

SECTION 1

SYNOPSIS

The Transportation Improvement Program, often referred to as the TIP, is a four-year implementation schedule for transportation projects within the Greene, Miami, Montgomery, and northern Warren Counties Region. The locally developed State Fiscal Year 2012 through Fiscal Year 2015 TIP shows planned projects for which one or more phases will begin within the next four years. It includes highway, bikeway and transit improvements within a reasonable estimate of available funds.

Included within the TIP document are federal and state financed transportation improvements as well as other regionally significant transportation projects that are also shown for coordination and air quality analysis purposes. This multi-modal program was developed by the Metropolitan Planning Organization (MPO) in cooperation with local and state officials, other agencies and transit operators. It was reviewed and recommended by the Technical Advisory Committee (TAC). The TIP development followed MVRPC's **Public Participation Policy**. The process includes separate public participation meetings for each phase of the TIP development cycle. Appropriate public notices, news releases or press releases stating the meeting time and location as well as announcing the availability of each version of the TIP for public review were prepared and distributed (see attached public participation summary). Following these reviews, the TIP was then reviewed and approved by elected officials acting through the Metropolitan Planning Organization's transportation policy board - the Miami Valley Regional Planning Commission's (MVRPC) Board of Directors.

Highway, bikeway and other projects are shown in Section 4 of the report. Basically, each of these projects must go through three stages of project development: 1) Preliminary Engineering (PE); 2) Right-Of-Way Acquisition (R); and 3) Construction (C). Each stage is funded separately and requires program approval from the Federal Highway Administration (FHWA) if funded with federal funds. Prior to approval, FHWA requires that each stage be included in the TIP. Once the specific project phase receives federal approval for federal funds that specific project phase is no longer identified in the TIP even though the actual work may remain incomplete.

For this reason, project implementation is easily monitored through the TIP process. As a result, progress in implementing the **2030 Long Range Transportation Plan** (LRTP) is monitored through this TIP process. Section 3 of the report summarizes past progress which has been made in implementing the LRTP, major projects from the previous TIP that were implemented and also any significant delays in the planned implementation of major projects.

The final SFY2012-SFY2015 TIP also includes information pertaining to the TIP's conformity with Ohio's State Implementation Plan (SIP) under the Clean Air Act and subsequent Amendments. Documentation of the TIP conformity analysis is included in Section 2 of the report. Transit and transportation demand management (TDM) projects listed in Sections 4 and 5 will also help to improve the air quality of the three plus-county region.

Transportation efficiency and demand reduction projects are contained in both the highway and transit programs. A discussion of these activities are included in Section 6. Recent airport trends as well as scheduled capital improvements during fiscal years 2011-2015 are also documented in Section 7.