPC executed the agreement required to initiate the new RTPO pilot program covering Darke, Preble and Shelby Counties. The Regional Transportation Planning Organization (RTPO) will bring considerable planning services to our non-MPO members. ODOT currently funds RTPOs across the state using their Statewide Planning and Research federal funds. As with Metropolitan Planning Organizations (MPOs), RTPOs include policy and technical boards, prepare and adopt long range transportation plans, assemble transportation improvement programs, and identify crash locations. They also identify projects and programs that improve travel.

MVRPC welcomes the following jurisdictions as MVRPC's new RTPO members:

Darke County

- Village of Ansonia
- Village of Arcanum
- Village of Bradford
- City of Greenville
- Village of New Madison
- Village of Union City
- Village of Versailles
- Village of Wayne Lakes
- Darke County Commission
- Darke County Parks

Preble County

- City of Eaton
- Preble County Commission

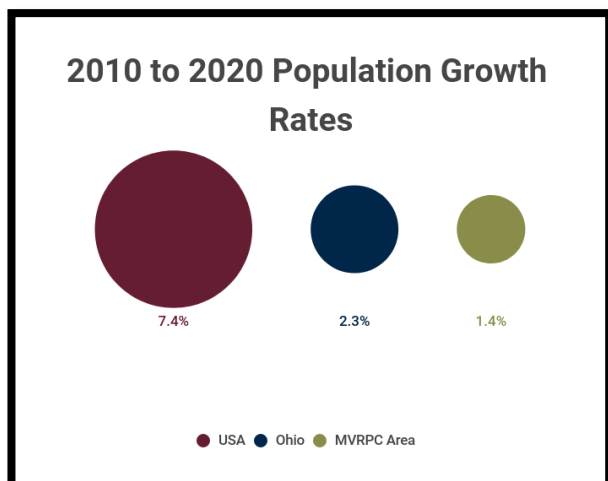
Shelby County

- Village of Anna
- Village of Botkins
- Village of Fort Loramie
- Village of Jackson Center
- Village of Kettlersville
- Village of Lockington
- Village of Port Jefferson
- Village of Russia
- City of Sidney
- Shelby County Commission

The first RTPO Stakeholder Committee meeting will be held Tuesday, August 16th at 9:30 a.m. at Dayton Realtors, 1515 S. Main Street, Dayton, OH. Membership of the RTPO Stakeholder committee will include ODOT Districts 7 & 8, counties, cities, townships, transit mobility managers, transit agencies, park districts, bicycling and other interests from the three counties. For more information please contact Ana Ramirez

ARamirez@mvrpc.org.

2020 Census Update: Population Growth Trends



In the decade between 2010 and 2020, United States population grew by 7.4%. This is the slowest rate of growth in the nation since the 1930s. During this period, some states saw population losses. While Ohio did not lose population, it was one of the slowest growing states in the nation at 2.3%. Because of this lower growth rate, Ohio lost a congressional seat. The Miami Valley region, which includes the following counties: Darke, Greene, Miami, Montgomery, Preble, Shelby, and a portion of northern Warren County collectively experienced an even smaller rate of growth of 1.4% for the period between 2010 and 2020. Today, the population of the region sits at 1,002,161.

Generally, across the United States, urban counties saw growth between 2010 and 2020 while rural counties shrank or remained the same. Locally, the national trend of urban county growth and

rural county decline was reflected. Greene, Miami, Montgomery, and northern Warren counties saw population gains, while Darke, Preble, and Shelby counties lost population as shown in this next table.

Population Growth Rates

| County | 2020 Total Population | 2010 Total Population | Population Change | Percent Change |
|-----------------|-----------------------|-----------------------|-------------------|----------------|
| Darke | 51,881 | 52,959 | -1,078 | -2.0% |
| Greene | 167,966 | 161,573 | 6,393 | 4.0% |
| Miami | 108,774 | 102,506 | 6,268 | 6.1% |
| Montgomery | 537,309 | 535,153 | 2,156 | 0.4% |
| Preble | 40,999 | 42,270 | -1,271 | -3.0% |
| Shelby | 48,230 | 49,423 | -1,193 | -2.4% |
| Northern Warren | 47,022 | 44,267 | 2,735 | 6.2% |

Across the United States, people are continuing to migrate to the nation's population centers and away from rural environments. As residents in the Miami Valley continue to shift to the region's urban counties, thoughtful approaches to growth and development are paramount, balancing the needs of residents with existing infrastructure, preservation of natural resources, and the desire to have communities where people can thrive.

To learn more about the 2020 Census and to view the latest data products for the Miami Valley region visit MVRPC's 2020 Census Resource webpage at: <https://www.mvrpc.org/data-mapping/census-data-center/2020-census-resource-page>.

Comprehensive Economic Development Strategy (CEDS) Resource Workshop

MVRPC in partnership with the Dayton Development Coalition will be hosting a CEDS Resource Workshop August 30, 2022 from 8:30 a.m. until 10:30 a.m. This workshop is designed to help those in the Miami Valley understand how the CEDS can be utilized to secure funding for potential projects. Federal and local representatives will be on hand to provide information regarding their programs.

For more information regarding the CEDS, please visit MVRPC's website, <https://www.mvrpc.org/regional-initiatives/regional-economic-development-planning/comprehensive-economic-development-strategy>. The event is FREE and will be held at the Fitz Center for Community Leadership. A virtual participation option is also available. Registration is required. If you are interested in learning more about the workshop, please contact Elizabeth Baxter at ebaxter@mvrpc.org.

Miami Valley Regional Resiliency Plan Stakeholder Workshop

Please register to join us on Thursday, August 11, 2022, from 9:00 am-11:30 am to kick-off the Miami Valley Regional Resiliency Plan. As the leader for long-term community recovery from the Memorial Day 2019 tornadoes, MVRPC will be hosting the first regional workshop to gather information to develop a six-county pre-disaster recovery plan. This plan will provide recommended actions for local governments, emergency responders and community organizations to take before a disaster to make the relief and response stages stronger, while enhancing the region's resources to ensure resiliency to future hazards.

The event is FREE and will be held virtually on Zoom. Feel free to share this with your networks. Registration is required and the Zoom link for the meeting will be included in your registration confirmation email. <https://www.eventbrite.com/e/miami-valley-regional-resiliency-plan-stakeholder-workshop-tickets-388766329557> For more information please contact Elizabeth Baxter at ebaxter@mvrpc.org

Signal Upgrade Projects Impacting Commute Routes



MVRPC created MiamiValleyRoads.org to provide updates on major construction projects that could impact commutes throughout the Region. It also provides user-friendly access to route planning tools, commute solutions and other ideas to reduce congestion and prevent air pollution for the areas under construction.

Crews will be performing traffic signal upgrades at the following intersections in Montgomery County:

State Route 201 Traffic Signal Upgrade – Expect lane closures on S.R. 201 at Needmore Road and Harshman Road through Monday, October 31, from 7 a.m. – 5 p.m.

State Route 202 Traffic Signal Upgrade – Expect lane closures on S.R. 202 (Old Troy Pike) at Needmore Road through Saturday, July 30, from 6:30 a.m. – 4:30 p.m.

Woodman Drive Signal Upgrade – Expect single-lane closures at the intersection of Woodman Drive and Burkhardt Road through Saturday, July 30, from 7 a.m. – 7 p.m. In addition to updating the signal, crews will be making curb ramp improvements. Traffic will be maintained in the work zone.

For a complete list of major construction projects provided by ODOT District 7 and 8 for the Region, visit MiamiValleyRoads.org. Follow MVRPC's [Facebook](#) and [Twitter](#) pages for project update posts.

Grants & Funding Resources

On a monthly basis MVRPC is highlighting several funding opportunities 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 funding opportunities for our regional jurisdictions and organizations. See more at: mvrpc.org/grant-and-funding-opportunities

This month we are featuring information on:

- T-Mobile Hometown Grants– Deadline: October 1, 2022
- Reconnecting Communities Pilot Discretionary Grant Program– Deadline: October 13, 2022

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

MiamiValleyGovJobs.org

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://miami-valley-gov-jobs.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.

Upcoming MVRPC Meetings in August 2022

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

| <u>Date</u> | <u>Time</u> | <u>Meeting</u> | <u>Location</u> | <u>Staff</u> |
|-------------|-------------|--|--|--------------|
| 8/4 | 8:30 a.m. | MVRPC Executive Committee Meeting | Canceled | S. Diamond |
| 8/4 | 9:00 a.m. | MVRPC Board of Directors Meeting | RiverScape Pavilion 237 E Monument Ave., Dayton, OH | S. Diamond |
| 8/11 | 9:00 a.m. | Miami Valley Regional Resiliency Plan Stakeholder Workshop | Will be held via Teleconference https://www.eventbrite.com/e/miami-valley-regional-resiliency-plan-stakeholder-workshop-tickets-388766329557 | E. Baxter |
| 8/16 | 9:30 a.m. | RTPO Stakeholders Kick-off Meeting | Dayton Realtors 1515 S. Main St., Dayton, OH | S. Diamond |
| 8/18 | 9:00 a.m. | Technical Advisory Committee | Dayton Realtors 1515 S. Main St., Dayton, OH | S. Diamond |
| 8/23 | 9:30 a.m. | Dayton Region Federal Funding Workshop | Dayton Realtors 1515 S. Main St., Dayton, OH | S. Diamond |
| 8/26 | 10:00 a.m. | Regional Bikeways Committee | Springboro City Administration Building 320 W. Central Ave, Springboro, OH | M. Lindsay |
| 8/30 | 8:30 a.m. | CEDS Regional Resource Workshop | <u>HYBRID: In-Person & Teleconference</u> 1401 S. Main St., First Floor, Dayton | E. Baxter |

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