

BOARD OF DIRECTORS MEETING

September 3, 2020

9:00 AM

AGENDA

<u>Item</u>	<u>Topic</u>	<u>Page</u>	<u>Est. Time</u>	<u>Presenter</u>
I.	Introductions – Roll Call		9:00	C. Mucher
II.	Pledge of Allegiance		9:10	C. Mucher
* III.	Approval of August 6, 2020 Meeting Minutes	1	9:12	C. Mucher
IV.	Public Comment Period on Action Items		9:14	C. Mucher
V.	MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS			
* A.	Recommended Adoption of Amendment to MVRPC's SFY 2021-2024 Transportation Improvement Program (TIP)	5	9:15	P. Arnold
* B.	Recommended Approval of FAST Act Funds Availability Report and Project Solicitation Request	21	9:20	P. Arnold
* C.	Recommended Approval of Updates to the STP-CMAQ-TA Policies and Procedures	25	9:25	P. Arnold
* D.	Recommended Approval of MVRPC TRAC Projects for CY2020	55	9:30	B. Daniel
* E.	Recommended Adoption of SFY2020 Transportation Work Program Completion Report	61	9:40	A. Ramirez
* VI.	EXECUTIVE DIRECTOR'S REPORT	85	9:45	B. Martin
VII.	ADJOURNMENT		10:00	C. Mucher

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

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

****The NEXT MEETING is October 1, 2020****

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

+1 312 626 6799 US (Chicago) * +1 646 558 8656 US (New York)
+1 346 248 7799 US (Houston) * +1 669 900 9128 US (San Jose)
+1 253 215 8782 US (Tacoma) * +1 301 715 8592 US (Germantown)

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

**VIA Zoom Conference/Video Call
(<https://02web.zoom.us/j/82262879633>)**

**August 6, 2020
9:00 AM**

Members/Voting Alternates

John Agenbroad, City of Springboro
Becky Benná, Five Rivers MetroParks
Katelyn Berbach, City of Tipp City
Dale Berry, Washington Township
John Bruns, City of Union
Donald Burchett, City of Moraine
Nancy Byrge, City of Huber Heights
Tammy Campbell, ODOT D8
Chris Day, Preble County
Rebekah Dean, City of Xenia
Carolyn Destefani, Sugarcreek Township
Mark Donaghy, Greater Dayton RTA
Joanna Garcia, City of Beavercreek
Georgeann Godsey, Harrison Township
Forrest Greenwood, City of Bellbrook
Paul Gruner, Montgomery County Engineer Office
Jason Hartshorn, Perry Township
Kathryn Hinds, City of Piqua
Brian Housh, Village of Yellow Springs
Matt Joseph, City of Dayton
Sonja Keaton, City of Brookville
Paul Keller, City of Fairborn
Tony Klepacz, City of Kettering
Tom Koogler, Greene County
Sara Lommatzsch, City of Riverside
Chris Mucher, Miami Township, Greene County
Robin Oda, City of Troy
Harold Robinson, City of West Carrollton
Steve Ross, Bath Township
Amy Schrimpf, Dayton Development Coalition
Bill Serr, City of Centerville
Mehdi Sharzi, Vectren
Greg Simmons, Miami County

Woody Stroud, Greene County Transit
Debborah Wallace, Beavercreek Township

Other Alternates/Guests

Robin Castle, ODOT D7
Elmer Dudas, City of Springboro
Nathan Fischer, Woolpert
Chad Henry, Choice One Engineering
Walt Hibner, Vectren
Kyle Lentz, Ohio Attorney General
Sara Mays, City of Xenia
Courtney Rutledge, Legal Aid of Western OH
Keith Smith, ODOT D8
Nathan Fischer, ODOT D8

Staff Present

Paul Arnold
Brenda Bailey
Carlton Eley
Darrin Hall
Laura Henry
Tawana Keels
Martin Kim
Teresa Lombardelli
Mike Lucas
Brian Martin
Ana Ramirez
Stacy Schweikhart
Milo Simpson

The Miami Valley Regional Planning Commission Board of Directors met on August 6, 2020 at 9:00 a.m. via Zoom Video Conference (<https://02web.zoom.us/j/82262879633>). All members and news media were notified of the meeting pursuant to the Sunshine Law.

I. INTRODUCTIONS

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

II. APPROVAL OF June 4, 2020 MEETING MINUTES

Mr. Stroud made a motion to approve the minutes. Mr. Joseph seconded. The motion passed unanimously.

III. PUBLIC COMMENT PERIOD ON ACTION ITEMS

None

IV. RPC (REGIONAL PLANNING COMMISSION) ACTION ITEMS

A. Approval of Resolution: Ensuring Equity, Diversity, and Inclusion in all MVRPC Staff, Committee, and Board of Directors Actions and Addressing Racism as a Public Health Emergency.

Mr. Martin reviewed the memo and resolution which is modeled after many that have been adopted or are being considered by several MVRPC members: Dayton, Montgomery Co., Piqua, Trotwood, Yellow Springs, University of Dayton, Sinclair College, Greater Dayton Chamber of Commerce, and others. Mr. Martin also noted that this resolution is in reaction to the many public protests that have been held throughout the Miami Valley and Nation this summer. He feels the Board of Directors and agency should go on record as being opposed to racism in every form and in support of the work of MVRPC's Institute for Equitable and Livable Communities which is to increase access to opportunity for all residents. He noted that many of the recommendations are currently required to follow federal Title VI requirements. The text that refers to systemic racism as a public health emergency follows the research findings of many public health departments in Ohio and abroad that say due to the health impacts from racism that many of our residents have had to endure for generations.

Greene County Commissioner Tom Koogler made a motion to table the Resolution indefinitely. Mr. Keller seconded the motion. The floor was opened for discussion. It was suggested by Mr. Serr to modify the motion to table to 60 days. Mr. Koogler and Mr. Keller accepted this modification and motion to table the Resolution for 60 days. Ms. Godsey seconded the motion. A roll call was requested by Mr. Keller. Ms. Lombardelli took the roll, the motion to table the resolution for 60 days passed by majority vote of 20 "Yes" to table and 14 voting "No" against the motion.

V. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

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

Mr. Arnold referred to the 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 adoption of this TIP amendment and referred to a resolution on page 33 of the mailout.

Mr. Serr made a motion to recommend adoption. Ms. Wallace seconded the motion. The motion passed unanimously.

VI. INFORMATION ITEMS

A. Institute for Livable and Equitable Communities - Update

Mr. Martin and Ms. Schweikhart gave a PowerPoint presentation updating the Institute for Livable and Equitable Communities.

Mr. Martin announced the addition of Carlton Eley as the new Equity Regional Initiative Manager.

VII. EXECUTIVE DIRECTOR'S REPORT

Mr. Martin reviewed the ED's update for July 2020. Mr. Martin stated that the MVRPC staff has been busy this summer and it reflects in the information provided in the presentations.

Mr. Martin stated that the Disaster Recovery manager position has been reposted.

VIII. ADJOURNMENT

Chairperson Mucher called the meeting adjourned.

Brian O. Martin, AICP
Executive Director

Sara Lommatzsch
2nd Vice Chairperson

Date



MIAMI VALLEY

Regional Planning Commission

10 North Ludlow St., Suite 700
Dayton, Ohio 45402

t: 937.223.6323
f: 937.223.9750
TTY/TDD: 800.750.0750
www.mvrpc.org

MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: August 11, 2020
Subject: SFY2021-SFY2024 Transportation Improvement Program (TIP) Amendment #3

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, 4.2, 4.3 and 4.4 reflect the updated information for each specific project. Modifications to Statewide Line Item projects are shown on Table 4.6 and are provided for information only. A TIP terminology explanation chart of key abbreviations used in the highway/bikeway tables precedes Table 4.1. A resolution adopting the proposed TIP amendment is attached for your review and consideration. The MVRPC staff recommends your approval.

Attachments:

- (1) TIP Abbreviation Table
- (2) Amended MVRPC TIP tables: 4.1, 4.2, 4.3 and 4.4
- (3) Statewide Line Item Project table 4.6 (For information only)
- (4) Resolution Adopting Amendments to the 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: GRE048-01.27			ODOT PID # 106219		MVRPC # 2091.2	PROJECT SPONSOR: Beavercreek		
DESCRIPTION: Factory Road from Creekside Trail to Nutter Park-This project will widen the roadway to three lanes with curb, gutter, storm sewer, and sidewalks on both sides of the roadway. This project will connect into the widening work that is planned on Factory Road as a part of the US 35 Superstreet improvements. The proposed sidewalks will connect into the Creekside Trail bikeway, and a pedestrian refuge island is planned where the Creekside Trail crosses Factory Road.								
COMMENTS : Decreased Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$1,741			LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3	
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STATE	\$8					
ROW		STATE	\$60					
ENG		LOCAL	\$85					
ROW		LOCAL	\$50					
CON		CMAQ			\$578			
CON		LOCAL			\$960			

COUNTY, ROUTE, SECTION:			GRE - Broad Street Enhancement, Ph. 2		ODOT PID # 108266		MVRPC # 2135.2		PROJECT SPONSOR: Fairborn	
DESCRIPTION:			Broad Street from the Fairborn south corp. limit to Pierce Drive-Resurfacing and narrowing of the roadway to provide wider sidewalks and a bike path. A road diet (4 lanes to 3 lanes) will be performed between Dayton Drive and Pierce Drive. Decorative items like street trees, street lighting, and planters will be included.							
COMMENTS :			Increased Local construction funds to reflect changes in Ellis.							
TOTAL COST (000):			\$7,734		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3	
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future		
ENG		STATE	\$18							
ENG		LOCAL			\$331					
ROW		LOCAL			\$88					
CON		LOCAL				\$6,947				
CON		TA				\$350				

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

Greene County Projects

COUNTY, ROUTE, SECTION: GRE835-00.00			ODOT PID # 108934		MVRPC # 2156.3		PROJECT SPONSOR: Beavercreek	
DESCRIPTION: SR 835 from the Montgomery County Line to the US 35 ramp-Urban paving.								
COMMENTS : Increased Federal construction funds and decreased Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$2,370		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STATE	\$101					
CON		LOCAL		\$979				
CON		STD		\$1,290				

COUNTY, ROUTE, SECTION:			GRE009-01.60		ODOT PID # 111451		MVRPC # 2258.2		PROJECT SPONSOR: Beavercreek	
DESCRIPTION: North Fairfield Road from Plantation Place to Shakertown Road-Widen existing two lane section to a three lane section to provide a center two-way left turn lane. The project includes installation of curb and gutter, storm sewer, an 8' wide sidepath along the east side and a 5' wide sidewalk on the west side of the roadway. This project includes construction of PID 113664 which is North Fairfield Road from Fairbrook Elementary School to Plantation Place-Widen the roadway to three lanes to include a center turn lane with curb, gutter and storm sewer. An 8' sidewalk will be included along the east side of the roadway and a 5' sidewalk will be included along the west side.										
COMMENTS : Construction delayed from SFY2023 to SFY2025 based on request from project sponsor, added Federal STP and increased Local construction funds as construction of PID 113664 will also be done as part of this project.										
TOTAL COST (000):		\$4,868		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future		
ENG		LOCAL	\$375							
ROW		LOCAL		\$250						
CON		CMAQ						\$1,835		
CON		LOCAL						\$1,435		
CON		STP						\$973		

COUNTY, ROUTE, SECTION:			GRE009-01.32		ODOT PID # 113664		MVRPC # 2400.2		PROJECT SPONSOR: Beaver creek	
DESCRIPTION: North Fairfield Road from Fairbrook Elementary School to Plantation Place-Widen the roadway to three lanes to include a center turn lane with curb, gutter and storm sewer. An 8' sidewalk will be included along the east side of the roadway and a 5' sidewalk will be included along the west side. This project is being constructed as part of PID 111451.										
COMMENTS : Construction of this project will be done as part of PID 111451.										
TOTAL COST (000):		\$571		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future		
ENG		STATE	\$11							
ROW		STATE	\$60							
ENG		LOCAL			\$300					
ROW		LOCAL				\$200				

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

Greene County Projects

COUNTY, ROUTE, SECTION: GRE - Yellow Springs Multi-Modal FY23				ODOT PID # 113724	MVRPC # 2410.4	PROJECT SPONSOR: Yellow Springs	
DESCRIPTION: High Street in Yellow Springs at Dayton Street-Install curb extensions at all corners to visually narrow the street and reduce travel speeds, shortening crossing distances at crosswalks and improving visibility of pedestrians to motorists. Dayton Street in Yellow Springs from Enon Road to Elm Street-Construct a sidepath together with the existing sidewalk to separate bicyclists from motor vehicles. Upgrade intersection crossings to emphasize pedestrian/bicycle presence.							
COMMENTS : New project, not in the current TIP.							
TOTAL COST (000): \$1,809		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-3	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	HSIP		\$91				
ENG	STATE		\$15				
ROW	STATE		\$60				
ENG	HSIP			\$62			
CON	HSIP				\$1,529		
ROW	HSIP				\$52		

COUNTY, ROUTE, SECTION: GRE072-14.48			ODOT PID # 94174		MVRPC # 1520.3	PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: SR 72 from the south corp of Cedarville to North Street in Clifton-Resurfacing and pavement repairs.							
COMMENTS : Increased Federal and State construction funds to reflect changes in Ellis.							
TOTAL COST (000): \$2,536		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE	\$90					
CON	STATE			\$489			
CON	STD			\$1,957			

Miami Valley Regional Planning Commission

Table 4.2 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Miami County Projects

COUNTY, ROUTE, SECTION: MIA041-09.49			ODOT PID # 108662		MVRPC # 2147.4		PROJECT SPONSOR: Troy	
DESCRIPTION: SR 41 from the west side of Ridge Avenue intersection to Market Street-Undertake safety improvements. Improvements under consideration include restriping Main Street (SR 41) between Market and Oxford from a 4 lane to 3 lane section to allow for deeper angled parking on one side of the street, reconstruction of Main Street between Adams and Ridge to provide at least one 12' through lane in each direction, provision of a westbound right turn lane at Elm, signal upgrades and removals as appropriate, and reconstruction of sidewalk/curb lawn as needed.								
COMMENTS : Increased Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$6,696			LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3	
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STATE	\$17					
CON		HSIP			\$2,540			
CON		LOCAL			\$3,704			
CON		STD			\$435			

COUNTY, ROUTE, SECTION:			MIA041-10.32		ODOT PID # 110253		MVRPC # 2187.4		PROJECT SPONSOR: Troy	
DESCRIPTION:			West Main Street from Ridge Avenue to I-75-Widening of the street to include at least one 12' through lane in each direction, reconstructing the sidewalk and curb lawn along the corridor, considering safety upgrades to entrances of commercial properties between Dorset Road and I-75, upgrading the signal at Dorset Road intersection, upsizing a water main along a portion of West Main Street and improving the stormwater system along the corridor.							
COMMENTS :			Decreased Federal STD construction funds and increased Local construction funds to reflect changes in Ellis.							
TOTAL COST (000):			\$7,558	LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future		
ENG		STATE	\$32							
ROW		STATE	\$40							
ENG		LOCAL		\$487						
ROW		LOCAL			\$641					
CON		LOCAL					\$3,040			
CON		STD					\$350			
CON		STP					\$2,968			

Table 4.2 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Miami County Projects

COUNTY, ROUTE, SECTION: MIA036-11.56			ODOT PID # 112504		MVRPC # 2345.4		PROJECT SPONSOR: Piqua	
DESCRIPTION: US 36 from Scott Drive to Kienle Drive in Piqua-Upgrade signals at US 36 and Home Depot and US 36 and Kienle with polycarbonate heads, backplates, pedestrian features, and improved pavement markings. Upgrade ADA accommodations at both intersections and retime signals on US 36 between Scott and Kienle Drives.								
COMMENTS : Added Local PE funds in SFY2021, decreased Federal construction funds and added Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$279		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STATE	\$107					
CON		HSIP		\$148				
CON		LOCAL		\$15				
ENG		LOCAL		\$9				

COUNTY, ROUTE, SECTION: MIA014-01.20			ODOT PID # 113816		MVRPC # 2413.5		PROJECT SPONSOR: Miami County	
DESCRIPTION: Troy-Sidney Road over Spring Creek-Replace structurally deficient bridge with minimal approach work.								
COMMENTS : New project, not in the current TIP.								
TOTAL COST (000): \$590		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STATE		\$3				
ROW		STATE		\$30				
CON		LOCAL					\$51	
CON		STD					\$506	

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 - Ridgeway Road Bridge			ODOT PID # 108706		MVRPC # 2148.5		PROJECT SPONSOR: Kettering	
DESCRIPTION: Ridgeway Road over Dorothy Lane-Complete replacement of structurally deficient bridge.								
COMMENTS : Increased Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$3,026		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STATE	\$15					
ROW		STATE	\$20					
CON		LOCAL		\$990				
CON		NHPP		\$2,000				

COUNTY, ROUTE, SECTION:			MOT - Brookville SRTS Infrastructure		ODOT PID #	110783	MVRPC #	2204.4	PROJECT SPONSOR:	Brookville	
DESCRIPTION: Johnsonville-Brookville Road from Blue Pride Drive to Westbrook Road-Upgrade three intersection crosswalks with high visibility markings, one proposed cross walk with high visibility markings and rectangular rapid flashing beacon and sidewalk connection.											
COMMENTS : R/W funding source changed from Federal to Local to reflect changes in Ellis.											
TOTAL COST (000):			\$336	LET TYPE:		Traditional	A.Q. :		Exempt	L RTP GOAL:	G2-3
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future			
ENG		STA	\$38								
ROW		LOCAL		\$25							
ENG		STA		\$13							
CON		STA			\$261						

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

Montgomery County Projects

COUNTY, ROUTE, SECTION:			MOT049-06.41		ODOT PID #		113868	MVRPC #	2414.4	PROJECT SPONSOR:		Clayton	
DESCRIPTION: SR 49 at Westbrook Road-Install new mast arm traffic signal. In addition, removal of pork chop island and installation of right turn lane on Westbrook Road.													
COMMENTS : New project, not in the current TIP.													
TOTAL COST (000):			\$490	LET TYPE:		Local-let	A.Q. :		Exempt	LRTP GOAL:			G2-3
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future					
ENG		HSIP		\$29									
ENG		LOCAL		\$2									
ENG		STATE		\$6									
CON		HSIP			\$413								
CON		LOCAL			\$41								

COUNTY, ROUTE, SECTION: MOT235-00.22L			ODOT PID # 99860		MVRPC # 1749.5	PROJECT SPONSOR: ODOT District-7		
DESCRIPTION: SR 235 at SR 4-Raise structure, new deck, convert to semi-integral abutments, paint superstructure and seal concrete surfaces.								
COMMENTS : Increased Federal and State construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$4,536		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		NHPP	\$195					
ENG		STATE	\$122					
ENG		NHPP	\$267					
ENG		STATE	\$67					
ENG		NHPP	\$57					
ENG		STATE	\$14					
ROW		STATE	\$19					
CON		NHPP		\$2,627				
CON		STATE		\$1,167				

Miami Valley Regional Planning Commission

Table 4.4 RECOMMENDED SFY 2021 - SFY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Warren County Projects

COUNTY, ROUTE, SECTION:			WAR - Franklin Signals, Phase 2		ODOT PID # 100187		MVRPC # 1866.6		PROJECT SPONSOR: Franklin	
DESCRIPTION: Riley Boulevard at E. Fourth Street, Riley Boulevard at E. Sixth Street and E. Sixth Street (SR 123) at Anderson Street-Reconstruction of 3 traffic signals with equipment conforming to current standards including vehicular detection and battery backup. The traffic signal operation will be managed by the City using proposed fiber optic interconnect cable communication.										
COMMENTS : Increased Federal and Local construction funds to reflect changes in Ellis.										
TOTAL COST (000): \$1,178			LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-3			
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future		
ENG		STATE	\$18							
ENG		LOCAL	\$118							
CON		CMAQ		\$729						
CON		LOCAL		\$313						

COUNTY, ROUTE, SECTION: WAR073-03.66			ODOT PID # 113717 MVRPC # 2409.4			PROJECT SPONSOR: Warren County	
DESCRIPTION: SR 73 at I-75-Improvements to the interchange including dual left turn lanes to the SB entrance ramp, right turn lane on the NB exit ramp, side mounted signal heads on the SB exit ramp, right turn lane to Sharts Drive and a multiuse path along the south side of SR 73 to Conover Drive.							
COMMENTS : New project, not in current TIP.							
TOTAL COST (000): \$3,416		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	HSIP		\$295				
ENG	STATE		\$53				
CON	HSIP			\$2,564			
ENG	HSIP			\$197			
CON	STATE			\$285			
ENG	STATE			\$22			

Miami Valley Regional Planning Commission

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

COUNTY, ROUTE, SECTION: GRE - GCS FY2021 - SLI-009				ODOT PID # 100696	MVRPC # 2416.8	PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: Various routes in Greene County-Crack sealing.							
COMMENTS : New project.							
TOTAL COST (000): \$560		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-2			
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE	\$25					
CON	STATE		\$107				
CON	STD		\$428				

COUNTY, ROUTE, SECTION: GRE042-11.26 - SLI-009			ODOT PID # 105200		MVRPC # 2222.3		PROJECT SPONSOR: ODOT District-8	
DESCRIPTION: US 42 from the Xenia NCL to the Cedarville SCL-Resurfacing.								
COMMENTS : Increased Federal and State construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$1,171			LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2	
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STATE	\$64					
CON		STATE			\$221			
CON		STD			\$885			

COUNTY, ROUTE, SECTION: MOT - Dayton Children's SRTS Coordinator - SLI-004				ODOT PID # 113594	MVRPC # 2407.7	PROJECT SPONSOR: Dayton	
DESCRIPTION: Dayton Children's Hospital-Funding for local coordinator.							
COMMENTS : New project.							
TOTAL COST (000): \$40		LET TYPE: Non-let		A.Q. : Exempt		LRTP GOAL: G2-1	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
CON	SRTS		\$40				

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

COUNTY, ROUTE, SECTION: GRE235-03.79 - SLI-012				ODOT PID # 113708	MVRPC # 2408.6	PROJECT SPONSOR: ODOT District-8		
DESCRIPTION: SR 235 at Dayton-Yellow Springs Road-Rebuild the traffic signal.								
COMMENTS : New project.								
TOTAL COST (000): \$253		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		HSIP		\$32				
ENG		STATE		\$1				
CON		HSIP			\$220			

COUNTY, ROUTE, SECTION: MOT - 48 Signal Timing Analysis - SLI-012				ODOT PID # 113743	MVRPC # 2412.4	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: SR 48 from Wampler Road to Westbrook Road-Signal timing analysis.							
COMMENTS : New project.							
TOTAL COST (000): \$35		LET TYPE: Non-let		A.Q. : Exempt		LRTP GOAL: G1	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	HSIP		\$35				

COUNTY, ROUTE, SECTION: MOT - 75 - VAR - SLI-012				ODOT PID # 113782	MVRPC # 2411.4	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: I-75 from the southbound exit to Neff Road to the northbound exit to Austin Boulevard-Install wrong way signs that use radar technology.							
COMMENTS : New project.							
TOTAL COST (000): \$1,718		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-3	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE		\$166				
CON	HSIP			\$1,552			

COUNTY, ROUTE, SECTION: MOT - Austin Boulevard Signal Timing - SLI-012				ODOT PID # 113897	MVRPC # 2415.4	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: Austin Boulevard from Byers Road to Springboro Pike-Signal timing analysis.							
COMMENTS : New project.							
TOTAL COST (000): \$38		LET TYPE: Non-let		A.Q. : Exempt		LRTP GOAL: G1	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	HSIP		\$38				

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

COUNTY, ROUTE, SECTION: GRE084-5.42 - SLI-012				ODOT PID # 113919 MVRPC # 2417.4		PROJECT SPONSOR: Fairborn	
DESCRIPTION: Trebein Road at Commerce Center Boulevard and Trebein Road at Candlelite Lane-Purchase of Rectangular Rapid Flashing Beacons.							
COMMENTS : New project.							
TOTAL COST (000): \$28		LET TYPE: Non-let		A.Q. : Exempt		LRTP GOAL: G2-3	
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
CON	HSIP		\$28				

**RESOLUTION AMENDING THE
SFY2021-SFY2024 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

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

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts **Amendment #3** to the SFY2021-SFY2024 Transportation Improvement Program as shown on the attached TIP Tables.

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

Brian O. Martin, AICP
Executive Director

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

Date

MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: August 10, 2020
Subject: FAST Act 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 and Transportation Alternatives-TA) 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 – SFY2021-SFY2026" 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 \$14.1 million (\$12.6 M STP and \$1.5 M of TA funds) which is slightly 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 <http://www.mvrpc.org/transportation/transportation-financing>.

STATUS OF MVRPC'S REGIONAL (LOCALLY ALLOCATED) FEDERAL FUNDING SFY2021-SFY2026 Estimate				
SFY2021-SFY2026 Estimate	Funding Categories			
	STP	CMAQ	TA	Total
Budget Estimates (Available For Allocation)	\$70,628,652		\$7,466,287	\$78,094,939
Previously Committed	\$58,010,229	\$22,928,570	\$5,995,677	\$86,934,476
Currently Available For Allocation	\$12,618,423		\$1,470,610	\$14,089,033

MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: August 10, 2020

Subject: Updated Policies and Procedures for the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TA) funds.

In 2015, Moving Ahead For Progress in the 21st Century (MAP-21) was replaced by the transportation bill called Fixing America's Surface Transportation Act (FAST Act). Prior to MAP-21, funding for the STP, CMAQ and TA programs was provided by the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Transportation Equity Act for the 21st Century (TEA-21), and the Intermodal Surface Transportation Efficiency Act (ISTEA).

In 1992, MVRPC's Transportation Committee adopted the policies and procedures for the STP and CMAQ funding categories under ISTEA. The STP, CMAQ and TA policies and procedures were last updated in 2019 to include minor clarifications to the document. MVRPC staff has since determined that additional updates are necessary which are shown in red text in the policy document.

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

Additionally, it has been determined that due to lack of available funding in earlier fiscal years, the STP Resurfacing Program set aside will be suspended for the current solicitation round. This type of project remains eligible under the standard STP project application process.

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 Policies and Procedures for the STP, CMAQ and TA Program and a copy of the resolution accepting the updated policies are attached for your consideration.

2020

APPLICATIONS DUE
OCTOBER 8, 2020



Surface Transportation Program

Congestion Mitigation/Air Quality

Transportation Alternatives

September 2020



MIAMI VALLEY
Regional Planning Commission

Contents

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

INTRODUCTION

Background - Requirements for project selection and priority.

1. Metropolitan Planning Organizations (MPO) are responsible for developing a Long Range Transportation Plan (LRTP) and a Transportation Improvement Program (TIP). The TIP must be consistent with the LRTP and must include all projects in the metropolitan area that are proposed for federal funding. States are required to develop a State Transportation Improvement Plan (STIP) which is consistent with MPO TIPs.
2. MPOs with populations over 200,000 like MVRPC are considered Transportation Management Areas (TMA) which are responsible for project selection of all highway and transit projects in consultation with the state. The exceptions are selected by the state in cooperation with the MPOs.
3. TIPs must be prioritized and include a financial plan demonstrating how projects are to be funded. The TIP must demonstrate that full funding can be reasonably anticipated in the time period contemplated for completion of the project.
4. MPOs are required to provide a reasonable opportunity for public comment on the LRTP and TIP. ***Appendix A - TIP Development Process provides a graphic overview of the TIP development process including a public comment period.***
5. All project sponsors must know and implement the U.S. Department of Transportation Standard Title VI Assurances and 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 and Transportation Alternatives (TA) 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 and TA projects. The solicitation cycle will start on September 9, with applications being due on October 8 at MVRPC. **Project sponsors are limited to submitting up to 4 total applications for STP, CMAQ and TA funding. On years when an STP Resurfacing Program set aside is available, 2 applications**

for this program may be submitted. 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)

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.
- Provide evidence that alternative project funding sources have been considered.
- 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 and TA, 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 signal interconnections and 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~~.

STP Resurfacing Program Funding Provisions

From time to time, a certain amount of STP 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 \$2,500,000 will be set aside for this component of the STP program and only projects able to be awarded in SFY2021 or SFY2022 will be considered. The maximum amount of STP funds available per resurfacing project is \$500,000.~~ ***This year, it has been determined that due to lack of available funding in earlier fiscal years, the STP Resurfacing Program set aside will be suspended for the current solicitation***

round. This type of project remains eligible under the standard STP project application process.

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 STP 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 STP 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 STP Resurfacing evaluation form.

TA Funding Provisions

The TA program will provide up to 80% (federal) of the construction or implementation cost of a project. The maximum amount of TA funds available per project is \$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 Stacy Schweikhart, MVRPC Director of Strategy and Engagement. Mrs. Schweikhart will provide applicants with

essential information for project justification. She 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://www.mvrpc.org/pes/map.html>

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 or TA 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.

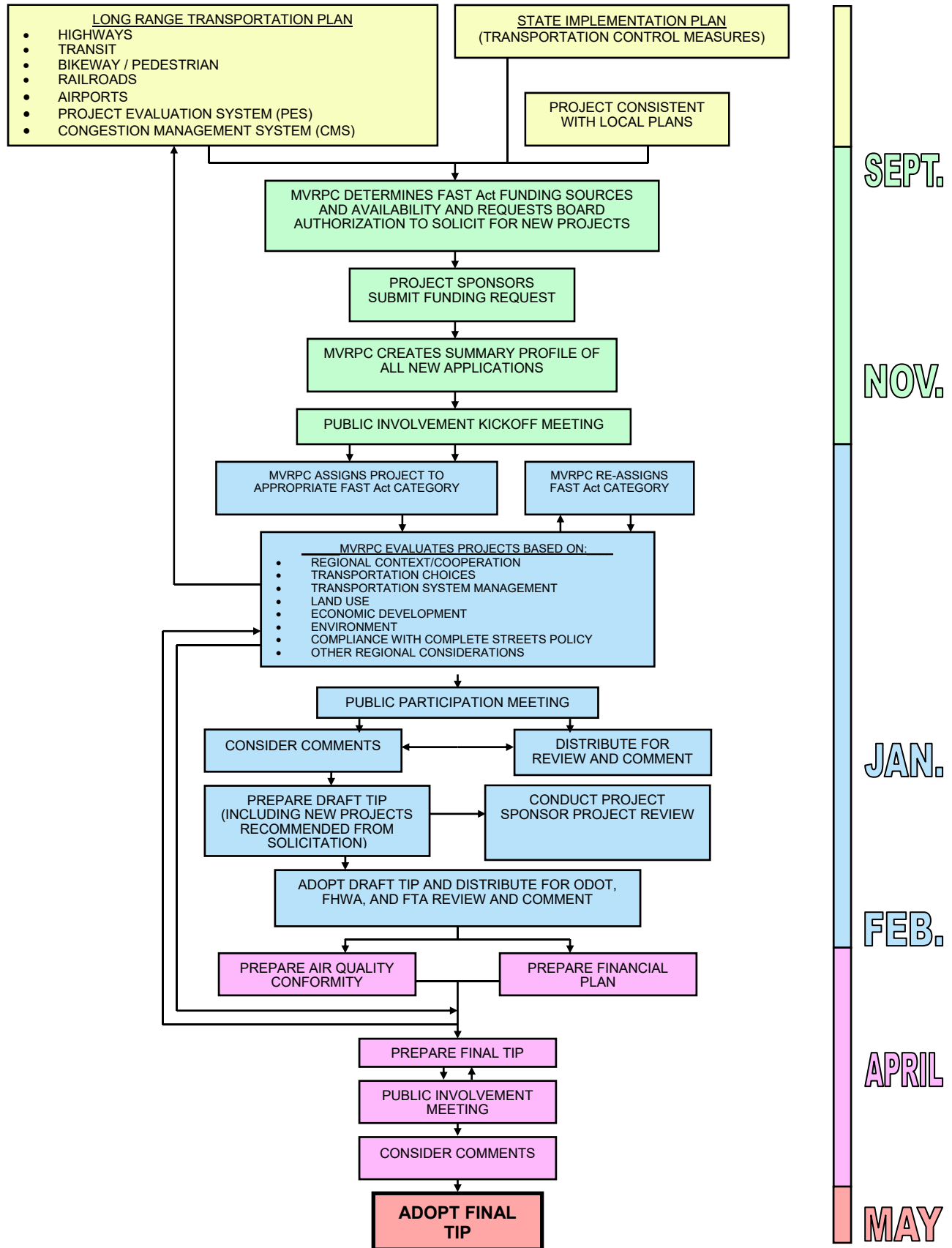
Once the draft scores from the project evaluation system are compiled, some projects may be reassigned to a different funding category. A final analysis would then be completed based upon the above criteria. In order to assure timely obligation of funds, annual TIP programming priority will be determined 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
Manager, Short Range Programs
Miami Valley Regional Planning Commission
10 North Ludlow Street, Suite 700
Dayton, OH 45402
Ph: (937) 223-6323
Fax: (937) 223-9750
Email: parnold@mvrpc.org

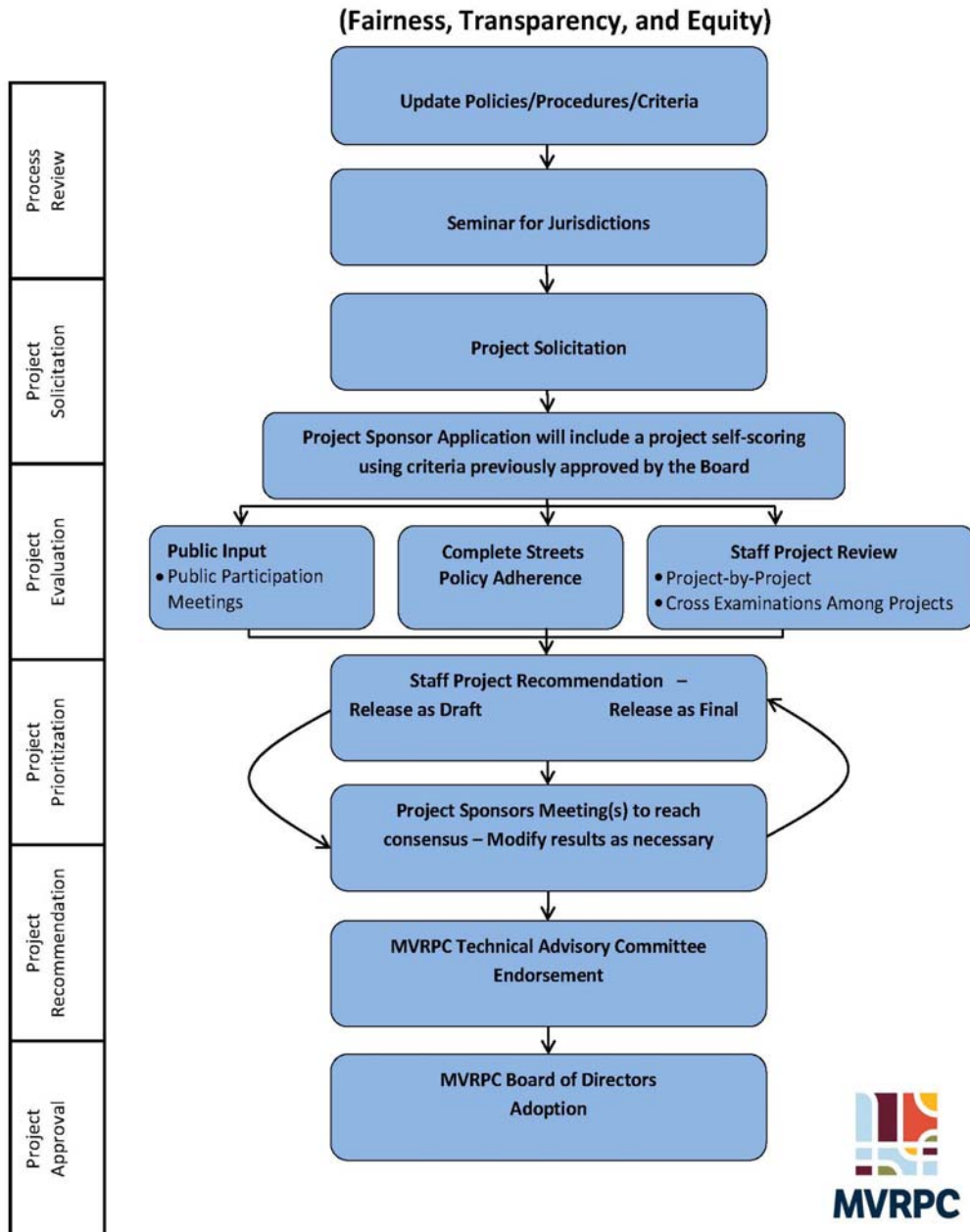
Appendix A — MVRPC's TIP DEVELOPMENT PROCESS



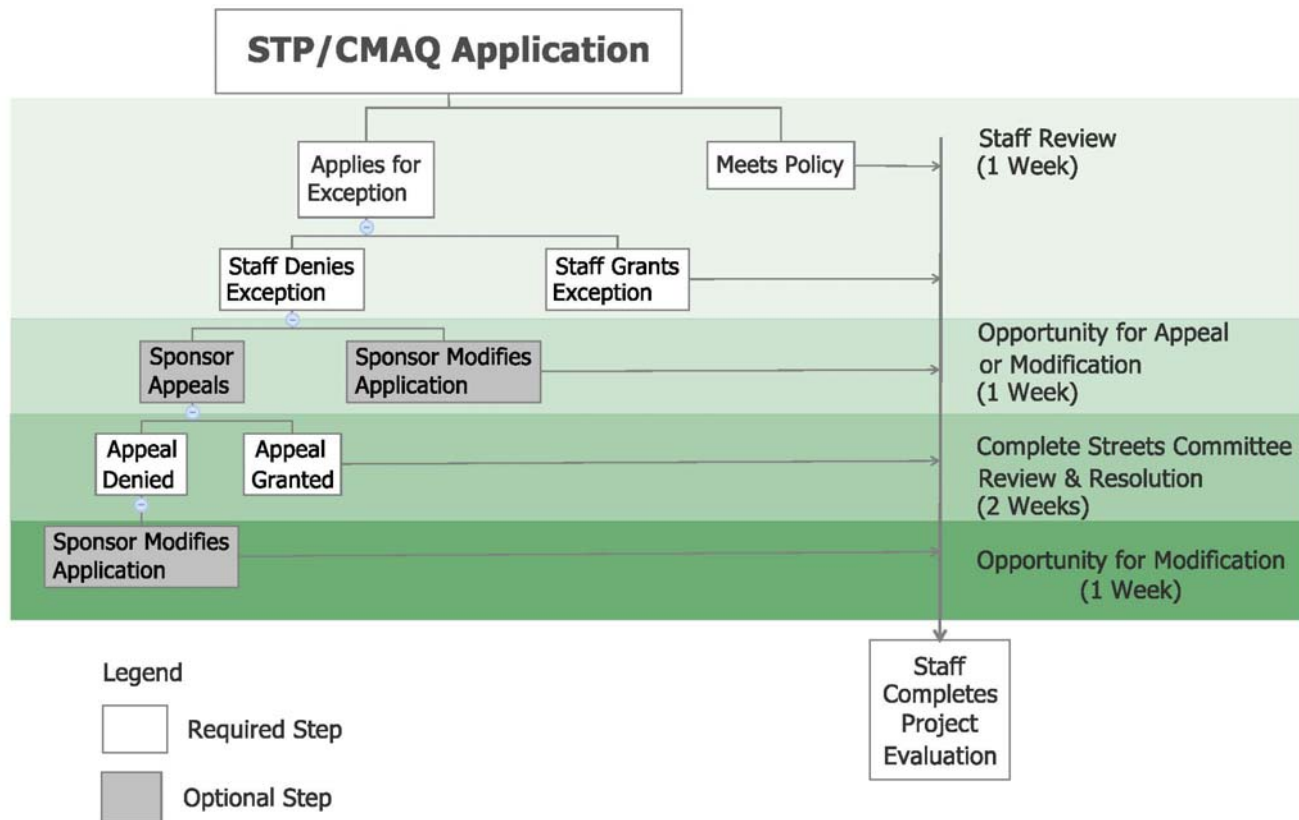
A-1

Appendix - B

MVRPC PROJECT FUNDING PRIORITIZATION DECISION MAKING PROCESS



Appendix C - STP AND CMAQ COMPLETE STREETS ADHERENCE PROCESS



Appendix D - ELIGIBLE STP, CMAQ and TA FUNDING ACTIVITIES

Eligible STP activities

- Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways including Interstate highways and bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate, sodium acetate formate, or other environmentally acceptable, or minimally corrosive anti-icing and de-icing compositions on bridges and approaches thereto and other elevated structures, mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under Title 23, United States Code
- Capital costs for transit projects eligible for assistance under chapter 53 of Title 49, United States Code, including vehicles and facilities, whether publicly or privately owned that are used to provide intercity passenger service by bus
- Carpool projects, fringe and corridor parking facilities and programs, bicycle and pedestrian facilities (off-road or on-road, including modification of walkways) on any public roads in accordance with 23 U.S.C 217 and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)
- Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings
- Highway and transit research and development and technology transfer programs
- Capital and operating costs for traffic monitoring, management, and control facilities and programs
- Surface transportation planning programs
- Transportation enhancement activities
- Transportation control measures listed in Section 108(f)(1)(AQ) (other than clause xvi) of the Clean Air Act (42 U.S.C. 7407(d))
- Development and establishment of management system under 23 U.S.C. 303
- Habitat and wetlands mitigation efforts related to Title 23 projects
- Infrastructure based intelligent transportation systems capital improvements
- Environmental restoration and pollution abatement projects to address water pollution or environmental degradations caused or contributed to by transportation facilities, which projects shall be carried out when the transportation facilities are undergoing reconstruction, rehabilitation, resurfacing, or restoration; except that the such environmental restoration or pollution abatement shall not exceed 20 percent of the cost of the 4R project

Eligible CMAQ activities

- 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.

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.

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

TA projects are not required to be located along Federal-aid highways. Activities eligible under TA are eligible for STP funds (23 U.S.C. 133(b)(11)).

Under 23 U.S.C. 133(c)(2), TA-eligible projects funded with STP funds are exempt from the location restriction in 23 U.S.C. 133(c).

For SRTS noninfrastructure projects, traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (grades K - 8). Other eligible noninfrastructure activities do not have a location restriction. SRTS infrastructure projects are eligible for TA funds regardless of their ability to serve school populations, and SRTS infrastructure projects are broadly eligible under other TA eligibilities, which do not have any location restrictions.

Under 23 U.S.C. 213(b), eligible activities under the TA program consist of:

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 §1103):
 - 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 USC 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, which include but are not limited to:
 - 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; and
 - iv. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
 - 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, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
2. The [recreational trails program](#) under section 206 of title 23.
3. The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:

- A. Infrastructure-related projects.
 - B. Noninfrastructure-related activities.
 - C. Safe Routes to School coordinator.
4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

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.

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
CAAA	Clean Air Act Amendments 1990
CMAQ	Congestion Mitigation and Air Quality – MVRPC’s historical allocation of this Federal funding source is approximately \$ 6.4 million each year
CMP	Congestion Management Process
ELLIS	A web-based application designed to be a “major management system linking ODOT’s new approaches to project delivery, planning, system forecasting and financial management.
FAST Act	Fixing America’s Surface Transportation Act – Current Transportation Bill
FHWA	Federal Highway Administration, a department of the U.S. Department of Transportation
FTA	Federal Transit Administration
HOV	High Occupancy Vehicle
I/M	Inspection and Maintenance programs
ISTEA	Intermodal Surface Transportation Efficiency Act – Former Transportation Bill
ITS	Intelligent Transportation System
LRTP	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 \$ 11.8 million each year
SRTS	Safe Routes to School
TA	Transportation Alternatives - MVRPC’s allocation of this Federal funding source is approximately \$ 1.2 million each year
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TEA-21	Transportation Equity Act for the 21st Century – Former Transportation Bill
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:

<http://www.dot.state.oh.us/Divisions/Engineering/Roadway/Pages/ADA.aspx>

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

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

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

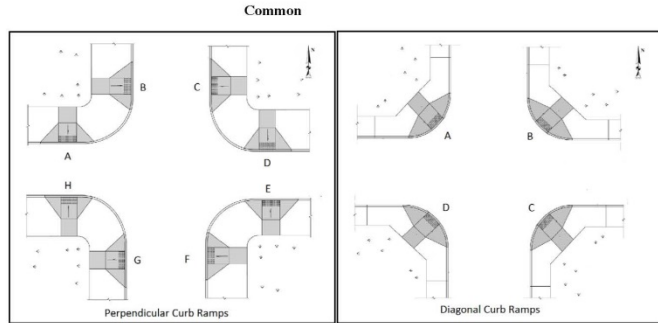
A: Yes. Resurfacing is considered an alteration that requires curb ramps to be constructed or modified to ADA compliance. Due to the quick timeline associated with common resurfacing projects, ADA curb ramps must be upgraded prior to the application of funding.

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.

Optional

Curb Ramp Evaluation Form Curb Ramp Layouts

Intersection Location:		Date:
		Surveyors / Reviewer:
Describe each curb ramp's location (if not a common lay out, attach a sketch of the intersection and describe below):		
Curb Ramp A:	Curb Ramp E:	
Curb Ramp B:	Curb Ramp F:	
Curb Ramp C:	Curb Ramp G:	
Curb Ramp D:	Curb Ramp H:	



Refer to #	Curb Ramp (CR) Questions	Curb Ramp A	Curb Ramp B	Curb Ramp C	Curb Ramp D	Curb Ramp E	Curb Ramp F	Curb Ramp G	Curb Ramp H
1	Is ramp of CR at least 36" wide (not including flared sides)? (A)	Y	N	Y	N	Y	N	Y	N
2	Does ramp of CR have a <i>running</i> slope of 8.33% or less? (B)	Y	N	Y	N	Y	N	Y	N
3	Does CR have a <i>cross</i> slope of 2% or less? (C)	Y	N	Y	N	Y	N	Y	N
4	Does CR have a gutter slope of 5% or less? (D)	Y	N	Y	N	Y	N	Y	N
5	Are transitions on and off CR flush and free of abrupt level changes (Algebraic difference between Ref. #2 and Ref. 4, less than 11%)? (E)	Y	N	Y	N	Y	N	Y	N
6	Does CR have detectable warnings? (not required if constructed during suspended period – see note #6) (F)	Y	N	Y	N	Y	N	Y	N
7	Is the landing at the "top" of CR at least 36" wide? (1991 ADA specification) (G)	Y	N	Y	N	Y	N	Y	N
8	Does CR have flared sides? If yes, answer one of the next two questions. If not, skip to question 11. (H)	Y	N	Y	N	Y	N	Y	N
9	If the sidewalk at the "top" of CR is 48" wide or more, is the slope of the flared sides 10% or less? (I)	Y	N	Y	N	Y	N	Y	N
10	If the sidewalk at the "top" of CR is less than 48" wide, is the slope of the flared sides 8.33% or less? (J)	Y	N	Y	N	Y	N	Y	N
11	If no flared sides, is there an obstruction or grass on each side of CR that discourages pedestrians from traveling across ramp? <i>If the CR has flared sides, skip this question.</i> (K)	Y	N	Y	N	Y	N	Y	N
12	If diagonal-type CR, is bottom landing at least 48" long and contained in crosswalk? <i>If not diagonal-type CR, skip this question.</i> (L)	Y	N	Y	N	Y	N	Y	N

Notes:

- (A) 1991 ADA requirements include a 36" minimum ramp width. The Ohio Revised Code requires a 40" width. **Figure 1** shows the current ODOT standard of 48"
- (B) The maximum running slope of the ramp is 8.33% or 12:1 as shown in **Figure 1**
- (C) The maximum cross slope of a curb ramp and sidewalk is 2%.
- (D) The maximum gutter slope is 5% as shown in **Figure 3**.
- (E) See **Figure 3**
- (F) Detectable warnings are required unless the curb ramp was constructed during the period of time when they were suspended. (May 12, 1994 to July 26, 1998 or December 23, 1998 and July 26, 2001).
- (G) 1991 ADA requirements for the landing adjacent to a curb ramp with flared sides is a minimum of 36". The current ODOT standard is 48" minimum with 60" preferred.
- (H) See **Figure 4** for ramp terms
- (I) If the landing is 48" or wider, the maximum slope of the curb ramp flared side is 10:1.
- (J) If the landing is less than 48", the maximum slope of the curb ramp flared side is 12:1
- (K) If there are no flared sides, the landing is required to be 48" wide. See **Figure 2**
- (L) The use of diagonal curb ramps is only allowed for existing walks, and when site constraints prohibit other designs. See **Figure 5**

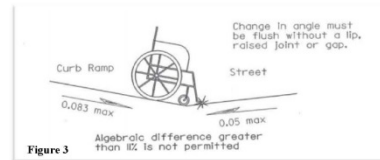


Figure 3

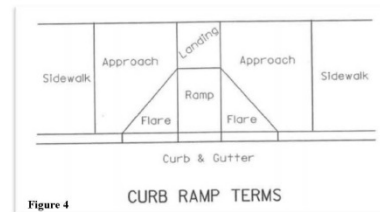


Figure 4

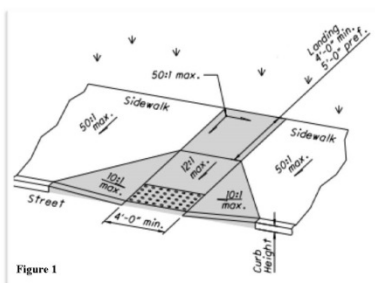


Figure 1

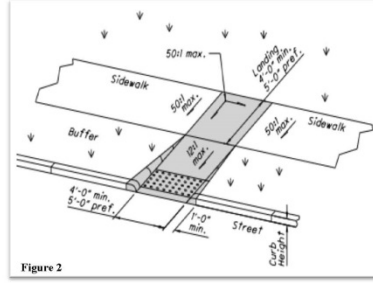


Figure 2

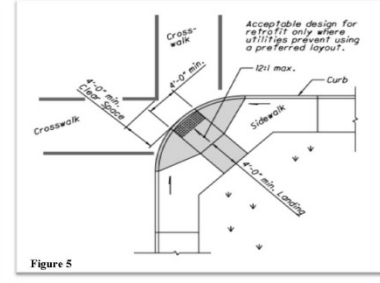


Figure 5

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 UPDATING THE
MVRPC POLICIES AND PROCEDURES FOR THE SURFACE TRANSPORTATION
PROGRAM, CONGESTION MITIGATION AND AIR QUALITY AND TRANSPORTATION
ALTERNATIVES (STP-CMAQ-TA) 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, 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 and Transportation Alternatives (STP-CMAQ-TA) program are provided through Fixing America's Surface Transportation Act (FAST Act); and

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

WHEREAS, the updated **Policies and Procedures for the Surface Transportation Program, Congestion Mitigation and Air Quality and Transportation Alternatives (STP-CMAQ-TA) Program** is consistent with the current policies and procedures.

NOW, THEREFORE, BE IT RESOLVED, that the MVRPC's Board of Directors hereby accepts the updated **Policies and Procedures for the Surface Transportation Program, Congestion Mitigation and Air Quality Program and Transportation Alternatives Program** 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

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

Date



MIAMI VALLEY

Regional Planning Commission

10 North Ludlow St., Suite 700
Dayton, Ohio 45402

t: 937.223.6323
f: 937.223.9750
TTY/TDD: 800.750.0750
www.mvrpc.org

MEMORANDUM

To: Technical Advisory Committee and Board of Directors

From: MVRPC Staff

Date: August 20, 2020

Subject: Recommended Approval of MVRPC TRAC Projects for CY2020

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

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

In an effort to provide the TRAC a project priority list, the MVRPC Board adopted its *Policies and Procedures for Considering Major New Capacity Projects* (available at www.mvrpc.org) and MVRPC staff has completed its review of the single CY2020 TRAC project submitted this year in accordance with the Policy. The project we received is an excellent project and the entire Miami Valley strongly supports the completion of this project. Due to the fact that this is an existing TRAC project, MVRPC staff is forwarding this project to the MVRPC TAC and Board of Directors as a priority project for final approval prior to submittal to the TRAC.

Based upon the process summarized above, staff recommends the approval of the CY2020 MVRPC Recommended TRAC project list as shown in Exhibit 1.

Exhibit 1

<i>MVRPC's Recommended TRAC Project for CY2020</i>	
	<i>Project Status</i>
GRE-35-5.84 US 35 Valley/Trebein Interchange - The elimination of the existing at-grade intersection at US 35 and Valley/Trebein Road through the construction of a new interchange to improve safety.	Priority



RESOLUTION APPROVING THE MVRPC PRIORITIES FOR MAJOR NEW CAPACITY PROJECTS FOR CY2020

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

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

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

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

WHEREAS, staff has evaluated the one MVRPC area CY2020 TRAC application based upon the adopted policy.

NOW, THEREFORE, BE IT RESOLVED, that MVRPC's Board of Directors hereby adopts the CY2020 major new capacity project list as shown in Exhibit 1.

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

Brian O. Martin, AICP
Executive Director

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

Date



MIAMI VALLEY

Regional Planning Commission

10 North Ludlow St., Suite 700
Dayton, Ohio 45402-1855

t: 937.223.6323
f: 937.223.9750
TTY/TDD: 800.750.0750
www.mvrpc.org

MEMORANDUM

TO: Board of Directors

FROM: MVRPC Staff

DATE: August 19, 2020

SUBJECT: Adoption of SFY2020 Transportation Work Program Completion Report

Every year at this time, the Board is requested to adopt the completion report that summarizes the highlights of the MPO's transportation planning efforts for the preceding fiscal year (July 1 to June 30). The report and resolution are then forwarded to the Ohio Department of Transportation (ODOT).

Recommendation

Staff recommends that the Board adopt the attached Resolution and SFY2020 Transportation Work Program Completion Report.

Attachments:

- (1) MVRPC SFY2020 Work Program Completion Report Summary
- (2) Resolution Adopting the SFY2020 Transportation Work Program Completion Report

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
601	Short Range Planning		FTA/ FHWA/ ODOT/ MVRPC	93%	100%	
601.3	Transit and Human Service Transportation	Continue to apply and update as necessary 5307 Formula Allocation	Staff prepared worksheets for Continuing Resolution funding in March and for the Full Year Allocation in May 2020. Staff also prepared detailed instructions on the allocation process.			
		Provide technical assistance to human services agencies	Staff regularly reviewed national/state resources and publications for best practices in transit service. Guidance was shared with transit providers.			
		Assist in developing a regional mobility management perspective	Staff met with mobility managers in region on a monthly basis to encourage coordination and identify possible regional services to be provided.			
		Continue coordination with transit agencies, ODOT, for-profit and nonprofit transportation providers	Staff facilitated quarterly transportation coordination meetings with transit agencies and continued to lead the regional coordination planning effort in partnership with ODOT.			
		Support senior transportation agencies and manage local operating pass-through funding. Encourage additional jurisdictions or organizations to expand supplemental transportation options for seniors	Staff held regular quarterly meetings with transit providers to identify challenges in providing senior transportation. Six agencies were awarded grant funds to support this effort and continue transportation service. Staff performed outreach and attended networking opportunities to offer support to agencies offering transportation services to the public.			
		Take citizen inquiries regarding transportation needs and refer callers to appropriate resources when possible	Staff responded to inquiries from the public regarding transportation services available in area. Callers were referred to services which best matched needs or other social service agencies which could assist in support.			
		Continue work to standardize volunteer driver recruiting, screening, and training through the Regional Transportation Coordination Council	Staff supported this effort with the mobility managers and incorporated work into the regional transportation coordination plan.			
		Assist in developing appropriate transportation solutions for underserved special populations	Staff met regularly with transportation providers and health and human service agencies to identify challenges and develop solutions for elderly and disabled populations.			
		Support GDRTA in the development and expansion of a One Call, One Click concept.	Staff continued to support GDRTA in this effort, but the concept has not yet been implemented.			
		Participate in CarFit events that assist senior drivers	This effort was carried out directly through mobility managers in the Greater Region with staff support when necessary.			

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
601.3	Transit and Human Service Transportation	Distribute Senior Transportation one-pager	This effort was not complete due to COVID-19.			
		Research new technologies that may impact the mobility of non-drivers	Staff reviewed a new software platform which would aid in distributing information regarding transit options.			
		Participate in ODOT older road user team and implement strategies that promote safety of senior drivers and non-drivers	No events were held due to COVID-19.			
601.4	Safety Planning	Assist ODOT District 7 and 8 and local jurisdictions with funding requests and applications	Staff attended DSRT meetings at District 7 and attended local safety meetings in Dayton. Staff assisted local jurisdictions with funding applications. Staff completed the Infirmary Rd and OH-4 intersection GCAT and ECAT analyses where location will be monitored as needed. Staff participated in three safety audits headed by a consulting firm, Jacobs Engineering.			
		Use the latest available crash data to support transportation programs and PSA messages to the public	Staff analyzed regional crash trends in CY 2019 to decide the next round of educational safety messages based on regional factors that contribute to a high rate of injuries and/or fatalities including pedestrian safety, distracted driving, driving sober, and seat belt use. Social media was also used to highlight those messages throughout the year.			
601.5	Federal and State Legislation	Monitor transportation and air quality related-legislation, regulations and funding	Staff monitored the status and content of various proposals regarding the FAST Act Reauthorization. Staff reviewed Federal Register and grant information and forwarded pertinent information to appropriate staff as necessary.			
602	Transportation Improvement Program (TIP) and Project Monitoring and Assistance		FTA/ FHWA/ ODOT/ MVRPC	95%	100%	
602.1	Develop the SFY2021-SFY2024 TIP and amendments to the SFY2018-SFY2021 TIP	Draft Report	Staff began preparing reports and tables for the new Draft SFY2021-SFY2024 TIP. Staff updated the Web-TELUS database tables, queries, forms and reports to meet the needs of the Draft TIP. Staff compiled the listing of Draft TIP projects for the public participation meeting in January. Staff coordinated with all three transit agencies in the area on submittals of updated TIP information and tables for the Draft TIP.			
		Final Draft Report	Comments on the Draft TIP were received and changes were incorporated into the Final Draft TIP. The individual county TIP maps were edited and completed. Staff published the Final Draft TIP in PDF format and made it available at www.mvrpc.org			
		Final Report	Staff drafted a cover memo and resolution for the Final TIP, which was approved by the Board on May 7, 2020. The report was then submitted to ODOT, and subsequently FHWA; final approval of the STIP/TIP was received on July 1, 2020. Website was updated with Final TIP Report and other information.			
		Amendments	Numerous highway and transit SFY2018-2021 TIP amendments were prepared and processed through the TAC and approved by the Board during the year. All transmittals for the subject amendments were transmitted to ODOT for STIP amendment on a quarterly basis. All proposed and approved TIP amendments were posted on MVRPC's web site and are also available for viewing through the MVRPC Web-Telus TIP system.			

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
602.2	Regional Transportation Planning Program and Project Development and Planning Assistance - Supplemental Funding for TIP Management	Update STP/CMAQ and TA Policies and Major New Program Policies				Staff continued to implement and monitor ODOT's Carryover Reduction Policy. Staff completed minor updates to the STP/CMAQ and TA Policies. There were no changes to the TRAC Policy and Procedures this year.
		FAST Act funding availability memo and implement application process for STP/CMAQ and TA Programs				A FAST Act funding availability report was prepared and presented to the Board on September 5, 2019. Staff formally requested Board authorization to solicit member jurisdictions for new STP and TA projects, which was subsequently authorized. Staff solicited for STP and TA projects in September-October. Staff compiled the listing of the newly received projects for the public involvement meeting in November and made it available for public comment and review as part of the 30 day comment period. Staff entered the received projects into the MVRPC's database. The projects were ranked and 21 STP projects and 6 TA projects were approved at the March 5, 2020 Board meeting. Approval/disapproval letters were prepared and sent to all of the project applicants. MVRPC staff worked with numerous jurisdictions regarding potential projects during our solicitation for STP/TA projects.
		Prepare and publish annual listing of obligated projects				Staff prepared a listing of projects that were obligated in SFY2019 and published the list on the MVRPC website.
		Assist jurisdictions with the Complete Streets policy				Staff reviewed all applications for STP funding to ensure compliance with the Regional Complete Streets policy. Provided sign-off on project applications which met the policy upon submission. Contacted project sponsors when there were questions or when changes needed to be made. Provided ideas, resources and other assistance on how to modify the application to come into compliance with the policy.
		Annual project sponsor survey and TSM summary				Staff completed the CY2019 Local Project Survey and updated databases as appropriate. Staff distributed the CY2020 Local Project Survey and entered the results into the Local Project Database. Staff collected information and updated internal databases to reflect CY2019 TSM activities within the region.
		General assistance to ODOT and project sponsors				Staff provided assistance to numerous jurisdictions and ODOT on projects being programmed into Ellis.
		Assist in preparing project programming information, update TELUS and coordinate with Ellis				Staff reviewed project information in ELLIS and coordinated with the TELUS database. Staff attended numerous project field reviews throughout the year. Staff continued to update the TELUS database, queries, search pages, project pages, and mapping features.
		Develop SFY2021 Lock-down project listing				Staff prepared a SFY2021 lock-down project list and worked with jurisdictions that had projects scheduled in SFY2021 to ensure the schedules were correct and achievable.
		Staff assistance to ODOT STIP Subcommittee				Staff coordinated with ODOT Central and District Offices in regards to the TIP/STIP Modification process.
		Project status reviews				Staff prepared and coordinated a Bi-annual TIP project review for District 7 projects on November 12, 2019 and May 26, 2020 and for District 8 projects on November 20, 2019 and June 2, 2020.
		Assistance with ODOT's TRAC Major New Program application process				On August 21, 2019 MVRPC staff and our TRAC project sponsors met with TRAC officials at Miami University Hamilton Wilkes Conference Center to present updated project information.
		Participate in the Ohio MPO Statewide CMAQ Program and conduct CMAQ project eligibility determinations				Staff continued to participate in the Ohio Statewide CMAQ committee by participating in numerous meetings and conference calls. Staff monitored CMAQ projects for accuracy in order to ascertain available future capacity at the state level. Staff prepared and submitted 7 CMAQ project eligibility determinations during the year.

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
602.2	Regional Transportation Planning Program and Project Development and Planning Assistance - Supplemental Funding for TIP Management	Provide assistance to jurisdictions to implement and expedite LRTP projects	As in prior years, MVRPC supported the Region's Priority Development and Advocacy Committee (PDAC) process this year. PDAC identifies important regional projects including transportation projects. MVRPC evaluates proposed transportation projects for consistency with the LRTP. A seminar for jurisdictions was held on October 17, 2019 in order to clarify the FY2021 PDAC application process. Staff worked extensively with various jurisdictions to complete FY2021 PDAC applications. Following staff scoring of the FY2021 PDAC applications, an email was sent out to the PDAC Project Sponsor's in order to reach consensus on the individual project rankings. Staff organized a review panel to review and recommend priorities for proposed regional FY2021 PDAC Transportation and Government Services Applications. The staff recommendations were presented to the Transportation and Government Services Review Panel on January 9, 2020. The TAC approved the list of FY2021 PDAC requests on January 16, 2020 and the list was subsequently approved by the MVRPC Board on February 6, 2020.			
		Provide assistance with data, consultant selection, project development and miscellaneous review functions	Staff coordinated changes and evaluated various issues related to project scope and funding for projects throughout the Region including Chambersburg Road, Stillwater River Bridge, Deeds Point Bridge, Hewitt Bikeway, and US 35 widening.			
		Generate traffic assignment information	Staff responded to numerous consultant requests for regional growth projections and assisted ODOT with certified traffic reviews and data. Staff conducted new model runs for the North Main Street safety project.			
605	<i>Monitoring and Surveillance</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	91%	98%	
605.1	Planning Databases	Continue updating transportation, land use, and environmental databases	Staff continued updating the development tracking database and created an updated (2018) version of the existing land use database.			
		Implementation of Year 2 counting cycle (2018-2020) by taking supplemental in-house vehicular and bicycle traffic counts	Staff completed Year 2 counts by taking additional in-house counts. Staff coordinated with jurisdictions to submit count data for full count cycle. Staff compiled all counts and conducted quality check of data. Staff maintained database of classified/period counts. Staff purchased new materials and equipment to replace outdated or malfunctioning equipment as needed. Eight bike count studies in region were performed successfully during SFY2019. Data from 14 trail counters plus 6 new trail counters were received from five local agencies and recorded on a point shapefile. One agency did not submit trail counter data.			
		Summarize and analyze planning databases to support on-going planning efforts and disseminate data	In preparation for the next LRTP Update, staff reviewed, obtained (from INRIX, ODOT and other sources), compiled and updated data for the regional report card. Staff conducted before and after I-75 bottleneck improvements analysis and designed an information sheet for dissemination that included both the bottleneck analysis and the regional report card. Staff reviewed, compiled and analyzed data to update existing maps and prepare new maps using GIS for roadways, bikeways and transit based on the updated Project Evaluation System. Staff collected and compiled data to develop a Shared Mobility resources table for the Dayton Region and published it on the Smart Mobility page on MVRPC's website. Staff responded to requests for data as they were received.			
		Assistance with Census 2010/2020/ACS Data	Staff continued to monitor annual data releases of the American Community Survey and population estimates program.			

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
605.2	Planning Research, Data, and GIS Support	Provide general research, data, and GIS support to agency's planning activities				Staff provided data and mapping assistance for long range transportation planning, short range transportation program, sustainable planning, and rideshare programs. Staff updated various core GIS datasets (Jurisdictions boundaries, streets, transit, etc.) and administered the agency's ArcGIS Online account. Staff created and updated a COVID-19 resources page on the agency's Geo-Spark web site.
		Maintain and enhance agency's web mapping applications.				Staff provided support for developing web maps, layers, and web applications. Staff updated existing mapping applications including Great Miami Riverway Mapping application and GIS activities application. Staff developed and released Tornado affected properties and case management system data web mapping application. Staff developed and released Pandemic Childcare web mapping application in response to the Covid-19 pandemic. Staff developed and launched a new Miami Valley Geo-Spark, a comprehensive GIS open data site with map galleries and GIS initiatives. Staff updated Geo-Spark web site featuring local initiatives such as Atlas of Dayton, Great Miami Riverway, and Dayton Riverfront Plan.
		Attend conferences, seminars, and workshops				Staff attended APA Ohio State Conference (September 3-4), OEDA Fiscal Impact Analysis Training (September 12), Putting People First: Solving the Social Determinants of Health Conference (November 15 and 22), MVAPA Planning and Zoning Workshop (December 6), Aligning for Impact Conference (January 30), Congress for the New Urbanism Virtual Conference (June 10 – 13), and other webinars.
		Coordinate Resource Center functions				Staff maintained MVRPC's subscriptions and resource center as needed.
		Coordinate with the U.S. Census Bureau and Ohio Development Services Agency to provide program assistance, including preparation for 2020 Census				Staff provided support to state and local Census Bureau Partnership Specialists and coordinated the completion of 2020 Participant Statistical Areas Program (PSAP). Staff assisted Greene County and Miami County to establish their Complete Count Committees. Staff provided data and mapping support for Montgomery County Complete Count Committee, including self-response rates at the jurisdictional and tract level. Staff updated 2020 Census resource page as needed and promoted 2020 Census through Miami Valley Communication Council, community briefings, and sessions at the local Planning and Zoning Workshop. Staff responded to media requests related to the Census.
		Respond to data, information, and mapping requests				Staff responded to numerous public and private data, information, and mapping requests including: UpDayton; Greene County RPCC; GDRTA; Miami Conservancy District; City of Piqua; City of Riverside; Montgomery County Land Bank; Montgomery County Arts and Culture District; City of Miamisburg; Greene County Engineer; City of Dayton; Five Rivers MetroParks; and City of Huber Heights.
605.3	Regional GIS	Continue to provide GIS support to previous PSS program participants				Staff provided maintenance, support, and updates for local web mapping products (Trotwood, Riverside, Miami County, and Bethel Township). Staff assisted Five Rivers MetroParks in GIS benchmarking meeting. Staff met with Trotwood to discuss moving their internal GIS operation forward. Staff met with the City of Riverside on GIS and mapping needs.
		Seek and provide GIS support to new participants				Staff developed and published Great Miami Riverway Desert Map application. Staff created a beta custom web mapping application for Dayton Riverfront Plan data visualization and project management purposes.
		Form project-specific groups with ArcGIS Online				Staff formed a new internal group to administer Miami Valley Geo-Spark.
		Expand Regional Geospatial Coordination program with additional partners				Staff hosted SWOGIS meeting on August 8. Staff prepared and conducted 2019 GIS Needs Assessment per updated GIS business plan, the data analysis was completed and summary report was released in January of 2020. Staff attended SWOGIS Steering Committee meetings and 10th anniversary event. Staff visited Sinclair UAC training center.
		Implement regional projects and GIS training programs				Staff collaborated and assisted in design, testing, and promotion of a mid-level training course focusing on ArcOnline with a specialized focus on working with locational data through Survey123 and Collector. Staff hosted the ArcGIS Online training session November. Spring training session was cancelled due to COVID-19.

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
610	Continuing Planning - Review and Appraisal		FTA/ FHWA/ ODOT/ MVRPC	94%	100%	
610.1	Long-Range Transportation Planning	Prepare 2040 LRTP amendments and attend TAC and Board meetings				Staff designed and launched a new website (plan2050.mvrpc.org) to share timeline, outreach opportunities and technical documents, as well as receive feedback for the 2050 Long Range Transportation Plan Update. Staff began preparing exhibits and presentations for the first public participation meeting as well other technical forms and documents for project solicitation and published them on the website.
		Travel demand model coordination				Staff continued to coordinate with consultants, ODOT, and other MPOs in the process of developing and maintaining a new travel demand model for the region and received delivery of the model in May 2020. Staff ran the model for various 2050 autonomous vehicle (AV) scenarios and compared the outputs against the 2050 E+C results. Staff tested the ODOT postcans calculator to analyze the new model output networks.
		Develop a yearly transportation network: 2019 highway and transit network				Staff completed network updates to reflect completed projects and changes to the fixed-route transit network made in SFY 2019.
		Continue staff training by attending seminars, workshops and conferences and updating software				Staff attended NHI - Designing for Pedestrian Safety on August 27 and August 28. Staff attended the FHWA Improving Intersection Safety for All Users webinar on July 26. Staff attended the Miami Valley Planning and Zoning Conference on December 6. Staff attended several FHWA and state sponsored performance management webinars, Talking Freight webinars, INRIX and StreetLight Insight webinars, Ohio Travel Demand Model Users Group meetings as well as Women's Transportation Seminar (WTS) Lunch and Learn meetings. Staff attended the Ohio AV/CV Architecture Training workshop at ODOT on August 6. Staff attended the Ohio Conference on Freight in Cleveland on August 7-8, Southwest Ohio Logistics Conference on February 26, DriveOhio Alliance meeting in Columbus on August 22, and seminar by the Dayton Area Logistics Association on Sept 17. Staff completed the Introduction to Connected Vehicles and Automated Vehicles NHI course on March 2020. Staff attended an FHWA sponsored, south-west Ohio focused, Air Quality Workshop on September 11, 2019. Staff attended OTEC on October 29-30. Staff attended Climate Change Seminar on February 24, 2020. Staff attended various LTAP sponsored webinars.
		Administer traffic counting program				Staff continued administering traffic counting program. Second year of 2018-20 count cycle was completed and database with most recent qualified counts developed. Staff continued 2018-20 count cycle by purchasing new materials and equipment, selecting count locations, and coordinating with jurisdictions to collect counts. Staff monitored traffic volume trends in the State and the Region as a result of the Covid-19 pandemic and decided to cancel the in-house traffic counting program for CY 2020.
		Conduct a comprehensive evaluation of the project evaluation system				Staff worked with a committee of MPO members to update the Project Evaluation System (PES) to incorporate a performance management approach and equity considerations. The revised PES was adopted by the MVRPC Board of directors in February 2020. Staff updated maps and forms related to the changes.
		Update and analyze transportation performance metrics				As per performance management requirements of MAP-21 and the FAST Act, and in coordination with ODOT and the regional transit agencies staff analyzed the impact of pertinent TIP projects to help achieve adopted targets.
		Work with ODOT and regional transit providers to develop and report performance targets				As per performance management requirements of MAP-21 and the FAST Act, and in coordination with ODOT, staff obtained and examined safety data and statistics for the region. Staff decided to continue to support Ohio's targets for all annual safety performance measures for the region. Staff presented the annual safety performance targets to the Board for adoption in November 2019. Staff coordinated with the regional transit agencies to develop Public Transit Agency Safety Plans and targets, the resulting targets were adopted by the Board in May 2020.

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
610.1	Long-Range Transportation Planning	Update and maintenance of Miami Valley Regional ITS Architecture				Staff continued to monitor progress on Ohio's CV/AV ITS Architecture update by attending ODOT/Drive Ohio sponsored training workshop (August 6) and hosting a workshop at MVRPC offices on the Statewide Architecture Update regional surveys follow-up (September 24). In June, staff were notified regarding completion of the State's ITS architecture update and it's availability for integration with MPO regional architectures. Staff has since entered into discussions with the project consultant to incorporate the State's updated ITS architecture into MVRPC's regional architecture as well as updating MVRPC's regional architecture as a separate project subject to approval by DriveOhio /ODOT.
		Participate in Regional and Statewide Transportation Planning efforts/activities				Staff served on the Rural Intercity Bus Advisory Committee. Staff attended OARC Transportation Committee and Safety Committee meetings. Staff, along with other WTS members, participated in an Emotional Intelligence workshop at the Dayton Metro Library on July 11. Staff participated, as one of the panelists, on a Smart Mobility Panel discussion sponsored by DriveOhio at the Dayton STEM School on November 11. Staff coordinated with DriveOhio/ODOT, Clark County-Springfield Transportation Coordination Committee and consultants to host an ITS workshop on Statewide Systems Engineering Framework for Autonomous/Connected Vehicle (AV/CV) Infrastructure on September 24. Staff met with FHWA regarding the CV/AV architecture workshop follow-up on November 5. Staff participated in the Access Ohio Steering Committee and hosted an Access Ohio Public Participation Meeting in October 2019.
610.2	Regional Planning	Share, disseminate, and publicize Going Places outcomes with regional stakeholders				Staff disseminated Going Places Summary Booklets to individuals and at events including: Montgomery County Arts and Cultural District Board meeting; WSU MPA Class; and MVAPA Planning and Zoning Workshop.
		Develop resources and tools, including enhancing data tools and disseminating best practices				Staff launched the Miami Valley Data Commons site, a web data retrieval tool. Staff launched a new Planning Tools webpage on September 4, featuring best practices resources on 11 topic areas. Staff developed and launched a survey to solicit feedback and collect input on the current planning tools platform and other topics for future consideration. Staff compiled a data table using the latest Census datasets at the local jurisdiction level to prepare for the Miami Valley Data Commons 2.0.
		Participate and partner in planning process following the agreed upon project scope				Staff provided mapping assistance for the Dayton Riverfront Plan project. Staff provided data collection, analysis, and mapping application development to the Great Miami Riverway Recreational Desert Study. Staff partnered with Greene County RPCC on Greene County Future Land Use Plan update project. Staff participated in the Miamisburg, Harrison Township, and Dayton Thriving Neighborhood Initiatives in partnership with Montgomery County Land Bank. Staff participated in the City of Dayton Bloomberg/Harvard Initiative Data Committee.
		Upon request, provide consultation, assistance, and planning services to local jurisdictions and other agencies				Staff provided various planning services (project planning, scope consultation, and data/mapping) upon request for the following projects: City of Clayton Consolidated Development Ordinance Project; Miami Twp. Comprehensive Plan Update project; Miamisburg Downtown Redevelopment Plan; Brookville Wayfinding Map; Dayton Board of Realtors Housing Study; City of Riverside Land Use Plan update; and WPAFB Joint Land Use Study.
		Promote and engage in regional dialogues on transportation equity				Staff continued outreach activities to share information from the Equity Profile to: Montgomery County Arts and Cultural District Board meeting; Open World Program with Russian participants; Parity Inc. Black Leadership Development Program; and Aligning for Impact Conference at Sinclair Community College. Staff published the October edition of Equity Newsletter on October 30.
		Provide status updates to MVRPC TAC and Board of Directors				Staff provided an update on Community and Regional Planning developed tools at the November TAC and December Board meetings with a focus on recently developed resources: Miami Valley Data Commons; Miami Valley Geo-Spark; and Planning Tools Resources webpage. Staff provided 2nd update at the March TAC and April Board meetings with a focus on local planning support with highlights on recent planning and member services.

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
625	Public Information and Service		FTA/ FHWA/ ODOT/ MVRPC	92%	100%	
625.1	Public participation and media relations	Review MVRPC's Public Participation Policy for Transportation Planning per FAST Act requirements	Staff updated the Public Participation Policy in accordance with FTA and ODOT requirements. The policy was updated to allow more flexibility and options to customize outreach for projects. A new section was added to provide opportunity to move from in person open house to online platforms in the event of a public health concern, natural disaster, etc. Staff participated in training webinars available from FHWA and ODOT regarding best practices for virtual meetings.			
		Coordinate all necessary outreach regarding public participation meetings	Staff coordinated outreach for the following public participation meetings: Draft GRMI Plan Public Meeting - July 9 and 11, 2020, the Final Draft GRMI Plan and Section 5310 Project Review Public Meeting - September 24 and 26, 2020, STP and TA Project Review Public Meeting - November 7, 2019, Draft TIP Public meeting - January 16, 2020, Final Draft TIP and Public Participation Policy Update Online Public Review - March - April 2020.			
		Coordinate with various consultants regarding public participation	No public participation consultants were used in FY2020.			
		Oversee and maintain website and highlight transportation issues	Staff maintained the mvrpc.org website with public meetings, project and program information.			
		Update media contacts in Outlook	Staff updated all contacts as needed to ensure delivery of public participation information.			
		Incorporate other entities' mailing lists	Staff included new networks and contacts to our mailings lists related to several new initiatives and partnerships.			
		Produce various Public Participation Summary booklets	Staff created summary booklets for the GRMI, TIP and Public Participation Policy update public participation cycles.			
		Participate in project-oriented public meetings	Staff participated in all project-oriented public meetings.			
		Participate in the Ohio Association of Regional Councils' Communications & Public Participation Subcommittee	An MVRPC staff member is the current chairperson of the OARC communications subcommittee and subcommittee conference calls were held quarterly.			
		Assist with the redesign of the OARC (www.regionalcouncils.org) website	MVRPC staff members handle the maintenance of the OARC website.			
		Coordinate a regional safety awareness campaign to address trends in regional crash data	MVRPC staff updated safety outreach campaign images with the focus areas derived from the crash data and the campaign was delivered using a robust range of advertising platforms.			

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
665.0	Travel To Independence Program		FTA/ FHWA/ ODOT/ MVRPC	30%	100%	Travel Toward Independence was not fully implemented in Senior Centers due to COVID-19. All program items were developed and forwarded to ODOT.
665.1	Travel To Independence	Create class curriculum, evaluation forms and contract forms	Staff developed class curriculum and created hosting agreements in partnership with seniors centers and transit providers.			
		Develop hand-outs and other teaching tools	Staff researched content and prepared handouts, presentations and course materials prepared for all sessions.			
		Coordinate program activities with Greene Cats and GDRTA	Staff worked in cooperation with Greene CATS and GDRTA to ensure they were actively involved in development of course materials.			
		Market the program and recruit class participants	Staff marketed the program at each host location to recruit participants using flyers and newsletter articles.			
		Hire a videographer to create videos of teaching sessions	Staff determined that because partner providers already had videos, video creation was not necessary.			
		Order flash drives and pass pouches to supplement learning experience for class participants	Staff acquired flash drives to use for saving all course resources and custom folders developed for class participants.			
		Deliver four courses	While courses were scheduled for four locations, unfortunately they were all canceled due to COVID-19 and the mandatory closing of all senior centers.			
		Use videographer's services during class sessions	Staff were unable to complete this action because the course sessions were canceled as a result of COVID-19.			
		Prepare final report and submit to ODOT	Staff prepared the final report and submitted to ODOT.			
667.1	RIDESHARE Program		FTA/ FHWA/ ODOT/ MVRPC	66%	100%	Most vanpools were impacted by COVID-19 and suspended or permanently discontinued operation.
667.11	RIDESHARE Program	Continue contract with MORPC to host a web-based, integrated ride matching service	Staff, in collaboration with the OARC Rideshare Subcommittee, extended the contract for the RideAmigos platform.			
		Provide quality computerized ride matching services (generate match lists)	The Miami Valley Region network has 3459 registered users on the Gohio Commute platform. In SFY20 159 new users were added, and there were 173 newly created trip plans (commute routes) and 676 trip searches (number of times routes were viewed for matches), and 403 direct messages were sent to matches.			
		Employer contacts / presentations and campaigns	Staff made presentations at several large single site employers and higher education institutions to promote sustainable transportation options.			

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
667.11	RIDESHARE Program	General advertising and outreach to promote RIDESHARE, including cross promoting with the Air Quality Awareness Program and ODOT construction projects including US35 in Montgomery and Greene Counties				The 40th Anniversary of the Rideshare Program celebration continued through the end of 2019 with enhanced promotion of sustainable transportation options. As a result of COVID-19, advertising to promote the Rideshare Program was adjusted in accordance with public health guidance. MVRPC partnered with Bike Miami Valley and Five Rivers MetroParks for bike month promotions. MiamiValleyRoads.org was developed to promote the construction projects in the Region and encouraging commuters to carpool or bike to avoid congestion in the area under construction.
		Conduct visual inventory of RIDESHARE roadway signs and identify locations for potential new signs. An intern may be utilized				Staff worked with ODOT Districts 7 and 8 representatives to identify Rideshare sign locations in preparation for replacement.
		Distribute Commuter Club Card to new enrollees				Staff mailed Commute Club Cards to new registrants on the Gohio Commute Platform.
		Coordinate the "Drive Less Live More" Initiative				The Drive Less Live More campaign was canceled due to COVID-19.
		Coordinate the Guaranteed Ride Home Program				No requests for Guaranteed Ride Home Program.
		Participate in RIDESHARE / Air Quality OARC meetings				An MVRPC staff member was appointed chair of the Rideshare/Air Quality subcommittee and meetings were held quarterly.
667.12	Vanpool Administration	Coordinate with Commute with Enterprise				Staff worked with Commute with Enterprise to encourage vanpooling. Due to COVID-19, most vanpools have stopped running.
		Participate in various transportation fairs				Staff supported Commute with Enterprise at two vanpool information sessions advertised for those interested in forming or joining vanpools.
		Geocode / plot potential vanpoolers and determine meeting points				No requests were made for geocoding or plotting potential vanpoolers.
		Administer the Vanpool Seat Subsidy Program with Commute with Enterprise				MVRPC provided subsidies to eligible vanpools through Commute with Enterprise.

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
667.2	Air Quality Awareness Program		FTA/ FHWA/ ODOT/ MVRPC	80%	100%	
667.21	Miami Valley Air Quality Awareness Program	"Air Pollution Advisories" issued in coordination with RAPCA	RAPCA issued seven (7) ozone Air Pollution Advisories. Notifications of the APAs were distributed broadly throughout the Region. RAPCA measured one (1) exceedance day of the 2015 8-hour ozone standard (>70 ppbv) and zero (0) exceedance days of the 2006 24-hour PM2.5 standard (>35µg/m3) in FY2020 on Saturday, June 20, 2020 – Ozone (3 monitor exceedances).			
		Coordinate with GDRTA, Clark County-Springfield TCC, Springfield City Transit, Miami County Transit and Greene CATS when the advisories are issued	Notifications sent to CCSTCC and all regional transit agencies.			
		Continue to maintain the air quality website (www.miamivalleyair.org) to include ground-level ozone / PM 2.5 information and EnviroFlash option	Staff continued to maintain MiamiValleyAir.org.			
		General advertising and outreach using "It All Adds Up to Cleaner Air" materials including the locally produced items	MVRPC advertised the Air Quality Awareness program broadly throughout the Region using several traditional and digital media platforms.			
		Special outreach efforts/special events that promote reducing air pollution	MVRPC partnered with NOACA and MORPC to develop a campaign to promote Air Quality Awareness Week.			
		Coordinate with RAPCA regarding an "anti-idling campaign" focusing on schools	In FY 2020 eight (8) signs were distributed to Public Health Dayton and Montgomery County and Five River Metro Parks requested five (5) signs. MVRPC continues their support of the "anti-idle campaign" with RAPCA. MVRPC includes information about the program on MiamiValleyAir.org.			
		Participate in RIDESHARE / Air Quality OARC meetings	An MVRPC staff member was appointed chair of the Rideshare/Air Quality subcommittee and meetings were held quarterly.			

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
667.22	Enhanced Air Quality Forecasting	Contract with RAPCA / Forecasting Service / Consultant for enhanced, year-round air quality forecasting	RAPCA provided APA forecasting program throughout the Fiscal Year. The region remains designated by U.S. EPA as an "attainment area" under the 2015 ozone air quality standard.			
		Coordinate with RAPCA regarding forecasting training, software, and educational conferences, outreach and anti-idling program	RAPCA and MVRPC coordinate regularly regarding forecasts, training and educational conferences. We have a contract agreement with Sonoma Technology, Inc. (STI) to provide us with updated forecasting tools. This helps us to continue enhancing our air quality forecasting skills.			
667.3	Alternative Transportation Program		FTA/ FHWA/ ODOT/ MVRPC	55%	93%	
667.31	Alternative Transportation Activities/ Outreach	Conduct outreach activities to encourage members to make their jurisdictions more walk and bike-friendly with special emphasis on creating more safe routes to schools and parks	MVRPC worked with jurisdictions to develop walking and biking approaches as specific responses to COVID-19. In light of marked increase in regional trail usage, and the need for outdoor activities that can be done with social distancing, creation of temporary bike lanes and increased areas for walking were encouraged. To our knowledge no jurisdictions implemented any of these ideas.			
		Cross-promote the "Bike on Bus" program as part of "Drive Less Live More"	Drive Less Live More activities were significantly reduced due to COVID-19. Bike on bus is promoted on MiamiValleyTrails.org .			
		Distribute the multi-county bike map (5th edition) in conjunction with partner agencies.	Distribution of Fifth Edition Bikeways Map continued through April of 2020, then replaced with Sixth Edition Map. MVRPC staff coordinated among partner agencies to redistribute excess maps to agencies that had run out.			
		Respond to questions and comments received through (www.miamivalleytrails.org), and create website content	The Miami Valley Trails web site received 79 Contact Us inquiries during SFY 20. All inquiries received a response within 3-4 days. Also received were queries or reports on the "Report a Problem" form. Responses to those messages were handled by representatives of the Trail Managing agencies.			
		Implement recommendations of the Comprehensive Local-Regional Bikeways Plan Update	Highlight efforts include development and distribution of the Miami Valley Bikeways Map (sixth edition), participation in local bike/ped advisory committees, Safe Routes to School committee for the City of Dayton, and facilitation of the Regional Bikeways Committee to receive continuous feedback on plan elements and projects.			
		Support Dayton Bike Share program and Bike Miami Valley, through board membership, technical assistance and research	MVRPC staff serve on the Bike Miami Valley board and as a liaison to the Bike Miami Valley Regional advocacy Committee (RAC). MVRPC partnered with Bike Miami Valley to co-facilitate the Regional Bikeways Committee starting in March 2020. MVRPC and Bike MV also worked together with the City of Dayton to encourage active transportation responses to COVID-19.			
		Distribute the local version of the ODOT Share the Road Education kit branded for the Miami Valley	Ongoing.			

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
667.31	Alternative Transportation Activities/ Outreach	The agency will distribute bike and pedestrian light sets and bike bells to the public to increase safety for cyclists				This activity was negatively impacted by COVID-19, as in-person events were greatly reduced.
		Conduct walking audits for jurisdictions, schools, universities and employers				MVRPC staff solicited member communities to take advantage of this service, however no communities used this service.
		In cooperation with RAPCA, encourage jurisdictions to apply for Diesel-Emission Reduction grants				Ongoing.
		Complete an active transportation "dash board" feature for MVRPC web site to report on community progress in becoming more bike and walk friendly				Ongoing.
		Participate in opportunities to increase public awareness of alternative transportation				MiamiValleyAir.org, MiamiValleyRoads.org and MiamiValleyTrails.org, in addition to Gohio Commute platform and MVRPC website all feature information on alternative transportation. Significant advertising completed through traditional and digital media providers to encourage alternative transportation for a variety of purposes.
		Attend meetings that focus on Safe Routes to School coordination and participate in outreach activities				MVRPC staff serve on the planning committee for Dayton's SRTS program. MVRPC staff facilitated the application from the City of Trotwood to complete elements of the Belle Haven School SRTS plan that are located in Trotwood. The committee did conduct some activities for October 2019 Walk to School Day. Bike to School Day in May 2020 was cancelled.
667.32	Alternative Transportation Planning Activities	Assist transit agencies to plan for improved connectivity of routes between systems				GRMI and HSTC Councils shared innovative methods of using transit hubs as transfer points for inter-county riders.
		Provide technical assistance to member jurisdictions seeking to develop local complete streets policies in the region				Example policies were shared with staff and citizens of Vandalia, Ohio, and a presentation was made to the Vandalia Bicycle Advisory Committee on the relationship between the MVRPC Regional Complete Streets Policy and a local complete streets policy.
		Provide assistance to jurisdictions related to implementation of Regional Complete Streets Policy				MVRPC staff completed a review of all 2019 STP/TAP applications for compliance with the MVRPC Regional Complete Streets Policy. Project sponsors with complete streets-related issues were contacted and any needed project updates were agreed to by sponsors and MVRPC.
		Schedule and staff the regional bikeways committee quarterly meetings				Regional Bikeways Committee meetings were held in September 2019 and December 2019. The March 2020 meeting was cancelled due to COVID-19. The June 2020 meeting was delayed into July 2020.
		Continue to integrate local bike projects into the MVRPC GIS system				The Local Bikeways layer was updated with existing and planned trails in advance of the development of the Sixth Edition Bikeways Map.

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
667.32	Alternative Transportation Planning Activities	With Bike Miami Valley and trail managing agencies, adopt regional e-bikes policy	Completed.			
		Offer assistance, as requested, to jurisdictions on using the LTS methodology at a local level to make their communities more bike-friendly by improving connections between neighborhoods, trails, jobs, schools and shopping via low-stress connections	No activity this fiscal year.			
		Encourage and assist jurisdictions to include bicycle and pedestrian facilities in comprehensive plans, engineering transportation plans and thoroughfare plans	MVRPC provided comments and feedback to the development of the Springboro Bicycle and Pedestrian Plan Update for 2020.			
		Convene working groups to plan significant new trail projects that were identified in the Bike Plan Update	MVRPC participates in working groups regarding trail development for northern Miami County and the gap in the Wolf Creek Trail.			
		Support EV infrastructure deployment and implementation	MVRPC continued to work with potential site hosts along the designated Alternative Fuel Corridors in our region to encourage consideration of hosting DC Fast Charging sites to make the corridor signage ready in the region.			
		Continue staff training / development by attending seminars, workshops and conferences	No activity this fiscal year, largely as a result of reduction in events as a result of COVID-19.			
		Develop, design and produce update of bike map – sixth edition	Completed.			
		Hire consultant for design of bike map	Completed.			
		Distribute bike maps	Ongoing. MVRPC received 396 map requests through Miamivalleytrails.org and an additional 147 requests through MVRPC.org during fiscal year 2020.			
		Disseminate report results through presentations and various MVRPC distribution channels	MVRPC activities are reported through the Regional Bikeways Committee, and reports to Bike Miami Valley, and local bike ped advisory committees.			

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
674.1	Administration of the Coordinated Public Transit-Human Services Transportation Plan		FTA/ FHWA/ ODOT/ MVRPC	50%	100%	
674.13	Coordinated Public Transit Human Services Transportation Plan	Perform administrative and planning tasks for 5310 under contract with GDRTA	Quarterly progress reports outlining work completed were submitted to GDRTA.			
		Convene and facilitate quarterly Human Services Transportation Coordination Council meetings	The HSTC Council met quarterly in August, November, and February 2019 and a combined GRMI/HSTC meeting in June 2020.			
		Convene ad hoc working groups to address coordination issues and opportunities	Discussion of developing a Mobility Advisory (sub) Committee to identify opportunities to promote mobility as a service (MaaS) through shared mobility services such schedules, tools, data and coordinating back-end processes between agencies.			
		Assist in maintaining the informational website www.miamivalleyridefinder.org	Provided updates to HSTC inventory when providers shared changes in services to Shannon Webster, Greene County Mobility Manager, who would update web listings.			
		Work with partners to implement the recommendations of the updated HSTC plan	The final HSTC plan was finalized and approved by MVRPC Board in August and public participation meetings held in September 2019. The HSTC Council and transit partners meet quarterly to address and implement the elements of the HSTC plan and provide trainings on various relative topics such as dementia, defensive driving, etc.			
		Complete public participation summary and report	The public participation report and summary were completed in July 2019 and public participation meetings held in September 2019.			
	Designated Recipient for Enhanced Mobility for Seniors and People with Disabilities (Section 5310)	Implement approved regional Program Management Plan for Section 5310	PMP was updated in October 2018 and in August 2019 an additional scoring criteria was added to capture additional priority for projects that enhance regional coordination. Based on revised process, 5 vehicles were awarded to local agencies serving older adults and individuals with disabilities and accessibility Improvements were added to increase number of wheelchair pads and sidewalk repairs.			
		Perform 5310 administrative functions under contract with GDRTA	Quarterly progress reports outlining work completed were submitted to GDRTA.			
		Identify high-priority pedestrian infrastructure projects to improve access to flex and fixed route transit service	The GDRTA was awarded \$120,000 for accessibility improvements to flex and fixed route transit services to increase number of wheelchair pads and improve sidewalk repairs.			
		Participate in statewide 5310 forum	A State forum was not convened.			

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
674.13	Designated Recipient for Enhanced Mobility for Seniors and People with Disabilities (Section 5310)	Coordinate with ODOT to ensure that the process for managing the 5310 process is clear to agencies in our Region				ODOT was encouraged to attend quarterly HSTC Council meetings where information about the allocation process was discussed with interested agencies seeking funding.
		Manage award process for 5310 vehicle funding				Facilitated meeting with steering committee to select recipients of 5310 grant, prepared POP, presented to TAC and MVRPC board members for approval and resolution adoption.
		Complete Transportation Asset Management plan				A Transit Asset Management Plan was adopted by the MVRPC Board in October 2018. In January 2019, completed and submitted NTD Reports on State of Good Repair (SGR) and set new performance target to exceed no more than 45% of FTA - funded vehicles Useful Life Benchmark (ULB) in 2020.
674.14	Greater Region Mobility Initiative	Convene GRMI Human Services Transportation Coordination Council meetings				The HSTC Council met quarterly in July, October, and February 2019 and a combined GRMI/HSTC meeting in June 2020.
		Conduct outreach to older adults and people with disabilities for planning and recruitment				Due to revisions made to the GRMI plan draft, the plan is now undergoing adoption and will undergo implementation in 2020. The plan goals will focus on improving access to transit users, to include older adults and people with disabilities, and therefore will target expanding the network of the GRMI council to include additional stakeholders.
		Edit and review draft regional coordination plan				Final GRMI draft submitted in December 2019, draft revision was completed July 2020 for final review.
		Work with the GRMI committee and ODOT to adopt the regional coordination plan				GRMI draft revision was completed July 2020 and sent out for adoption by each participating county in August 2020 and public comment in September 2020.
		Implement final regional coordination plan				Implementation of the final GRMI plan will precede the final adoption of the revised plan.
		Provide oversight and coordination to regional mobility management projects				Meetings with ODOT in August 2020 to develop a process for scoring and recommending projects to ODOT for funding future projects.
		Continue to network and expand the GRMI Council including transit users, transportation agencies, clergy, medical facilities, public health and other interested parties				Due to revisions made to the GRMI plan draft, the plan is now undergoing adoption and will undergo implementation in 2020. The plan goals will focus on improving access to transit users, to include older adults and people with disabilities, and therefore will target expanding the network of the GRMI council to include additional stakeholders.
		Continue to work with ODOT on the development of future pilot projects				Met with ODOT Office of Transit to discuss expansion of pilot regions and how MVRPC's learnings may be of value statewide. ODOT has agreed to earmark an additional \$200,000 for regional projects which meet the goals of the GRMI.

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
674.2	<i>Transit Exclusive Planning (GDRTA)</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	<i>16%</i>	<i>16%</i>	
674.2.1	Market Research	What Drives You Surveys	No activity this fiscal year.			
674.2.2	Customer Education	MaaS & Fare Payment System	RTA launched the first phase of the MaaS & Fare Payment System project on May 21. This first phase includes the ability for customers to "flash" their bus pass purchased via their smartphone on the Transit app. The RTA fare payment system is called Tapp Pay. Communication, education and marketing materials were created to coincide with the first phase.			
674.2.3	Service Analysis	GIS, Route & Schedule Software Systems	RTA continues to utilize the Remix planning software system to evaluate current and future routing scenarios.			
674.2.4	Annual Planning & Zoning Workshop	Materials, Planning and Event Development	No activity this fiscal year.			
674.2.5	Coordinated Planning	Coordinate with MVRPC, ODOT, and FTA to update our Transit Asset Management Plan as needed and work together on the upcoming Public Transportation Agency Safety Plan.	RTA Board of Trustees officially adopted the Public Transportation Agency Safety Plan on April 7, 2020.			
674.2.6	2019 Title VI Passenger Survey	Survey is to insure that GDRTA provides fair and equitable service and amenities delivery and installation, meaningful customer outreach plans, and periodic service equity review processes	Left over balance from 2019 Title VI Passenger Survey, following review of final draft report in early 2020.			
674.2.7	Member of Human Services Transportation Council and Greater Regional Mobility Initiative Council	Participate, support and provide assistance in achieving the goals of both councils which are focused on improving the overall mobility of seniors, people with disabilities and low-income within the Miami Valley region and surrounding counties supported by the MVRPC	RTA continues to participate, support and provide assistance in achieving the goals of both councils. Activities in 2020 include participation and submitted revisions to the GRMI, and attending a virtual meeting on updates to the GRMI with MVRPC and ODOT.			

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
674.3	<i>Transit Exclusive Planning (Miami County Public Transit)</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	<i>100%</i>	<i>100%</i>	
674.3.2	Coordinated Planning	Work with a consultant on finance planning and costing. Work with ODOT and MVRPC on a Public Transportation Agency Safety Plan	Consulted with Robert E. Ruzinsky - CPA, on planning and financing for our new bus tablets and technology. Coordinated and planned with ODOT and MVRPC to complete Miami County PTASP.			
674.4	<i>Transit Exclusive Planning (Greene County Transit Board-Greene CATS)</i>		<i>FTA/ FHWA/ ODOT/ MVRPC</i>	<i>100%</i>	<i>100%</i>	
674.4.1	Attend HSTC meetings and serve on project sub-committees	Improved mobility options and capacity	Participated throughout the year at HSTC meetings.			
674.4.2	Attend GRMI meetings and serve on project sub-committees	Improved mobility options and capacity	Participated in the development of the GRMI Plan.			
674.4.3	MiamiValleyRideFinder.org website	Management of website	Managed website throughout the year.			
674.4.4	Coordinated Planning	Work with ODOT and MVRPC on a Public Transportation Agency Safety Plan	Safety Plan completed and approved by Transit Board July 29, 2020.			

MVRPC WORK PROGRAM COMPLETION REPORT SUMMARY SFY2020

TASK NUM	ITEM	ANTICIPATED PRODUCT	\$ SOURCE	PERCENT BUDGET UTILIZED	PERCENT Done	REMARKS
697	Work Program Administration		FTA/ FHWA/ ODOT/ MVRPC	83%	100%	
697.1	Work Program Administration	Transportation program supervision	Technical supervision and program oversight was provided.			
		Committee staff support	Staff support was provided for the following Board of Directors Meetings: August 1, September 5, November 7, December 5, February 6, March 5, April 2, May 7 and June 4.			
		Transportation Budget and Work Program	Draft work program and budget was completed and sent to ODOT March 7, 2019.			
		Transportation Budget and Work Program Amendments	Final work program and budget was completed and sent to ODOT May 2, 2019. FY 2019 budget revisions were submitted September 5, 2019.			
		Progress Report	Staff produced the SFY2019 final completion report, which was approved by the board on September 5, 2019 and submitted to ODOT on September 10, 2019.			
		Coordination with ODOT and OARC	Coordination with ODOT and OARC was completed.			
		Coordination with other MVRPC divisions, jurisdictions, system operators and other agencies	Staff continued to work closely with OARC, ODOD, OEPA, member jurisdictions and other agencies as necessary.			
		Annual Title VI Compliance Report	Updated TITLE VI report was submitted as part of the work program submission.			



RESOLUTION ADOPTING THE SFY2020 TRANSPORTATION WORK PROGRAM COMPLETION REPORT

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's transportation planning and programming processes; and

WHEREAS, the SFY2020 Transportation Work Program and Budget were adopted and amended by the Miami Valley Regional Planning Commission; and

WHEREAS, various reports listed in the SFY2020 Transportation Work Program Completion Report have previously been acted upon by the Miami Valley Regional Planning Commission's Board of Directors, as appropriate.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Miami Valley Regional Planning Commission adopts the **SFY2020 Transportation Work Program Completion Report** and authorizes the Executive Director to submit this report and any additional information to funding agencies to document work completed in SFY2020.

BY ACTION OF the Board of Directors of the Miami Valley Regional Planning Commission.

Brian O. Martin, AICP
Executive Director

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

Date

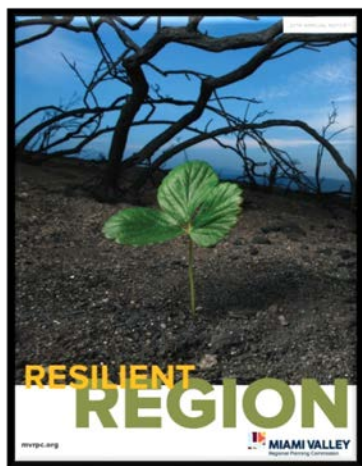
EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP
mvrpc.org



September 3, 2020

MVRPC Annual Report



We are a Resilient Region, and the MVRPC 2019 Annual Report celebrates the ways that we came together as a Region in the face of unprecedented challenges. MVRPC Member organizations and community partners recently received the report in the mail and it is also available on our website at <https://www.mvrpc.org/annual-report-2019/flip-2019.html>.

The report highlights the ways that MVRPC's team of talented planners, engineers, program managers and administrators worked side-by-side with dedicated public servants in communities across the Region to make transportation, community planning and sustainability projects and programs a reality.

Miami Valley Geo-Spark Now Features a New D-Hive Initiative

MVRPC is pleased to announce the launch of a new [D-Hive Initiative](#), as part of the Miami Valley Geo-Spark, our Open GIS Data Hub site.

MVRPC's D-Hive is a new data management & visualization system that takes advantage of a hexagonal cell pattern to integrate and combine different layers of regional geographic information.

This new system provides and displays data and maps in 2D and 3D formats that reveal new insights about our region.

MVRPC's GIS program plays a leadership role in promoting the use of GIS in the Miami Valley Region, in partnership with GIS professionals in the Region.

Visit [Miami Valley Geo-Spark](#) to access our Geographic Information System (GIS) datasets, maps, and recent projects involving geospatial data.



DBJ Diversity in Business Awards

The Dayton Business Journal is launching an exclusive awards program that honors the remarkable work of inclusive organizations and individuals in the Dayton region. Nominations are now being accepted for organizations and individuals in for-profit or nonprofit organizations in the public and private sectors who have shown extraordinary initiative to promote diversity and inclusion within their organizations or in the community, as well as those making a positive difference through contributions to social justice and equality. Visit the Dayton Business Journal website to learn more.

Grants & Funding Resources

On a monthly basis, MVRPC highlights several funding opportunities on our website that could benefit our member communities. We include a description, contact information and program links. We have also listed other valuable resources for finding funding opportunities. See more at mvrpc.org/grant-and-funding-opportunities

This month we are featuring information on:

- Ohio History Fund–Deadline: October 1, 2020
- FY21 Guidelines for Brownfield Multipurpose (MP) Grants– Deadline: October 28, 2020.

Attached is the latest grant funding opportunities specifically regarding COVID-19:

This time we are featuring information on:

- COVID-19 Emergency School Nutrition Funding– Deadline: none listed
- CARES Act - Coronavirus Relief Fund - Public Libraries – Deadline: November 16, 2020

If you need assistance with your grant pursuit or further research, please contact Kathryn Youra Polk, Senior Planner, at 937.223.6323 or kyoura.polk@mvrpc.org.

Upcoming MVRPC Meetings

Most meetings are being cancelled or shifted to teleconference. Please check the agency calendar on mvrpc.org or contact Teresa to find out the status of your meeting. All upcoming TAC and Board meetings will be on Zoom.

Sept. 3 rd	8:30 a.m.	Executive Committee	VIA Teleconference
Sept. 3 rd	9:00 a.m.	Board Meeting	VIA Teleconference
Sept. 4 th	9:00 a.m.	Disaster Recovery Board Meeting	VIA Teleconference
Sept. 10 th	9:30 a.m.	Miami Valley Disaster Recovery Impacted Jurisdictions	VIA Teleconference
Sept. 17 th	9:30 a.m.	Technical Advisory Committee	VIA Teleconference
Sept. 22 nd	2:30 p.m.	Equity Leadership Team Meeting	VIA Teleconference