MIAMI VALLEY
Regional Planning Commission

Scan with Camera
for meeting information

# MVRPC's Technical Advisory Committee (TAC) Meeting

**LOCATION:** Dayton Realtors, 1515 S. Main St., Dayton, OH 45409
**DATE/TIME:** Thursday, August 20, 2026 at 9:30 a.m.

## Meeting Agenda

| | Item | Topic | Pg | Est. Time | Presenter |
|---|---|---|---|---|---|
| | I. | **Call to Order and Introductions** | | 9:30 | Stephanie Goff |
| * | II. | **Approval of July 16, 2026 – Meeting Minutes** | 1 | 9:35 | Stephanie Goff |
| | III. | **Public Comment Period on Action Items** | | 9:40 | Stephanie Goff |
| | IV. | **MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS** | | | |
| * | | A. Resolution 26-22: Recommended Adoption of Revision #12 to MVRPC's SFY 2026-2029 Transportation Improvement Program (TIP) | 4 | 9:45 | Paul Arnold |
| * | | B. IIJA Funds Availability Report and Project Solicitation Request | 19 | 9:55 | Paul Arnold |
| * | | C. Resolution 26-23: Updating MVRPC's Suballocated Funding Policy | 21 | 10:05 | Paul Arnold |
| * | | D. Resolution 26-24: Recommended Approval of MVRPC TRAC Projects for CY2026 | 56 | 10:15 | Brad Daniel |
| * | VI. | **EXECUTIVE DIRECTOR'S REPORT** | 59 | 10:25 | Brian O. Martin |
| | VII. | **ADJOURNMENT** | | 10:30 | Stephanie Goff |

** Attachment/ All Information is available on the MVRPC Committee Center*
Interpreters for hearing-impaired individuals are available upon request; requests should be made at least one week ahead.

**NEXT TAC MEETING: Thursday, September 17, 2026 at 9:30 a.m.**

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

**Dayton Realtors** **July 16, 2026**
**1515 S. Main Street, Dayton, OH 45409** **9:30 AM**

**Members/ Alternates**
Lauren Alvarado, City of Moraine
Aaron Arellano, Village of Yellow Springs
Daniel E. Baker, Miami County
Russ Bergman, City of Huber Heights
Steve Bergstresser, City of Kettering
Ben Borton, City of Vandalia
Ryan Brush, City of Centerville
Chris Celek, Electric Vehicle Association of Ohio
Ken Collier, Greene County Transit
Junior Cope, Miami Township, Mont. County
Merle Cyphers, Harrison Township
Eric Damian, City of Franklin
Andy Ehrhart, Beavercreek Township
David Escobar, City of Dayton
Tim Franck, Washington Township
Alaina Geres, City of Carlisle
Stephanie Goff, Greene County Engineer
Bill Gourley, AES Ohio
Brant Gressel, Greene County Engineer
Rap Hankins, Electric Vehicle Association of Ohio
Walt Hibner, CenterPoint Energy
Pat Higgins, City of Germantown
Paul Huelskamp, Miami County
Stephanie Kellum, City of Trotwood
Kenton Kiser, City of Piqua
Jack Kuntz, City of Brookville
Max McConnell, Miami Township, Mont. County
Rick Melton, City of Miamisburg
Beth Moore, City of Riverside
Sam Morton, Montgomery County TID
Nathan Owens, Greater Dayton RTA
Jillian Rhoades, City of Troy
Scott Schmid, ODOT District 7
Andy Shahan, Montgomery County Engineer
Ronnie Shaw, Xenia Township
William J. Singer, Jr., City of Englewood
John Sliemers, City of Kettering
Nick Smith, City of Beavercreek
David Swanson, City of Centerville
Justin Windsor, Sugarcreek Township
Chip Wirrig, City of Germantown
Dylan Wurst, City of Huber Heights
Lucy Zelinski, ODOT District 8

**Guests**
Katie Eagan, American Structurepoint
Jay Hamilton, Mead & Hunt
Annie Rahall, Fishbeck
Casey Reichert, Choice One Engineering
Stefan Spinosa, Woolpert
John Vance, City of Troy

**MVRPC Staff**
Michele Allen
Paul Arnold
Chanda Davis
Laura Dent
Bryce Gullett
Fabrice Juin
Martin Kim
Brian O. Martin
Hannah Claire Prestridge
Ana Ramirez
Arej Salem

**The Miami Valley Regional Planning Commission Technical Advisory Committee met on July 16, 2026 at 9:30 a.m. at Dayton Realtors, 1515 S. Main Street, Dayton, OH 45409. All members and news media were notified of the meeting pursuant to the Ohio Sunshine Law.**

## I. INTRODUCTION

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

## II. APPROVAL OF MAY 21, 2026 MEETING MINUTES

Mr. Paul Huelskamp made a motion to approve the meeting minutes. Mr. Rap Hankins seconded the motion. The motion passed unanimously.

## III. Public Comment Period on Action Items

None

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

### A. Resolution 26-19: Recommended Adoption of Revision #11 to MVRPC's SFY 2026-2029 Transportation Improvement Program (TIP)

Mr. Paul Arnold referred to the eleventh revision to the SFY 2026-2029 TIP and gave an overview of the numerous project changes made by MVRPC and ODOT. Mr. Arnold discussed that the proposed transportation bill does not include CR funding; therefore, we are anticipating an update to our policy to honor the roughly $9 million of FY2027-2031 CR projects with STP funding. The new solicitation cycle for FY2032+2033 would have $6 million STP funding available for resurfacing projects only. This is all subject to change as things develop. There was a discussion about the status of the funding from the bill, Ms. Ramirez said it was too soon to tell. There was discussion about whether municipalities would be penalized for canceling CR projects. Additional updates regarding the funds available and changes to the policy will be presented at the August TAC and September Board meeting. Mr. Martin commented that based on the 1st funding memo from ODOT, this approach is the best plan to keep projects moving forward. It creates a dip in funding for next cycle but keeps the commitments to all MVRPC funded projects.

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

### B. Resolution 26-20: Adoption of Resolution Supporting the Infrastructure Investment and Jobs Act Performance Management Targets

Ms. Ana Ramirez gave an update on the Infrastructure Investment and Jobs Act (IIJA) which continues to place emphasis on the performance management approach first specified in the Moving Ahead for Progress in the 21st Century Act (MAP-21). It requires state DOTs, transit agencies and MPOs to establish performance and outcome-based programs in several national priority areas. Ms. Ramirez presented a summary of pavement, bridges, reliability, emission reductions, peak hour delay, and non-SOV performance measures. MPOs have 180 days to set targets. No questions were asked.

Ms. Stephanie Kellum made a motion to recommend forwarding to the Board of Directors for adoption. Ms. Jillian Rhoades seconded the motion. The motion passed unanimously.

## V. INFORMATION ITEMS

### A. Ohio Commuter Challenge

Ms. Laura Dent provided information regarding MVRPC's Rideshare Program. MVRPC along with the other Gohio Commute partners are hosting the Ohio Commuter Challenge to encourage commuters to log their trips to win prizes. Contest participants encouraged to visit DriveLessLiveMore.org to register and log their sustainable commute trips during September 14-27, 2026. For those without internet, 937.223.SAVE will be available and we can enter the rideshare data for them.

Ms. Dent then opened the floor for questions and comments. No questions presented.

## VI. EXECUTIVE DIRECTOR'S REPORT

Mr. Brian O. Martin reviewed the Executive Director's Report for July 2026

- Mr. Martin greeted and thanked everyone for attending the meeting.
- June 18th, 2026 Director Matt Lindsay facilitated the Regional E-Bike Discussion
  - Participants included State Rep. Andrea White (District 36), the Greater Dayton Mayors and Managers Association (GDMMA) as well as numerous city managers, legal staff and law enforcement.
- Tools, Data and Mapping Resources provided for our MVRPC members.
  - Please visit here to learn more about these great resources.
- This year, MVRPC's Community and Regional Planning team has been working on several important initiatives, focused on planning & wellness.
- Southwest Ohio Water Study Update
- Grants and Funding Resources
- MVRPC Staff changes
- Upcoming Meetings and Events

## VII. ADJOURNMENT

Chairperson Stephanie Goff adjourned the meeting at 10:13 a.m.

MIAMI VALLEY
Regional Planning Commission

6 North Main Street, Suite 400
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, 2026

**Subject:** SFY2026-SFY2029 Transportation Improvement Program (TIP) Revision #12

Over the last few months MVRPC and ODOT have made numerous changes to the programming documents for various projects resulting in the need for a SFY2026-SFY2029 TIP revision. The attached TIP Tables 4.1, 4.2, 4.3, 4.4 and 5.4 reflect the updated information for each specific project. Modifications to Statewide Line Item projects are shown on Table 4.6 and are provided for information only. A TIP terminology explanation chart of key abbreviations used in the highway/bikeway tables precedes Table 4.1. A resolution adopting the proposed TIP revision 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, 4.4 and 5.4
(3) Statewide Line Item Project table 4.6 (For information only)
(4) Resolution Adopting Revisions to the SFY2026-2029 TIP

# EXPLANATION OF ABBREVIATIONS USED IN TABLES 4.1 – 4.8

## Project I.D. #

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

## PID #

ODOT "Project Identification Number"

## Air Quality Status

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

## Phase of Work

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

## LRTP Goal

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

## FUND CODES, DESCRIPTION AND TYPICAL FUNDING SPLIT

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

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

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

ELLIS -ODOT's Project Monitoring Database
SLI -Statewide Line Item
TELUS -MVRPC's Project Monitoring Database

# Miami Valley Regional Planning Commission

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

**Greene County Projects**

**COUNTY, ROUTE, SECTION:** GRE235-06.13 **ODOT PID #** 115748 **MVRPC #** 2465.3 **PROJECT SPONSOR:** Fairborn

**DESCRIPTION:** SR 235 from Trebein Road to Chapelgate Drive-Resurfacing.

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

**TOTAL COST (000):** $2,063 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-2

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | STATE | $29 | | | | | |
| CON | LOCAL | | | $1,293 | | | |
| CON | NHPP | | | $377 | | | |
| CON | STD | | | $365 | | | |

**COUNTY, ROUTE, SECTION:** CLI/GRE068-16.11/00.00 **ODOT PID #** 116328 **MVRPC #** 2822.3 **PROJECT SPONSOR:** ODOT District-8

**DESCRIPTION:** US 68 from the Wilmington north corp limit to the Xenia south corp limit-Resurfacing.

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

**TOTAL COST (000):** $4,920 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-2

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| CON | NHPP | | | $1,496 | | | |
| CON | STATE | | | $984 | | | |
| CON | STD | | | $2,440 | | | |

**COUNTY, ROUTE, SECTION:** GRE844-00.67 **ODOT PID #** 119079 **MVRPC #** 3017.5 **PROJECT SPONSOR:** ODOT District-7

**DESCRIPTION:** North Fairfield Road over SR 844-Bridge deck replacement.

**COMMENTS :** Federal and State PE funds delayed from SFY2027 to SFY2028 to reflect changes in Ellis.

**TOTAL COST (000):** $10,581 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-2

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | NHPP | | | | $400 | | |
| ENG | STATE | | | | $100 | | |
| ENG | NHPP | | | | | $72 | |
| ENG | STATE | | | | | $18 | |
| CON | NHPP | | | | | | $7,992 |
| CON | STATE | | | | | | $1,998 |

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

Greene County Projects

**COUNTY, ROUTE, SECTION:** GRE - Kauffman Avenue Resurfacing **ODOT PID #** 121843 **MVRPC #** 2868.3 **PROJECT SPONSOR:** Greene County

**DESCRIPTION:** Kauffman Avenue from SR 444 to Zink Road-Roadway resurfacing.

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

**TOTAL COST (000):** $708 **LET TYPE:** Local-let **A.Q. :** Exempt **LRTP GOAL:** G2-2

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| CON | LOCAL | | | $142 | | | |
| CON | STP | | | $567 | | | |

**COUNTY, ROUTE, SECTION:** GRE068-14.28 **ODOT PID #** 123681 **MVRPC #** 3021.5 **PROJECT SPONSOR:** ODOT District-7

**DESCRIPTION:** US 68 over the Little Miami River-Bridge replacement.

**COMMENTS :** Federal and State PE funds delayed from SFY2027 to SFY2028 to reflect changes in Ellis.

**TOTAL COST (000):** $4,047 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-2

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | NHPP | | | | $400 | | |
| ENG | STATE | | | | $100 | | |
| ENG | NHPP | | | | | $120 | |
| ENG | STATE | | | | | $30 | |
| CON | NHPP | | | | | | $2,718 |
| CON | STATE | | | | | | $679 |

# Miami Valley Regional Planning Commission

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

**Miami County Projects**

**COUNTY, ROUTE, SECTION:** MIA - Piqua-Lockington Bridge **ODOT PID #** 120506 **MVRPC #** 2792.5 **PROJECT SPONSOR:** Miami County

**DESCRIPTION:** Piqua-Lockington Road over the Great Miami River-Bridge replacement.

**COMMENTS :** Added Local R/W funds to reflect changes in Ellis.

**TOTAL COST (000):** $5,293 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-2

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | BR | | $56 | | | | |
| ROW | LOCAL | | | $10 | | | |
| CON | BR | | | | $4,966 | | |
| CON | LOCAL | | | | $261 | | |

**COUNTY, ROUTE, SECTION:** MIA041-11.24 BR **ODOT PID #** 124527 **MVRPC #** 3121.5 **PROJECT SPONSOR:** ODOT District-7

**DESCRIPTION:** SR 41 over I-75-Bridge replacement.

**COMMENTS :** Construction delayed from SFY2031 to SFY2032 to reflect changes in Ellis.

**TOTAL COST (000):** $27,150 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-2

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | BR | | | $400 | | | |
| ENG | STATE | | | $100 | | | |
| ENG | BR | | | | $3,600 | | |
| ENG | STATE | | | | $900 | | |
| ENG | BR | | | | | $600 | |
| ENG | STATE | | | | | $150 | |
| CON | BR | | | | | | $16,000 |
| CON | STATE | | | | | | $5,400 |

**COUNTY, ROUTE, SECTION:** MIA - Tipp City Safety Improvement **ODOT PID #** 127007 **MVRPC #** 3134.4 **PROJECT SPONSOR:** Tipp City

**DESCRIPTION:** Tipp City-Construct enhanced safety signage at several locations.

**COMMENTS :** New project, not in the current TIP.

**TOTAL COST (000):** $300 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-3

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | LOCAL | | | | $6 | | |
| ENG | STATE | | | | $58 | | |
| CON | LOCAL | | | | | $43 | |
| CON | STATE | | | | | $193 | |

# Miami Valley Regional Planning Commission

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

**Montgomery County Projects**

**COUNTY, ROUTE, SECTION:** MOT - DIA Northeast Logistics **ODOT PID #** 115795 **MVRPC #** 2478.2 **PROJECT SPONSOR:** Montgomery County

**DESCRIPTION:** This project will improve the following roadways (Northwoods Blvd., N Dixie Drive between Northwoods Blvd. and Lightner Road, and Lightner Road) to accommodate increased traffic, particularly heavy truck traffic, servicing large logistics & distribution facilities near the I-70/I-75 Interchange and the Dayton International Airport-Proposed improvements include resurfacing the existing roadways, widening shoulders, installing concrete barriers, tree lawns, bike paths, roundabout and upgrade traffic signal.

**COMMENTS :** Decreased Federal and Local R/W funds in SFY2026 and added Federal and Local R/W funds in SFY2027 to reflect changes in Ellis.

**TOTAL COST (000):** $24,883 **LET TYPE:** Local-let **A.Q. :** Exempt **LRTP GOAL:** G3

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | LOCAL | $184 | | | | | |
| ENG | STD | $738 | | | | | |
| ENG | LOCAL | $180 | | | | | |
| ENG | STD | $718 | | | | | |
| ENG | LOCAL | $34 | | | | | |
| ROW | LOCAL | $50 | | | | | |
| ENG | STD | $137 | | | | | |
| ROW | STD | $199 | | | | | |
| ENG | LOCAL | | $57 | | | | |
| ROW | LOCAL | | $100 | | | | |
| ENG | STD | | $229 | | | | |
| ROW | STD | | $400 | | | | |
| CON | LOCAL | | | $4,104 | | | |
| ROW | LOCAL | | | $267 | | | |
| CON | STD | | | $16,416 | | | |
| ROW | STD | | | $1,069 | | | |

**COUNTY, ROUTE, SECTION:** MOT835-02.57 **ODOT PID #** 116922 **MVRPC #** 2556.5 **PROJECT SPONSOR:** ODOT District-7

**DESCRIPTION:** SR 835 approximately 1,100' west of the Montgomery/Greene County Line-Bridge replacement.

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

**TOTAL COST (000):** $7,807 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-2

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | STATE | $13 | | | | | |
| ENG | STATE | $93 | | | | | |
| ENG | STD | $372 | | | | | |
| ENG | STATE | $39 | | | | | |
| ENG | STD | $131 | | | | | |
| ENG | STATE | | $24 | | | | |
| ENG | STD | | $56 | | | | |
| CON | STATE | | | $1,416 | | | |
| CON | STD | | | $5,663 | | | |

**COUNTY, ROUTE, SECTION:** MOT - Yankee Street Resurfacing **ODOT PID #** 119362 **MVRPC #** 2728.3 **PROJECT SPONSOR:** Montgomery County

**DESCRIPTION:** Yankee Street from Spring Valley Pike to Leona Lane-Roadway milling and resurfacing to a depth of 1.5" over the full roadway and paved shoulder.

**COMMENTS :** Decreased Local construction funds to reflect changes in Ellis.

**TOTAL COST (000):** $1,971 **LET TYPE:** Local-let **A.Q. :** Exempt **LRTP GOAL:** G2-2

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| CON | LOCAL | | | $1,240 | | | |
| CON | STP | | | $731 | | | |

**COUNTY, ROUTE, SECTION:** MOT - SR 48 Reconstruction/Bike Path **ODOT PID #** 124300 **MVRPC #** 3062.7 **PROJECT SPONSOR:** Kettering

**DESCRIPTION:** SR 48 from Stroop Road to Dorothy Lane-Reduce the roadway from 6 to 5 lanes and construct a shared use path.

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

**TOTAL COST (000):** $4,295 **LET TYPE:** Local-let **A.Q. :** Exempt **LRTP GOAL:** G2-1

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| CON | HSIP | | | | $2,147 | | |
| CON | STA | | | | $2,147 | | |

**COUNTY, ROUTE, SECTION:** MOT - Possum Creek Metro Park **ODOT PID #** 125058 **MVRPC #** 3097.3 **PROJECT SPONSOR:** Five Rivers Metro Parks

**DESCRIPTION:** Possum Creek Metro Park-Resurface existing drive.

**COMMENTS :** Decreased State construction funds to reflect changes in Ellis.

**TOTAL COST (000):** $408 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-2

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| CON | STATE | | | $408 | | | |

**COUNTY, ROUTE, SECTION:** MOT - SR 49/Little Richmond Rd Imp **ODOT PID #** 126489 **MVRPC #** 3138.4 **PROJECT SPONSOR:** Trotwood

**DESCRIPTION:** SR 49 at Little Richmond Road-Intersection improvements.

**COMMENTS :** Increased Federal and Local PE funds in SFY2027 and decreased Federal and Local PE funds in SFY2028 to reflect changes in Ellis.

**TOTAL COST (000):** $593 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-3

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | HSIP | | | $99 | | | |
| ENG | LOCAL | | | $11 | | | |
| ENG | HSIP | | | | $12 | | |
| ENG | LOCAL | | | | $1 | | |
| CON | HSIP | | | | | | $384 |
| CON | LOCAL | | | | | | $85 |

**Table 4.4 RECOMMENDED SFY 2026 - SFY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)**

**Warren County Projects**

**COUNTY, ROUTE, SECTION:** WAR073-01.49 **ODOT PID #** 119985 **MVRPC #** 2761.3 **PROJECT SPONSOR:** Franklin

**DESCRIPTION:** South Main Street from Sixth Street to Eighth Street in Franklin-Roadway mill and overlay. Also included is replacement of curb and gutter, driveways, ADA ramps and sidewalk. Storm sewers and catch basins will be removed and replaced.

**COMMENTS :** Increased Federal construction funds and decreased Local construction funds to reflect changes in Ellis.

**TOTAL COST (000):** $1,119 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-2

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | LOCAL | $160 | | | | | - |
| CON | LOCAL | | | $201 | | | - |
| CON | STP | | | $758 | | | - |

# Miami Valley Regional Planning Commission

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

**COUNTY, ROUTE, SECTION:** MOT - STW ATCMTD Truck Platoon Grant - SLI-001 **ODOT PID #** 111091 **MVRPC #** 2439.8 **PROJECT SPONSOR:** ODOT District-7
**DESCRIPTION:** I-70 Focus with InDOT-Statewide Advanced Transportation and Congestion Management Technologies Deployment Program Truck Platooning Grant.
**COMMENTS :** Decreased Federal and Local PE funds in SFY2026 and increased Federal and Local PE funds in SFY2027 to reflect changes in Ellis.
**TOTAL COST (000):** $8,800 **LET TYPE:** Non-let **A.Q. :** Exempt **LRTP GOAL:** G2-3

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | EAR | $1,528 | | | | | |
| ENG | LOCAL | $764 | | | | | |
| ENG | STATE | $764 | | | | | |
| ENG | EAR | $619 | | | | | |
| ENG | LOCAL | $310 | | | | | |
| ENG | STATE | $310 | | | | | |
| ENG | EAR | $221 | | | | | |
| ENG | LOCAL | $148 | | | | | |
| ENG | STATE | $74 | | | | | |
| ENG | EAR | | $1,237 | | | | |
| ENG | LOCAL | | $460 | | | | |
| ENG | STATE | | $777 | | | | |
| ENG | EAR | | | $795 | | | |
| ENG | LOCAL | | | $789 | | | |
| ENG | STATE | | | $6 | | | |

**COUNTY, ROUTE, SECTION:** MIA041-01.32 - SLI-013 **ODOT PID #** 116919 **MVRPC #** 2637.5 **PROJECT SPONSOR:** ODOT District-7
**DESCRIPTION:** SR 41 approximately 3,700' east of SR 201-Remove asphalt wearing surface and waterproofing, overlay with Super-plasticized Dense Concrete using hydro demolition, replace deck edges, patch abutments and wingwalls.
**COMMENTS :** Decreased State construction funds to reflect changes in Ellis.
**TOTAL COST (000):** $271 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-2

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| CON | STATE | | | $271 | | | |

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

**COUNTY, ROUTE, SECTION:** D07 - TSG & Lighting RPL FY27 - SLI-013 **ODOT PID #** 121516 **MVRPC #** 2838.4 **PROJECT SPONSOR:** ODOT District-7
**DESCRIPTION:** Districtwide-Traffic signal and lighting replacements.
**COMMENTS :** Increased State construction funds to reflect changes in Ellis.
**TOTAL COST (000):** $2,337 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-2

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | STATE | $263 | | | | | |
| ENG | STATE | | $12 | | | | |
| CON | STATE | | | $2,037 | | | |
| ENG | STATE | | | $25 | | | |

**COUNTY, ROUTE, SECTION:** MOT004-11.22 - SLI-012 **ODOT PID #** 124469 **MVRPC #** 3076.7 **PROJECT SPONSOR:** ODOT District-7
**DESCRIPTION:** SR 4 in Dayton between Derby Road and Soldier's Home-West Carrollton Road-Address roadway departures, likely requiring the relocation of ditches and utility poles as well as provide additional sidewalk to fill in gaps.
**COMMENTS :** Updated project limits and description to reflect changes in Ellis.
**TOTAL COST (000):** $2,067 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-1

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | STATE | | $2 | | | | |
| ENG | HSIP | | | $225 | | | |
| ENG | STATE | | | $25 | | | |
| ENG | HSIP | | | | $63 | | |
| ROW | HSIP | | | | $45 | | |
| ENG | STATE | | | | $7 | | |
| ROW | STATE | | | | $5 | | |
| CON | HSIP | | | | | | $1,435 |
| CON | STATE | | | | | | $260 |

**COUNTY, ROUTE, SECTION:** D07 - Sign Replacement FY27 - SLI-013 **ODOT PID #** 124549 **MVRPC #** 3079.4 **PROJECT SPONSOR:** ODOT District-7
**DESCRIPTION:** Various locations in District 7-Traffic sign and truss replacements.
**COMMENTS :** Decreased State construction funds to reflect changes in Ellis.
**TOTAL COST (000):** $1,069 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-3

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | STATE | | $95 | | | | |
| CON | STATE | | | $974 | | | |

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

**COUNTY, ROUTE, SECTION:** MOT - MR5011 NEVI RD3 - SLI-008 **ODOT PID #** 126362 **MVRPC #** 3136.8 **PROJECT SPONSOR:** ODOT District-7

**DESCRIPTION:** Northwoods Boulevard just west of I-75 in Vandalia-Install electric vehicle charging stations.

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

**TOTAL COST (000):** $1,116 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G4

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| CON | LOCAL | | | $378 | | | |
| ENG | LOCAL | | | $13 | | | |
| CON | OTH | | | $702 | | | |
| ENG | OTH | | | $23 | | | |

**COUNTY, ROUTE, SECTION:** MOT - MR4991 NEVI RD3 - SLI-008 **ODOT PID #** 126400 **MVRPC #** 3137.8 **PROJECT SPONSOR:** ODOT District-7

**DESCRIPTION:** Edwin C. Moses Boulevard at East River Road in Dayton-Install electric vehicle charging stations.

**COMMENTS :** Increased Federal PE funds, decreased Local PE funds, increased Federal construction funds and decreased Local construction funds to reflect changes in Ellis.

**TOTAL COST (000):** $1,460 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G4

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| CON | LOCAL | | | $541 | | | |
| ENG | LOCAL | | | $72 | | | |
| CON | OTH | | | $747 | | | |
| ENG | OTH | | | $100 | | | |

**COUNTY, ROUTE, SECTION:** MOT725-15.18 - SLI-012 **ODOT PID #** 126987 **MVRPC #** 3159.7 **PROJECT SPONSOR:** ODOT District-7

**DESCRIPTION:** SR 725 from Mall Park Drive to McEwen Road-Pedestrian improvements.

**COMMENTS :** New project.

**TOTAL COST (000):** $554 **LET TYPE:** Traditional **A.Q. :** Exempt **LRTP GOAL:** G2-1

| PHASE | FUND | PRIOR | SFY2026 | SFY2027 | SFY2028 | SFY2029 | Future |
|---|---|---|---|---|---|---|---|
| ENG | HSIP | | | | | $80 | |
| ENG | STATE | | | | | $9 | |
| ENG | HSIP | | | | | | $18 |
| ROW | HSIP | | | | | | $41 |
| ENG | STATE | | | | | | $2 |
| ROW | STATE | | | | | | $5 |
| CON | HSIP | | | | | | $359 |
| CON | STATE | | | | | | $40 |

TABLE 5.4 ODOT TRANSIT - ANTICIPATED CAPITAL IMPROVEMENTS SFY2026-2029

| PID | MPO | Sponsoring Agency | ALI / Quantity | Project Description | Air Quality | Type | Fund Type | Fund | SAC | Work Category | Fund Description | SFY | Amount |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 117967 | MVRPC | MVRPC | 11.7L.00 | Mobility Management Regional Planning | CO Air Quality Exempt | Capital | Federal | 5310 | TDY5 | Transit | Enhanced Mobility | 2026 | $255,644 |
| 117967 | MVRPC | MVRPC | 11.7L.00 | Mobility Management Regional Planning | CO Air Quality Exempt | Capital | State | GRF | 4TU7 | Transit | General Revenue Fund | 2026 | $47,689 |
| 117967 | MVRPC | MVRPC | 11.7L.00 | Mobility Management Regional Planning | CO Air Quality Exempt | Capital | Local Match | LNTP | LNTP | Transit | Local Match | 2026 | $16,223 |
| **Total---->** | | | | | | | | | | | | | $319,556 |
| 118276 | MVRPC | Agencies in MVRPC Region | 11.12.15 | SFY 2027 ODOT Large Urban 5339 Allocations | CO Air Quality Exempt | Capital | Federal | 5339 | TBB5 | Transit | Bus & Bus Facilities | 2027 | $288,000 |
| 118276 | MVRPC | Agencies in MVRPC Region | 11.12.15 | SFY 2027 ODOT Large Urban 5339 Allocations | CO Air Quality Exempt | Capital | Local Match | LNTP | LNTP | Transit | Local Match | 2027 | $72,000 |
| **Total---->** | | | | | | | | | | | | | $360,000 |
| 118281 | MVRPC | RT Industries | 11.13.15 | Transit Vehicle | CO Air Quality Exempt | Capital | Federal | 5310 | TER5 | Transit | Enhanced Mobility | 2026 | $199,118 |
| 118281 | MVRPC | RT Industries | 11.13.15 | Transit Vehicle | CO Air Quality Exempt | Capital | Local Match | LNTP | 4EE5 | Transit | Local Match | 2026 | $49,780 |
| 118281 | MVRPC | RT Industries | 11.13.15 | Transit Vehicle | CO Air Quality Exempt | Capital | Federal | 5310 | TER5 | Transit | Enhanced Mobility | 2027 | $125,954 |
| 118281 | MVRPC | RT Industries | 11.13.15 | Transit Vehicle | CO Air Quality Exempt | Capital | Local Match | LNTP | 4EE5 | Transit | Local Match | 2027 | $31,489 |
| Total----> | | | | | | | | | | | | | $406,341 |
| 118284 | MVRPC | Agencies in MVRPC Region | 11.12.15 | SFY 2027 ODOT Large Urban 5310 Allocations | CO Air Quality Exempt | Capital | Federal | 5310 | TDY5 | Transit | Enhanced Mobility | 2027 | $0 |
| 118284 | MVRPC | Agencies in MVRPC Region | 11.12.15 | SFY 2027 ODOT Large Urban 5310 Allocations | CO Air Quality Exempt | Capital | Local Match | LNTP | LNTP | Transit | Local Match | 2027 | $0 |
| Total----> | | | | | | | | | | | | | $0 |
| 121428 | MVRPC | Agencies in MVRPC Region | 11.13.15 | Transit Vehicles | CO Air Quality Exempt | Capital | Federal | 5310 | TDY5 | Transit | Enhanced Mobility | 2026 | $840,834 |
| 121428 | MVRPC | Agencies in MVRPC Region | 11.13.15 | Transit Vehicles | CO Air Quality Exempt | Capital | Local Match | LNTP | LNTP | Transit | Local Match | 2026 | $232,856 |
| 121428 | MVRPC | Agencies in MVRPC Region | 11.13.15 | Transit Vehicles | CO Air Quality Exempt | Capital | Federal | 5310 | TDY5 | Transit | Enhanced Mobility | 2027 | ***$837,678*** |
| 121428 | MVRPC | Agencies in MVRPC Region | 11.13.15 | Transit Vehicles | CO Air Quality Exempt | Capital | Local Match | LNTP | LNTP | Transit | Local Match | 2027 | ***$184,555*** |
| Total----> | | | | | | | | | | | | | ***$2,095,923*** |
| 123296 | MVRPC | Agencies in MVRPC Region | 11.12.15 | SFY 2028 ODOT Large Urban 5310 Allocations | CO Air Quality Exempt | Capital | Federal | 5310 | TDY5 | Transit | Enhanced Mobility | 2028 | $1,210,947 |
| 123296 | MVRPC | Agencies in MVRPC Region | 11.12.15 | SFY 2028 ODOT Large Urban 5310 Allocations | CO Air Quality Exempt | Capital | Local Match | LNTP | LNTP | Transit | Local Match | 2028 | $302,737 |
| **Total---->** | | | | | | | | | | | | | $1,513,684 |
| 123302 | MVRPC | Agencies in MVRPC Region | 11.12.15 | SFY 2029 ODOT Large Urban 5310 Allocations | CO Air Quality Exempt | Capital | Federal | 5310 | TDY5 | Transit | Enhanced Mobility | 2029 | $1,210,947 |
| 123302 | MVRPC | Agencies in MVRPC Region | 11.12.15 | SFY 2029 ODOT Large Urban 5310 Allocations | CO Air Quality Exempt | Capital | Local Match | LNTP | LNTP | Transit | Local Match | 2029 | $302,737 |
| **Total---->** | | | | | | | | | | | | | $1,513,684 |
| 123879 | MVRPC | MVRPC | 11.80.00 | 5310 Program Administration | CO Air Quality Exempt | Planning | State | GRF | 4TU7 | Transit | General Revenue Fund | 2026 | $60,139 |
| **Total---->** | | | | | | | | | | | | | $60,139 |

MIAMI VALLEY
Regional Planning Commission
6 North Main Street, Suite 400
Dayton, Ohio 45402

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

**RESOLUTION 26-22**

**REVISING THE SFY2026-SFY2029 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

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

**WHEREAS**, MVRPC and ODOT have made numerous changes to the programming documents for various projects resulting in the need for a SFY2026-SFY2029 TIP revision; and

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

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

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

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

**NOW THEREFORE BE IT RESOLVED**, that the MPO members of the Board of Directors of the Miami Valley Regional Planning Commission hereby adopt **Revision #12** to the SFY2026-SFY2029 Transportation Improvement Program as shown on the attached TIP Tables.

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

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

______________________________
**Robin I. Oda, Chairperson**
Board of Directors of the
Miami Valley Regional Planning Commission

______________________________
Date

MIAMI VALLEY
Regional Planning Commission

6 North Main Street, Suite 400
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 7, 2026

**Subject:** IIJA Funds Availability Report and Project Solicitation Request

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

Annually, MVRPC staff evaluates the current transportation planning requirements and subsequently suggest changes to the MVRPC's federal funding Program Policies and Procedures staff uses to solicit for new projects. These TIP development procedures require staff to provide an annual information report showing the status of regionally controlled federal transportation funds (Surface Transportation Program-STP, Congestion Mitigation/Air Quality-CMAQ 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 – SFY2027-SFY2032" shows the status of regionally controlled federal transportation funds over the next six-year period. Carbon Reduction–CR funding is no longer expected to be available to MVRPC as part of the proposed federal transportation bill. In order to honor existing CR project commitments, those projects will be funded with a portion of the available STP allocation, though adjustments in schedules might need to be made. The report shows that staff anticipates a short-range fund balance of $26.3 million ($8.8 M STP, $15.6 M CMAQ, and $1.9 M TA). Based upon the attached financial report, staff formally requests MVRPC Board authorization to solicit member jurisdictions for new projects.

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

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

| STATUS OF MVRPC'S REGIONAL (LOCALLY ALLOCATED) FEDERAL FUNDING<br>SFY2027-SFY2032 Estimate | | | | | |
|---|---|---|---|---|---|
| | Funding Categories | | | | |
| SFY2027-SFY2032 Estimate | STP | CMAQ | TA | CR | Total |
| Budget Estimates (Available For Allocation) | $82,150,583 | | $8,581,218 | $1,813,740 | $92,545,541 |
| Previously Committed | $66,075,108 | $32,780,519 | $6,729,361 | $9,081,055 | $114,666,043 |
| Currently Available For Allocation | $16,075,475 | $15,611,339 | $1,851,857 | ($7,267,315) | $26,271,356 |
| Currently Available For Allocation After Covering Existing CR Commitments | $8,808,160 | $15,611,339 | $1,851,857 | | $26,271,356 |

Esimated 2 year allocation of Statewide CMAQ funds available to MVRPC

Prepared by Miami Valley Regional Planning Commission:  August 7, 2026

MIAMI VALLEY
Regional Planning Commission
6 North Main Street, Suite 400
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 6, 2026

**Subject:** Updated MVRPC Suballocated Funding Policy

In 2021, the Fixing America's Surface Transportation Act (FAST Act) was replaced by the transportation bill called the Infrastructure Investment and Jobs Act (IIJA). In 1992, MVRPC's Transportation Committee adopted the policies and procedures for the STP and CMAQ funding categories, with TA and CR added in later years. MVRPC's suballocated funding policies and procedures were last updated in 2025 to include minor edits to reflect the availability of a resurfacing set aside and CMAQ funding. MVRPC staff has since determined that additional updates are necessary which are shown in red text or strikethroughs in the policy document.

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

Additionally, it has been determined that due to the limited amount of STP funding available during this solicitation cycle, only STP Resurfacing projects will be considered this year (no standard STP projects). The maximum amount of STP funds available per resurfacing project is $1,000,000. This is not a set aside for simple resurfacing funds in early SFYs as has been done in the past and these funds are not subject to simple resurfacing program limits such as limiting the scope of work to resurfacing only.

Finally, due to its elimination from the current proposed federal transportation bill, references to the CR funding program have been removed from the policy.

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

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

2026

APPLICATIONS DUE
OCTOBER 8, 2026


*Surface Transportation Program*

*Congestion Mitigation/Air Quality*

*Transportation Alternatives*

*September 2026*

**MIAMI VALLEY**
Regional Planning Commission

## Contents

## **INTRODUCTION**

Background - Requirements for project selection and priority.

1. Metropolitan Planning Organizations (MPO) are responsible for developing a Long Range Transportation Plan (LRTP) and a Transportation Improvement Program (TIP). The TIP must be consistent with the LRTP and must include all projects in the metropolitan area that are proposed for federal funding. States are required to develop a State Transportation Improvement Plan (STIP) which is consistent with MPO TIPs.

2. MPOs with populations over 200,000 like MVRPC are considered Transportation Management Areas (TMA) which are responsible for project selection of all highway and transit projects in consultation with the state. The exceptions are selected by the state in cooperation with the MPOs.

3. TIPs must be prioritized and include a financial plan demonstrating how projects are to be funded. The TIP must demonstrate that full funding can be reasonably anticipated in the time period contemplated for completion of the project.

4. MPOs are required to provide a reasonable opportunity for public comment on the LRTP and TIP. ***Appendix A - TIP Development Process provides a graphic overview of the TIP development process including a public comment period.***

5. All project sponsors must know and implement the U.S. Department of Transportation Standard Title VI Assurances and other Nondiscrimination Provisions, which states “No person in the United States shall, on the grounds of race, color, national origin, sex, age, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including FHWA”.

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

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

2. MVRPC will also use the *Program Policies and Procedures* to evaluate, rank, select and program all other federal highway funds.

## <u>Funds Availability and Project Approval Process</u>

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 ~~and CR~~ projects. The solicitation cycle will start on September 8, with applications being due on October **8** at MVRPC. **Project sponsors are limited to submitting up to the following number of applications:**

| | |
|---|---|
| **STP applications** | **2 resurfacing only~~, up to 1 normal and 1 resurfacing~~** |
| **TA ~~or CR~~ applications** | **1 ~~2 combined~~** |
| **CMAQ applications** | **2** |

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.***

## <u>Eligible Applicants and Projects</u>

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

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

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

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

~~The Carbon Reduction (**CR**) Program funds projects that support a reduction in transportation emissions (defined as carbon dioxide emissions from on-road sources).~~

~~Eligible projects include alternative fuel infrastructure, public transportation improvements, bicycle and pedestrian facilities, and energy efficient street lighting and traffic control equipment, among other viable carbon reduction projects. (see Appendix D)~~

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

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

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

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

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

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

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

**from each jurisdiction detailing their respective financial commitment to the project.**

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

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

## STP-CMAQ Funding Provisions

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

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

For STP and CMAQ projects, MVRPC will provide up to 80% (federal) of the cost for individual phases of a project. ~~The maximum amount of STP funds available per project is $3,000,000. In the event that multiple phases of a project are awarded STP funds, no more $3,000,000 STP will be programmed in a single SFY.~~ **The maximum amount of CMAQ funds available per project is $4,000,000.** The applicant is required to provide a minimum of 20% (non-federal) of the cost for individual phases of the project. Projects such as the Rideshare program are eligible for up to 100% funding.

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

## Resurfacing Program Funding Provisions

From time to time, a certain amount of funds may be set aside to fund Federally eligible resurfacing projects. The amount set aside for these resurfacing projects will be determined on an annual basis. **Due to the limited amount of STP funding available during this solicitation cycle, only STP Resurfacing projects will be considered this year (no standard STP projects).** ~~This year, it has been determined that $5,000,000 will be set aside for this component of the STP funded program.~~ The maximum Federal participation for the STP funded Resurfacing Program is 80%. The maximum amount of STP funds available for projects applying for the resurfacing set aside will be $1,000,000 per project.

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

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

## TA-~~CR~~ Funding Provisions

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

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

## General Funding Provisions

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

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

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

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

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

## PROJECT EVALUATION AND RANKING PROCESS

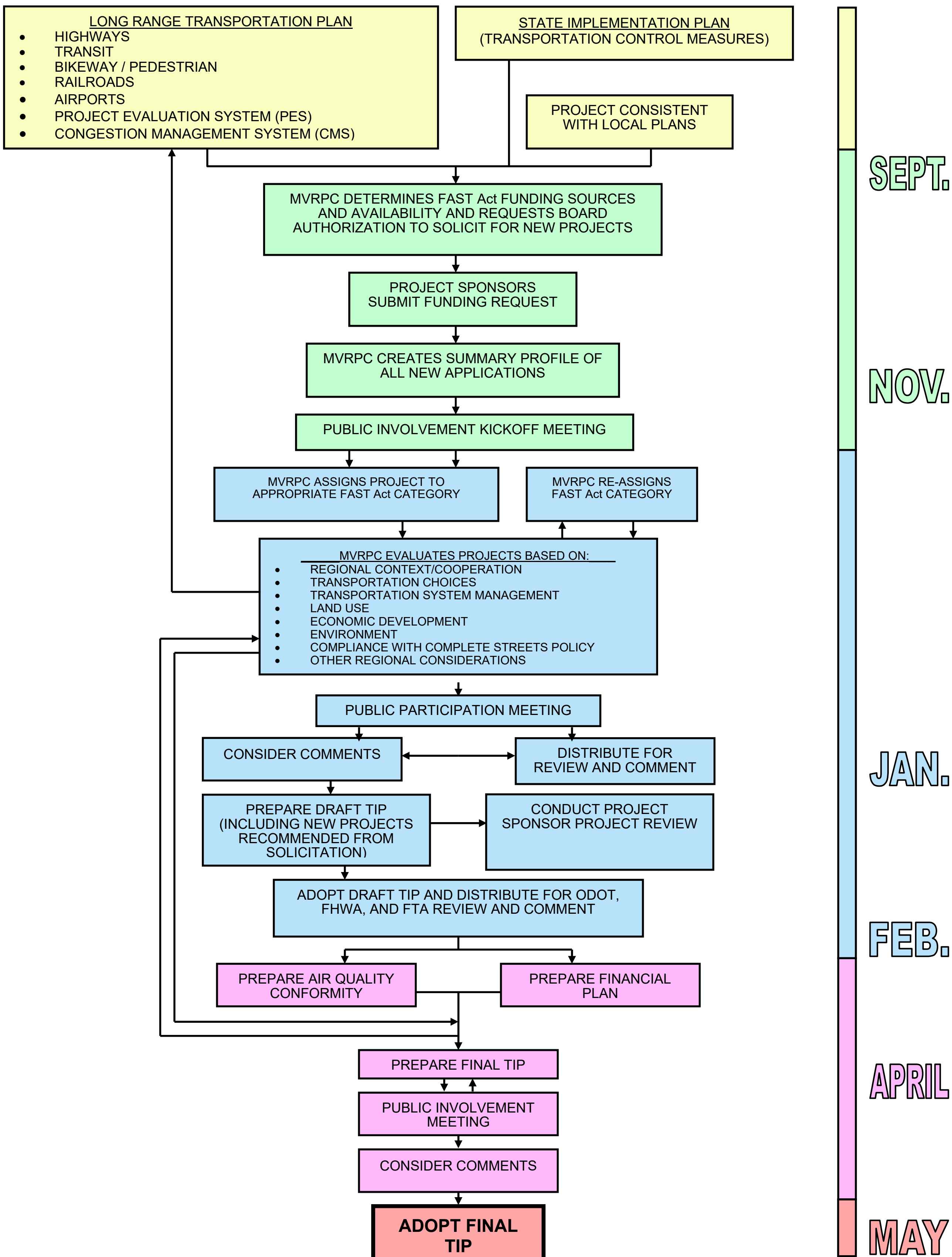
All proposed projects are reviewed using a two-step project evaluation and ranking process. The first step is an initial screening which includes items discussed previously under the project eligibility and funding provision sections. If the proposed project meets all of the pre-screening criteria, it will be assigned to either the STP, CMAQ, or TA~~, or CR~~ funding category. After funding categories have been determined for each project they will be advanced to the second step, ranking, using the criteria attached to the project application. The evaluation system is broken down into three categories of projects: roadway, transit and bikeway/pedestrian. The scoring system was devised to equitably rank all three types of projects regardless of project type.
Once the draft scores from the project evaluation system are compiled, some projects may be reassigned to a different funding category. A final analysis would then be completed based upon the above criteria. In order to assure timely obligation of funds, annual TIP programming priority will be determined based upon funding rank, anticipated date of expenditure and funds availability.

## SUMMARY

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

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

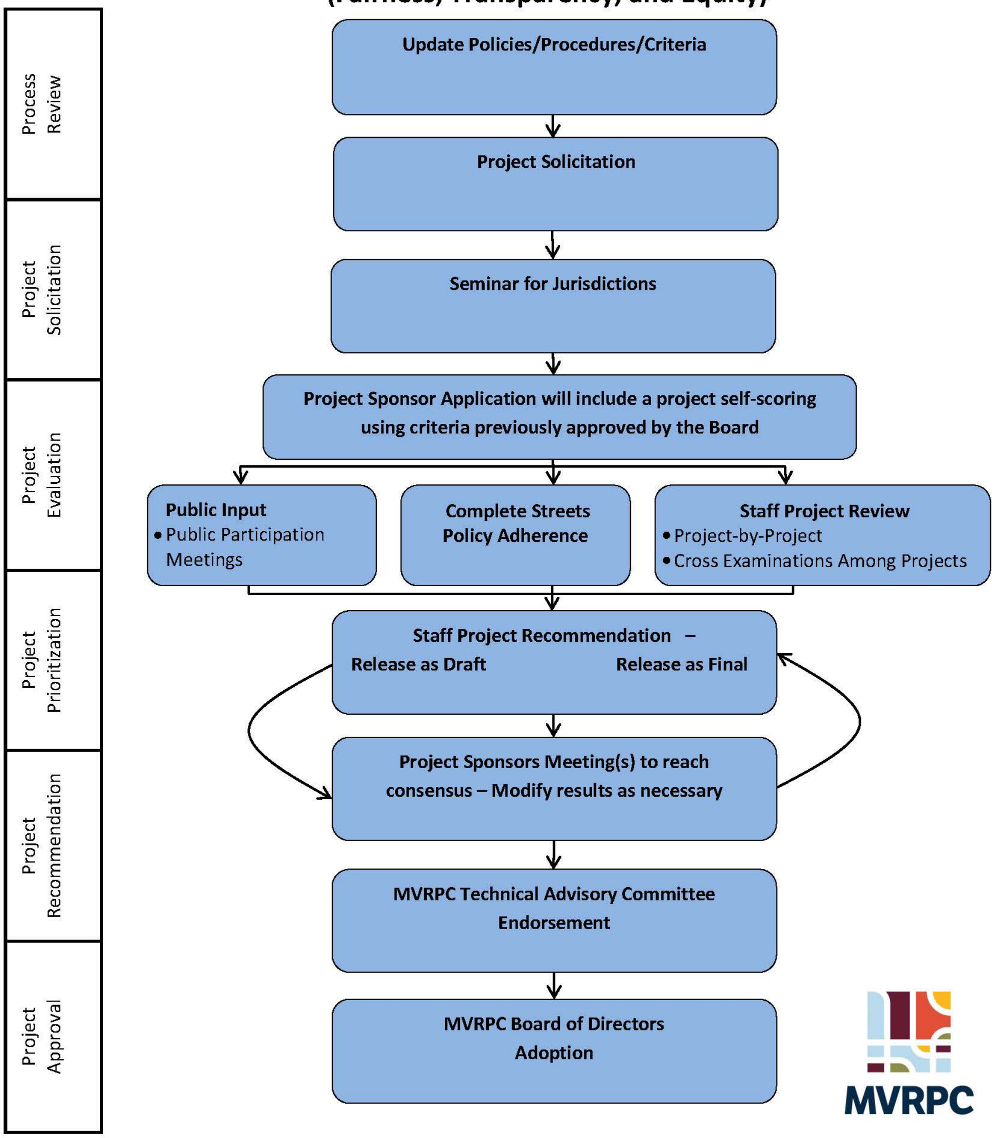
# Appendix A — MVRPC's TIP DEVELOPMENT PROCESS



# Appendix - B

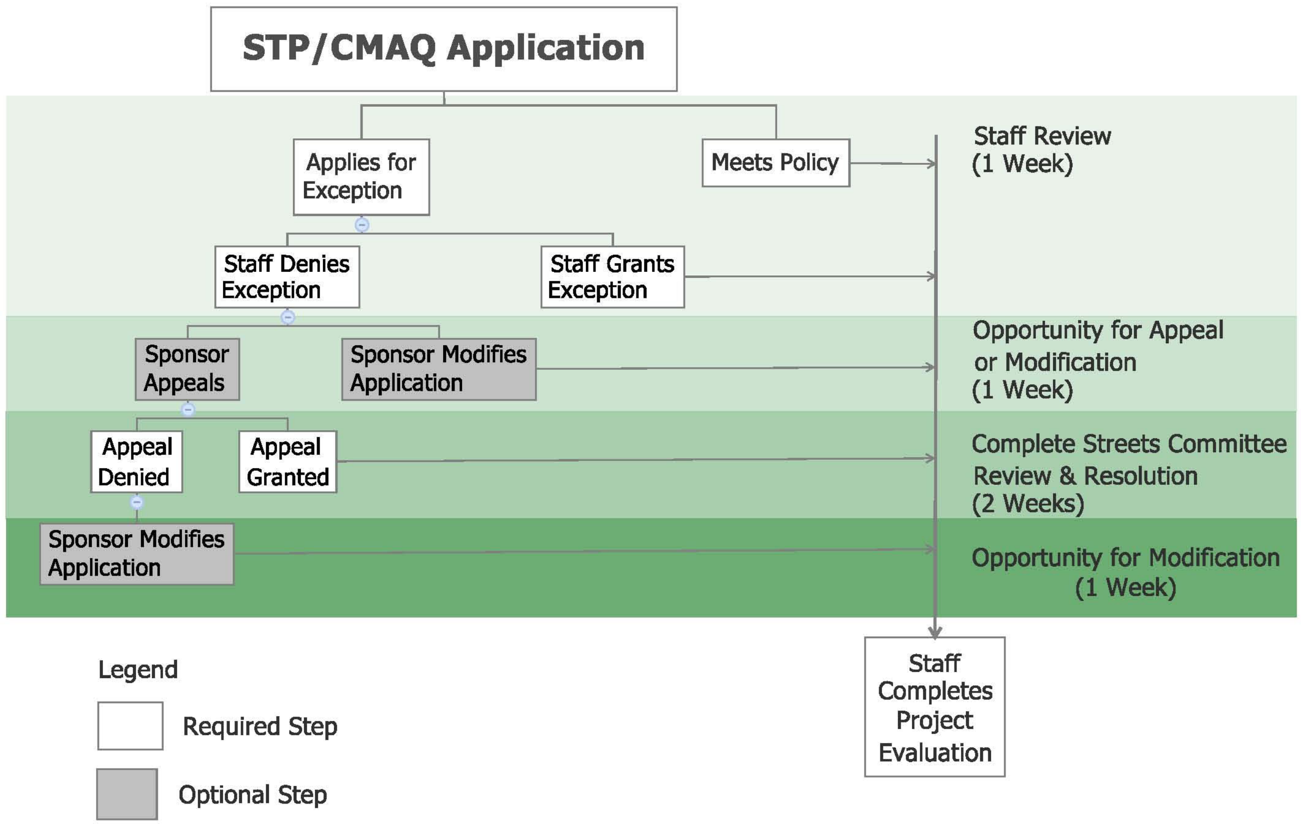
## MVRPC PROJECT FUNDING PRIORITIZATION DECISION MAKING PROCESS

### (Fairness, Transparency, and Equity)




B-1

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




C-1

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

## Eligible STP activities

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

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

- **(A)** Highways, bridges, and tunnels, including designated routes of the Appalachian Development Highway System and local access roads under 40 U.S.C. 14501;
- **(B)** Ferry boats and terminal facilities:
  - That are eligible under 23 U.S.C. 129(c) as amended by the BIL, or
  - That are privately or majority-privately owned, that the Secretary determines provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system described in 23 U.S.C. 101(b)(3)(D). This eligibility was added by BIL.
- **(C)** Transit capital projects eligible under chapter 53 of title 49, U.S.C.;
- **(D)** Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
- **(E)** Truck parking facilities eligible under Section 1401 of MAP–21 (See 23 U.S.C. 137 note);
- **(F)** Border infrastructure projects eligible under Section 1303 of SAFETEA-LU (See 23 U.S.C. 101 note); and
- **(G)** Wildlife crossing structures. This eligibility was added by BIL.

**(2)** Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(19).

**(3)** Environmental measures eligible under 23 U.S.C. 119(g), 148(a)(4)(B)(xvii), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (See 42 U.S.C. 7408(f)(1)(A)).

**(4)** There is no longer a paragraph (4) in subsection (b).

**(5)** Highway and transit safety infrastructure improvements and programs, including projects eligible under 23 U.S.C. 130 and installation of safety barriers and nets on bridges. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

**(6)** Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3). Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

**(7)** Recreational trails projects eligible under 23 U.S.C. 206 as amended by the BIL, including maintenance and restoration of existing recreational trails, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 as amended by the BIL (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (See 42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under 23 U.S.C. 208 as amended by the BIL. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

**(8)** Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

**(9)** Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

**(10)** Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

**(11)** Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

**(12)** Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

**(13)** Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs. Not subject to the Location of Project requirement in 23 U.S.C.133(c).

**(14)** Projects and strategies designed to reduce the number of wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance. Preventive maintenance is defined in 23 U.S.C. 116(a). Not subject to the Location of Project requirement in 23 U.S.C. 133(c). This eligibility was added by the BIL.

**(15)** The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure. Not subject to the Location of Project requirement in 23 U.S.C. 133(c). This eligibility was added by the BIL.

**(16)** The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users. This eligibility was added by the BIL.

**(17)** Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop. This eligibility was added by the BIL.

**(18)** Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under STBG. Natural infrastructure is defined in 23 U.S.C. 101(a)(17). This eligibility was added by the BIL.

**(19)** Measures to protect a transportation facility otherwise eligible for assistance under STBG from cybersecurity threats. This eligibility was added by the BIL.

**(20)** Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for a STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.

**(21)** The creation and operation by a State of an office to assist in the design, implementation, and oversight including conducting value for money analyses or similar comparative analyses, of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.

**(22)** Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted (i.e., in effect on December 3, 2015). Among these are:

**i.** Replacement of bridges with fill material;

**ii.** Training of bridge and tunnel inspectors;

**iii.** Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;

**iv.** Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;

**v.** Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;

**vi.** Approach roadways to ferry terminals to provide access into and out of the ports;

**vii.** Transportation alternatives previously described in 23 U.S.C. 101(a)(29) and in 23 U.S.C. 213 (as in effect on the day before enactment of the FAST Act);

**viii.** Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;

**ix.** Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;

**x.** Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);

**xi.** Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(34);

**xii.** Installation of safety barriers and nets on bridges, hazard eliminations, and projects to mitigate hazards caused by wildlife;

**xiii.** Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;

**xiv.** Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads;

**xv.** Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and

**xvi.** Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

**(23)** Rural barge landing, dock, and waterfront infrastructure projects in accordance with 23 U.S.C. 133(j) (See Section K of this memorandum). Not subject to the Location of Project requirement in 23 U.S.C. 133(c). This eligibility was added by the BIL.

**(24)** Projects to enhance travel and tourism. This eligibility was added by the BIL. The following activities are made eligible by other sections of 23 U.S.C.:

**(25)** Public transportation projects: (i) as described in 23 U.S.C. 142(a)(1), (a)(2), (a)(3), and (c); and (ii) meeting the requirements contained in 23 U.S.C. 142.

**(26)** Initiatives to halt the evasion of payment of motor fuel taxes as provided for under 23 U.S.C. 143(b)(8), including expenditure limitations.

**(27)** Workforce development, training, and education activities under 23 U.S.C. 504(e).

## Eligible CMAQ activities

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

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

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

For a complete listing of eligible projects, please visit the following link to review FHWA's Final CMAQ Program Guidance:
http://www.fhwa.dot.gov/environment/air_quality/cmaq/index.cfm

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

# <u>Eligible TA activities</u>

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

**Eligible Activities**

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

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

> **(A)** Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
> **(B)** Construction, planning, and design of infrastructure-related projects and systems thatwill provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
> **(C)** Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
> **(D)** Construction of turnouts, overlooks, and viewing areas.
> **(E)** Community improvement activities, including:
>
> > **(i)** inventory, control, or removal of outdoor advertising;
> > **(ii)** historic preservation and rehabilitation of historic transportation facilities;
> > **(iii)** vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control (see State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance); and
> > **(iv)** archaeological activities relating to impacts from implementation of a transportation project eligible under title 23, U.S.C.
>
> **(F)** Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
>
> > **(i)** address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff;or
> > **(ii)** reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

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

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

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

For a complete listing of eligible projects, please visit the following link to review FHWA's Final TA Program Guidance:
http://www.fhwa.dot.gov/environment/transportation_alternatives.

## ~~**Eligible CR activities**~~

~~The purpose of the CR program is to provide funding for projects that support a reduction in transportation emissions, defined as carbon dioxide (C)O2) emissions from on-road sources. See below for a list of eligible activities under the Carbon Reduction Program.~~

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

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

~~For a complete listing of eligible projects, please visit the following link to review FHWA's CR Program Guidance:~~
~~https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm~~

# Appendix E - MVRPC STATE INFRASTRUCTURE BANK (SIB)

## LOAN REPAYMENT POLICY

April 2014

Background

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

Financial Resources

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

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

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

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

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

Eligible Projects

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

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

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

Loan Request Process

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

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

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

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

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

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

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

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

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

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

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

### Example 3 – No

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

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

### Example 4 – No

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

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

## Appendix F – MVRPC's LIST OF ACRONYMS

| | |
|---|---|
| 4R | New Construction/Reconstruction |
| ADA | Americans with Disabilities Act 1990 |
| CMAQ | Congestion Mitigation and Air Quality – MVRPC's historical allocation of this Federal funding source is approximately $ 8 million each year |
| CMP | Congestion Management Process |
| ~~CR~~ | ~~Carbon Reduction Program – MVRPC's historical allocation of this Federal funding source is approximately $ 1.7 million each year~~ |
| ELLIS | ODOT's web-based project management application |
| FAST Act | Fixing America's Surface Transportation Act – Former Transportation Bill |
| FHWA | Federal Highway Administration, a department of the U.S. Department of Transportation |
| FTA | Federal Transit Administration |
| HOV | High Occupancy Vehicle |
| IIJA | Infrastructure Investment and Jobs Act – Current Transportation Bill |
| I/M | Inspection and Maintenance programs |
| ISTEA | Intermodal Surface Transportation Efficiency Act – Former Transportation Bill |
| ITS | Intelligent Transportation System |
| 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 $ 15 million each year |
| SRTS | Safe Routes to School |
| TA | Transportation Alternatives - MVRPC’s allocation of this Federal funding source is approximately $ 1.7 million each year |
| TAC | Technical Advisory Committee |
| TAP | Transportation Alternatives Program |
| TEA-21 | Transportation Equity Act for the 21st Century – Former Transportation Bill |
| TELUS | MVRPC’s web-based project management application |
| TIP | Transportation Improvement Program |
| TMA | Transportation Management Areas |
| TRAC | Transportation Review Advisory Council |

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

### ODOT FAQ on ADA Curb Ramp Requirements

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

https://www.fhwa.dot.gov/civilrights/programs/ada_resurfacing_qa.cfm

1.) Resurfacing projects on federal aid highways

Q: What are the requirements for ADA Curb Ramps?

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

2.) Design Standards

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

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

A: ODOT has also created a webpage with current applicable ADA design standards and resources which will be updated regularly with links and resources:
https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada

3.) Proof of ADA Compliance

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

A: Documentation of ADA compliance by field evaluation is required. The ODOT ADA Rights of Way Inventory Manual for evaluating existing facilities may assist in the field evaluation:
https://www.mvrpc.org/sites/default/files/final_odot_ada_rights_of_way_inventory_manual.pdf

In addition, ORE has released a Curb Ramp Measuring Guide located on the ODOT ADA website under "Resources". A direct link to this Measuring Guide is https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada/ada-compliant-curb-ramp-measuring-guide along with a link to the Curb Ramp Evaluation and Measuring Form (xlsx format) at that same page.

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

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

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

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

**ODOT's ADA Design Resources can be found at the following link:**
https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada

5.) ADA Curb Ramp Waivers

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

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

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

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

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

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

**Quick Take Authority for Bikeway Projects – Can this be enacted?**
ODOT does not have and/or exercise quick take authority on bikeway projects, but a LPA may have such rights within its locale. The LPA should discuss these options with their own local legal counsel.

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

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

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

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

Questions regarding any of this information may be directed to:

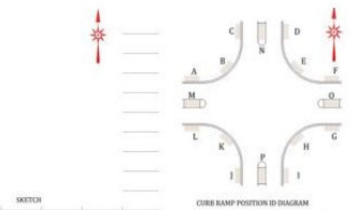
**Shawn P. Hillman**
**Statewide LPA Coordinator**
**ODOT-Office of Real Estate**
**1980 W. Broad Street**
**Columbus, OH 43223**
**614-644-8200**
**shillman@dot.oh.gov**

Optional

## ODOT Curb Ramp Evaluation and Measurement Form

| Background Information | | | |
|---|---|---|---|
| C-R-S: | | PID: | |
| Municipality: | | Number of Approaches: | |
| District: | | Number of Curb Ramps: | |
| County: | | Traffic Control Type: | |
| Major Road: | | Date Inspected: | |
| Minor Road: | | Reviewer Name: | |

Notes: 1. Take measurements for each Curb Ramp Type (A through E) and measurements for (F) Common Curb Ramp Elements.
2. All values should be collected and input out to two decimal places ex. 8.25% or 4.00 ft.




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

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

## Pictorial Illustrations of Curb Ramp Elements

### Curb Ramp Elements (Perpendicular Curb Ramp)

### Detectable Warnings

### Detectable Warnings (at mid-block crossing)

### Gutter/Street Slope

### Flush Grade Breaks

# BIKEPATH PROJECTS: EMINENT DOMAIN, APPROPRIATION & QUICKTAKE

**Stand Alone Bikepath Projects:**

ODOT does not have quick take authority on these projects.

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

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

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

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

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

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

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

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

## ADA TRANSITION PLAN

**Background**

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

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

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

**Elements of an ADA Transition Plan**

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

**More information**

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

MIAMI VALLEY
Regional Planning Commission

6 North Main Street, Suite 400
Dayton, Ohio 45402

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

**RESOLUTION 26-23**
**UPDATING MVRPC'S SUBALLOCATED FUNDING POLICY**

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

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

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

**WHEREAS**, the MVRPC staff revised the policies and procedures to reinstate the CMAQ project solicitation for a year, limit STP applications to resurfacing projects only during this solicitation cycle and to eliminate references to the CR Program; and

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

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

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

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

______________________________
**Robin I. Oda, Chairperson**
Board of Directors of the
Miami Valley Regional Planning Commission

______________________________
Date

MIAMI VALLEY
Regional Planning Commission

6 North Main Street, Suite 400
Dayton, Ohio 45402

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

**To:** Technical Advisory Committee and Board of Directors

**From:** MVRPC Staff

**Date:** August 20, 2026

**Subject:** Recommended Approval of MVRPC TRAC Projects for CY2026

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

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

In an effort to provide the TRAC a project priority list, the MVRPC Board adopted its *Policies and Procedures for Considering Major New Capacity Projects* (available at www.mvrpc.org) and MVRPC staff has completed its review of the two CY2026 TRAC projects submitted this year in accordance with the Policy. The projects we received are excellent projects and the entire Miami Valley strongly supports the completion of these projects. MVRPC staff is forwarding these projects to the MVRPC TAC and Board of Directors as priority projects for final approval prior to submittal to the TRAC.

Based upon the process summarized above, staff recommends the approval of the CY2026 MVRPC Recommended TRAC project list as shown in Exhibit 1.

**Exhibit 1**

| *MVRPC's Recommended TRAC Projects for CY2026* | | |
|---|---|---|
| ***Project Description*** | ***Project Request / Phase*** | ***Project Status*** |
| | | |
| **MOT-70-7.19 -** This project is Phase 1 of 3 to widen and rehabilitate Interstate 70 from Upper Lewisburg-Salem Road near Brookville to State Route 48 in Englewood. The overall project will relieve heavy congestion in the corridor and is a direct link to the Dayton International Airport. Future phases through Preble County will provide a continuous 6 lane section from the Indiana border east to Columbus. PID 125025 Phase 1 consists of 4.12 miles of widening and rehabilitation from State Route 48 in Englewood west to State Route 49 in Clayton. | **$700,000 - Preliminary Engineering and Detailed Design** | **Priority** |
| **MOT/GRE-675-Wilmington Pike -** Interchange modifications and improvements to the associated local roadway network to increase the capacity and safety of the I-675 / Wilmington Pike interchange. This network serves major service, employment and commercial centers (including Wright Patterson Air Force Base), as well as residential and recreational users in the vicinity of the interchange. It supports multiple local government jurisdictions in Montgomery and Greene Counties. This request includes funding for PE, DD, and RW acquisition to continue to advance project phases. | **$2,250,000 - Preliminary Engineering, Detailed Design, and Right of Way** | **Priority** |

MIAMI VALLEY
Regional Planning Commission

6 North Main Street, Suite 400
Dayton, Ohio 45402

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

**RESOLUTION 26-24**
**APPROVING THE MVRPC PRIORITIES FOR MAJOR NEW CAPACITY PROJECTS FOR CY2026**

**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 MPO members of the MVRPC's Board of Directors serve 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 two MVRPC area CY2026 TRAC applications based upon the adopted policy.

**NOW, THEREFORE, BE IT RESOLVED,** that the MPO members of the Board of Directors hereby adopts the CY2026 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

**Robin I. Oda, Chairperson**
Board of Directors of the
Miami Valley Regional Planning Commission

# EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP
mvrpc.org

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

**August 2026**

## Agency Staff Updates from the ED

Since our June meeting, Mike Lucas, MVRPC's Director of Agency Operations has fully retired. It has been somewhat somber around the agency especially among those who worked closest with him. We've had many firsts in July since his retirement: our first Senior Staff Meeting, a multi-block building wide power outage, HR matters along with the usual start of a new Fiscal Year duties. For the power outage and server issue, our servers and staff were offline for several hours. I felt like even the servers were missing Mike. While July has been challenging, I'm grateful that we have skilled staff in place to address these unplanned incidents. Bryce Gullett and the Magnus IT team were here to determine that the building power backups were offline as well as our own server and computer backups were not up to the task. So, we'll need to make some additional capital purchases so we're ready for this when it happens again.

The next staff change was unplanned in the resignation of Savannah Diamond. Most of you worked with Savannah and you know how important she was to our office, agency, and board membership. We have been fortunate that both separations happened in June and with meeting cancellations, we were able to bring in two outstanding employees through Robert Half, Inc., a contract employment firm. As you recall we have a hiring freeze until January 1 due to our healthcare termination and search process. With these departures, the MVRPC team has been challenged but we have persevered by working together to fill gaps. Special thanks to everyone who has pitched in to ensure the agency operates as everyone expects to our high standard.

In replacing Mike, I promoted Tiffany Thomas to Director of Agency Operations. Tiffany is supported by two accountants in Tracy Troxel and Alicia Berger. Shannetta Dewberry is backfilling Tiffany's HR role which includes managing the healthcare event as well as all HR matters. We have Bryce Gullett who serves as our Agency Operations Technician for everything building, IT and operations support services. For Office of the Executive Director, we have hired Michele Allen to fill the reception and Administrative Assistant role. Michele has been a quick study on MVRPC and our work and has been contributing right away. Please take some time to meet Tiffany, Shannetta, and Michele when you have the opportunity.

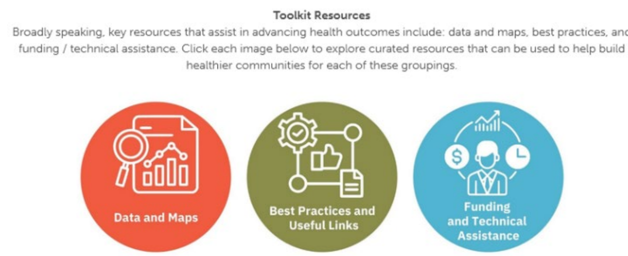
## MVRPC Updates PLAN4Health – Miami Valley Healthy Communities Planning Toolkit

MVRPC is pleased to announce the Healthy Communities Planning Toolkit. The Toolkit is a curated collection of articles written for community planners and public health professionals to advance health outcomes throughout the Miami Valley. The planning toolkit is the final deliverable of PLAN4Health – Miami Valley Initiative and it satisfies the long-term goal of seeking solutions and building capacity. Resources come from a diverse set of sources and include data, maps, best practices, and funding & technical assistance. The Toolkit can be found at www.mvrpc.org/regional-planning/plan4health-miami-valley/healthy-communities-planning-toolkit.

MVRPC's PLAN4Health – Miami Valley Initiative was launched in the Spring of 2021 to explore how planning can impact health outcomes. The PLAN4Health - Miami Valley Initiative is a multi-year effort with a focus on projects and programs intended to:

- Promote and advocate for "Health in All Plans and Policies"
- Convene and engage partners to improve conditions that are known to be key determinants of health
- Advance planning efforts aimed at creating conditions for healthy people and communities

For questions or to learn more about the PLAN4Health – Miami Valley Initiative, contact Martin Kim, MVRPC's Director of Community and Regional Planning, at mkim@mvrpc.org.

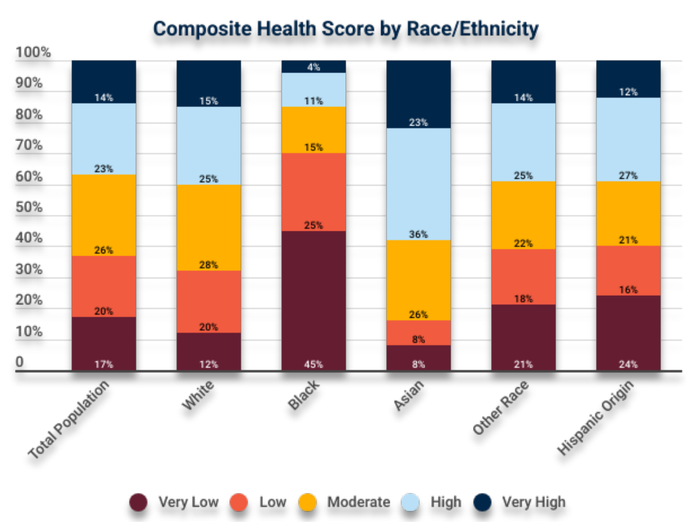




## MVRPC Releases a New Equity Analysis Results on the Comprehensive Health Condition

Recognizing that neighborhood conditions are not equal, particularly related to the underlying environmental factors and resulting health outcomes, MVRPC has conducted the Composite Health Score Equity Analysis to examine if and to what degree disparities exist among different population groups. This equity analysis was conducted similarly to the two previous ones namely the Health Environment Assessment Equity Analysis and Built Environment Assessment Equity Analysis from the PLAN4Health – Miami Valley Initiative.


The Composite Health Score is the basis for this equity analysis, which uses MVRPC's previously published information from the Health Environment Assessment and Built Environment Assessment, as well as three health measure data from the U.S. Centers for Disease Control and Prevention (CDC). The comprehensive "healthy" composite score, therefore, represents conditions of social determinants of health (such as education and socioeconomic status), the built environment, physical activity, physical health, and mental health.

The Composite Health Score Equity Analysis presents key findings and insights on the level of disparities by racial / ethnic groups, poverty status, and levels of urbanization (rural, suburban, urban). The chart included here is one example illustrating the distribution of Composite Health Scores among population of different race / ethnic groups.




The complete Composite Health Score Equity Analysis results can be viewed at https://infogram.com/composite-health-score-regional-equity-analysis-1h984wvg8gkqd2p.

For questions or to learn more about the PLAN4Health – Miami Valley Initiative, contact Martin Kim, MVRPC's Director of Community and Regional Planning, at mkim@mvrpc.org.

## Grants & Funding Resources

On a monthly basis MVRPC is highlighting funding opportunities for member villages, cities, counties, and townships on our website. We include a description, contact information and program links. We have listed other valuable resources for funding opportunities for our member jurisdictions and organizations on our Grant and Funding Opportunities page.

### Calling Energy Efficiency Projects!

The Ohio Department of Development is making up to $7.5 million available through the Advanced Energy Fund to assist Ohio businesses, non-profits, local universities, school districts, and public entities to improve energy efficiency and advance energy projects. Eligible projects can support energy efficiency retrofits for existing buildings, upgrading street lighting or traffic signals with energy efficient technologies, installation of onsite renewable energy technology and more. Details about this opportunity can be found on the Ohio Department of Development's website https://development.ohio.gov/community/redevelopment/advanced-energy-fund-grant and by contacting the Office of Energy and Environment energy@development.ohio.gov.

The Advanced Energy Fund supports the initiatives and recommendations identified in the Region's Community-First Energy Plan aimed to reduce air pollution, improve quality of life, and support workforce development related to the clean energy economy. For additional information about the plan and how your community can become involved to support initiatives, please contact Matt Lindsay at mlindsay@mvrpc.org.

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

Also, this month we are featuring these grant opportunities:

- Lead Hazard Reduction Grant Program– Deadline: August 31, 2026
- Ohio History Fund– Deadline: September 8, 2026

If you have any questions, please contact Kathryn Youra Polk at kyourapolk@mvrpc.org or 937.223.6323.

## MVRPC Meeting Calendar

Please check the August agency calendar on mvrpc.org or contact Laura Dent at ldent@mvrpc.org for the status of your meeting.

| Date | Time | Meeting |
|---|---|---|
| 8/19/2026 | Canceled | Miami Valley Age-Friendly Network |
| 8/19/2026 | 2:00 p.m. | RTPO Steering Committee |
| 8/20/2026 | 9:30 a.m. | Technical Advisory Committee |
| 8/26/2026 | 2:30 p.m. | Regional Equity Initiative |
| 8/24 - 8/26/2026 | Columbus Downtown Hilton | Ohio Conference on Freight |
| 9/3/2026 | 8:30 a.m. | Executive Committee |
| 9/3/2026 | 9:00 a.m. | Board of Directors |