

**Miami Valley Regional Planning Commission  
Technical Advisory Committee (TAC) Meeting  
Thursday, November 19, 2020  
9:30 AM  
AGENDA**

<u>Item</u>	<u>Topic</u>	<u>Page</u>	<u>Est. Time</u>	<u>Presenter</u>
I.	Introductions – Roll Call		9:30	S. Goff
* II.	Approval of October 15, 2020 - Meeting Minutes	1	9:35	S. Goff
III.	Public Comment Period on Action Items		9:36	S. Goff
IV.	<b>MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS</b>			
* A.	Recommended Adoption of Amendment to MVRPC's SFY 2021-2024 Transportation Improvement Program (TIP)	5	9:40	P. Arnold
* B.	Proposed List of 2050 Long Range Transportation Plan Congestion Management Projects; Summary of Public Participation Meetings (October 20-21); and Financial Analysis	17	9:45	A. Ramirez P. Arnold
V.	<b>INFORMATION ITEMS</b>			
* A.	Proposed New Projects Requesting MVRPC's STP, CMAQ & TA Funds	85	10:00	P. Arnold
* B.	Going Places Implementation Tools Progress Update	93	10:10	M. Kim
* VI.	<b>EXECUTIVE DIRECTOR'S REPORT</b>	111	10:25	B. Martin
VII.	<b>ADJOURNMENT</b>		10:30	S. Goff

\* Attachment/ \*\*Handout/\*\*On Committee Center

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

**\*\*The NEXT MEETING is January 21, 2021\*\***

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**Meeting ID: 816 7307 8824**



**MIAMI VALLEY REGIONAL PLANNING COMMISSION  
TECHNICAL ADVISORY COMMITTEE  
October 15, 2020 – VIA Teleconference  
MINUTES**

**MVRPC**  
**10 N. Ludlow Street, Ste. 700, Dayton, OH**

**October 15, 2020  
9:30 AM**

**Members/Alternates**

Kathy Bartlett, City of Riverside  
Russell Bergman, City of Huber Heights  
Steve Bergstresser, City of Kettering  
Scott Boyer, ODOT D7  
James Brinegar, City of Centerville  
Scott Brown, ODOT D8  
Joe Brzozowski, City of Dayton  
Alisha Burcham, City of Moraine  
Barry Conway, City of Franklin  
Dan Corey, Warren Co. TID  
Rob Cron, City of Vandalia  
Chad Dixon, City of Springboro  
Stephanie Goff, Greene County Engineer  
Paul Gruner, Montgomery County Engineer  
Rap Hankins, City of Trotwood  
Jessica Hansen, City of Bellbrook  
Amy Havenar, City of Piqua  
Jack Kuntz, City of Clayton  
Max McConnell, Beavercreek Township  
Dominic Miller, City of Xenia  
Don O'Connor, Miami Conservancy District  
Brandon Policicchio, Greater Dayton RTA  
Carrie Scarff, Fiver Rivers MetroParks  
John Sliemers, City of Kettering  
Nick Smith, City of Beavercreek  
Jim Snedeker, City of Brookville  
Christopher Snyder, Miami Twp., Mont. County  
Doug Spitler, City of Oakwood  
Denise Swinger, Village of Yellow Springs  
Pat Turnbull, City of Centerville  
John Zelinski, City of Dayton

**Guests**

Nathan Fischer, Woolpert  
Alex Genbauffe, ODOT D8  
Mike Hafner, TEC Engineering  
Jay Hamilton, Mead & Hunt  
Chad Henry, Choice One  
Mary Hoy, ODOT D7  
Dan Hoying, LJB  
Rob James, Fishbeck  
Jeff Wallace, Barge Design  
Justin Yoh, ODOT D7

**Staff Present**

Serena Anderson  
Paul Arnold  
Brenda Bailey  
Elizabeth Baxter  
Carlton Eley  
Darrin Hall  
Laura Henry  
Tawana Keels  
Teresa Lombardelli  
Mike Lucas  
Ana Ramirez  
Stacy Schweikhart  
Milo Simpson

**I. INTRODUCTION**

Chairperson, Stephanie Goff called the meeting to order at 9:31 a.m. Roll call was taken.

**II. APPROVAL OF SEPTEMBER 17, 2020 MEETING MINUTES**

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

**III. Public Comment Period on Action Items**

**None**

#### **IV. RPO (REGIONAL PLANNING COMMISSION) ACTION ITEM**

##### **A. Recommended Approval of the Greater Miami Valley Region Transportation Coordination Plan**

Ms. Baxter gave a presentation on the Greater Miami Valley Region Transportation Coordination Plan. Ms. Baxter explained that MVRPC has been leading the MPO's Public Transit-Human Services Transportation Coordination Plan since 2008 for an eight-county region.

Ms. Baxter stated that over the last eight months MVRPC staff has worked to revise the previous final draft of the GRMI Plan based on feedback from ODOT Office of Transit and GRMI stakeholders. The plan revisions are as follows:

1. Transition of Logan County from Region 2 into Region 6, the Greater Columbus area.
2. Creation of sub-regions to clarify FTA Section 5310 funding administered through ODOT and MVRPC counties.
3. Revision to the goals and strategies into a regional and county level to allow for various stages of participation.
4. Identified roles and responsibilities of ODOT, MVRPC as the Regional Coordinating Agency, and the GRMI Council.
5. Language added to include plan adoption by the ODOT Section 5310 funded counties.

##### Regional Level Goals

1. Enhance Regional Coordination.
2. Increase awareness/knowledge of available transportation options.

##### County Level Goals

1. Expand current transportation services in county to meet public need.
2. Seek additional funding opportunities.
3. Increase awareness of available transportation options (based on Mobility Management work).

Ms. Baxter stated that there was a resolution on page 17 and the staff asks that it is forwarded to the Board of Directors.

Mr. Gruner made the motion to forward the resolution to recommend approval of the Greater Miami Valley Regional Transportation Coordination Plan to the Board of Directors.

Mr. Policicchio seconded the motion. The motion passed unanimously.

#### **V. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS**

##### **A. Recommended Approval of FTA 5310 Program of Projects**

Ms. Anderson gave a presentation on the FTA 5310 Program Allocation.

Ms. Anderson stated that the Mobility Management Program is requesting the following:

- To shift 5310 Project Solicitation cycle to Spring 2020
- Greene County requested \$45,000 of 5310 Mobility Management Program funding for Mobility Managers and operational costs
- Funding period January 1, 2021 – June 30, 2021
- Includes cost of salary, benefits, travel, training, supplies, support services and administration
- Funding request period to Program of Projects (POP)
- Request approved by HSTC Council
- Priority 1 Funding
- Greene County Mobility Manager position has been approved since 2015

Mr. Policicchio made the motion to forward the resolution to recommend approval of FTA 5310 Program of Projects to the Board of Directors.

Mr. Smith seconded the motion. The motion passed unanimously.

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

Mr. Arnold referred to the amendment to the SFY 2021-2024 TIP and the numerous project changes made by MVRPC and ODOT. He referred to the packet showing the tables broken down by county, as well as the statewide line item project tables. Mr. Arnold stated that staff recommends adoption of this TIP amendment and referred to a resolution on page 35 of the mailout.

Mr. Hankins made a motion to recommend forwarding the resolution to the Board of Directors for adoption.

Mr. Bergstresser seconded the motion. The motion passed unanimously.

**C. Recommended Adoption of Resolution Supporting the FAST Act Safety Performance Management Target**

Ms. Ramirez presented the FAST Act Safety Performance Management Targets.

Ms. Ramirez stated that Exhibit 1 summarizes the safety measures and targets including the impact that a 2% annual reduction goal would have in the MVRPC area. The 2% reduction for CY2021 maintains the rate adopted in CY2020 due to Governor DeWine's focus on safety and associated increases in funding.

Mr. Snyder made the motion to forward the resolution supporting the FAST Act Safety Performance Management Targets.

Mr. Brzozowski seconded the motion. The motion passed unanimously.

**VI. INFORMATION ITEMS**

**A. I 75 Distracted Driving Corridor**

Mary Hoy and Justin Yoh with ODOT District 7 and Alex Genbauffe with ODOT District 8 gave a presentation on distracted driving and Safety Corridors. They reviewed the causes of the rise in crashes and what was being done in those areas designated as Safety Corridors.

- Crashes are rising, despite safer technology
  - Since 2013 Ohio has experienced five years of rising traffic crashes and deaths.
- Distractions behind the wheel are on the rise
  - Rapid adoption of smartphones gives us the ability to access the internet, social media and videos while driving presenting an increasing danger to Ohioans.
  - Mobile and smartphones are more dangerous. They take a driver's eyes off the road and mind off driving, which slows reaction time to potential hazards.
- Technology is addictive
  - Notifications release feel good chemicals, technology today is designed to hook and maintain people's attention through push notifications and app design.
  - People underestimate that the use of a cell phones significantly increases your risk of causing a crash.
- Designated Safety Corridors
  - ODOT installed signs for high enforcement area and the dangers of distracted driving.
  - OSHP increased education and enforcement.

- Proven results
  - District 4 Corridor results during a two-year deployment – April 2018 through April 2020.
    - 30% reduction in traffic crashes
    - 31% reduction in injury crashes
    - 2 years prior: 571 crashes with 127 serious injuries
    - 2 years during: 399 crashes with 88 serious injuries
- Distracted corridor signing scheme
  - Entering Distracted Driving Safety Corridor.
  - Safety Corridor next 11 miles: Zero Tolerance.
  - Leaving Safety Corridor.
  - Safety Corridor, Strict Enforcement – Speeding and Distracted Driving.
  - ? Days since last serious crash “It Can Wait”.
- The map showing the placement of these signs was reviewed

The floor was then opened for questions.

## **VII. EXECUTIVE DIRECTOR’S REPORT**

Ms. Ramirez gave a review of the October ED’s Update in Mr. Martin’s absence.

- 2020 Census Update
- A new Suite of Online Public Engagement Tools Now Available
- Dayton Business Journal Diversity Awards
- MVRPC welcomes new Associate Members:
  - The Dayton Foundation
  - Central State University
  - Centerville-Washington Park District
- Greater Region Mobility and Plan Update
- Grants & Funding Resources
- Upcoming MVRPC Meetings

## **VIII. ADJOURNMENT**

Mr. Hankins made the motion to adjourn. Chairperson Goff called the meeting adjourned at 10:23 a.m.



# MIAMI VALLEY

Regional Planning Commission

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

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

## MEMORANDUM

**To:** Technical Advisory Committee, Board of Directors  
**From:** MVRPC Staff  
**Date:** November 11, 2020  
**Subject:** SFY2021-SFY2024 Transportation Improvement Program (TIP) Amendment #6

Over the last few months MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for an SFY2021-SFY2024 TIP amendment. The attached TIP Tables 4.2 and 4.3 reflect the updated information for each specific project. Modifications to Statewide Line Item projects are shown on Table 4.6 and are provided for information only. A TIP terminology explanation chart of key abbreviations used in the highway/bikeway tables precedes Table 4.2. A resolution adopting the proposed TIP amendment is attached for your review and consideration. The MVRPC staff recommends your approval.

### Attachments:

- (1) TIP Abbreviation Table
- (2) Amended MVRPC TIP tables: 4.2 and 4.3
- (3) Statewide Line Item Project table 4.6 (For information only)
- (4) Resolution Adopting Amendments to the SFY2021-2024 TIP



## EXPLANATION OF ABBREVIATIONS USED IN TABLES 4.1 – 4.8

### **Project I.D. #**

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

### **PID #**

ODOT "Project Identification Number"

### **Air Quality Status**

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

### **Phase of Work**

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

### **LRTP Goal**

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

### **FUND CODES, DESCRIPTION AND TYPICAL FUNDING SPLIT**

#### **Federal Allocation of ODOT or County Engineer Association Controlled Funds**

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

#### **Federal Allocation of MVRPC Funds**

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

#### **Other Funding Sources**

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

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

# Miami Valley Regional Planning Commission

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

## Miami County Projects

COUNTY, ROUTE, SECTION: MIA015-03.26			ODOT PID # 104871		MVRPC # 2219.3	PROJECT SPONSOR: Miami County		
DESCRIPTION: Piqua-Troy Road from the Troy NCL to the Piqua SCL-Resurface the existing roadway.								
COMMENTS : Decreased Federal and Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$874		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STATE	\$10					
CON		LOCAL			\$173			
CON		STD			\$691			

<b>COUNTY, ROUTE, SECTION:</b>		MIA - Piqua SRTS Infrastructure FY23		<b>ODOT PID #</b>	113614	<b>MVRPC #</b>	2404.4	<b>PROJECT SPONSOR:</b>	Piqua
<b>DESCRIPTION:</b>		At Washington Primary, Central Intermediate and Piqua Junior High Schools-Rehabilitation and replacement of sidewalk, improvements to signage, marked crosswalks and bike racks.							
<b>COMMENTS :</b>		Increased Federal PE funds in SFY2021, added Federal PE funds in SFY2022, decreased Federal construction funds and added Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b>		\$160	<b>LET TYPE:</b>	Traditional	<b>A.Q. :</b>	Exempt	<b>LRTP GOAL:</b> G2-3		
	<b>PHASE</b>	<b>FUND</b>	<b>PRIOR</b>	<b>SFY2021</b>	<b>SFY2022</b>	<b>SFY2023</b>	<b>SFY2024</b>	<b>Future</b>	
	ENG	SRTS		\$23					
	ENG	SRTS			\$5				
	CON	LOCAL				\$10			
	CON	SRTS				\$122			

# Miami Valley Regional Planning Commission

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

## Montgomery County Projects

COUNTY, ROUTE, SECTION:			MOT004-17.79/18.03		ODOT PID # 101849		MVRPC # 1849.5		PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: SR 4 at Webster St.-Replace deteriorated bridge decks, paint substructure, investigate semi-integral abutment conversion and other miscellaneous patching of substructure units. SR 4 at Keowee St.-Replace expansion joint seals, replace failed flexible scupper connectors, patch superstructure.										
COMMENTS : Added State PE funds in SFY2021, deleted Federal PE funds in SFY2022, added State PE funds in SFY2023 and increased Federal and State construction funds to reflect changes in Ellis.										
TOTAL COST (000):		\$5,466	LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2			
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future		
ENG		STATE	\$166							
ENG		STATE	\$180							
ENG		STATE		\$593						
CON		NHPP				\$3,619				
CON		STATE				\$905				
ENG		STATE				\$3				

COUNTY, ROUTE, SECTION:			MOT - Salem Avenue Reconstruction, Ph. 1		ODOT PID #	103178	MVRPC #	1901.2	PROJECT SPONSOR:	Dayton
DESCRIPTION: Salem Avenue from Manhattan Avenue to North Avenue-Reconstruction including new street pavement, curb, sidewalk, street lights and catch basins.										
COMMENTS : Decreased Federal and Local construction funds to reflect changes in Ellis.										
TOTAL COST (000):		\$2,672	LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-2			
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future		
ENG		LOCAL	\$150							
ENG		STATE	\$35							
ROW		LOCAL	\$100							
CON		LOCAL		\$597						
CON		STP		\$1,790						

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

**Montgomery County Projects**

<b>COUNTY, ROUTE, SECTION:</b> MOT - Kettering Signals, Ph. 3			<b>ODOT PID #</b> 105950		<b>MVRPC #</b> 2099.6	<b>PROJECT SPONSOR:</b> Kettering		
<b>DESCRIPTION:</b> Ackerman Boulevard at Dorothy Lane, Marshall Road at Wilmington Pike, David Road at Wilmington Pike, Bigger Road at David Road, David Road at Marshall Road and Patterson Road at Rembrandt Boulevard-Complete reconstruction of six traffic signals, installation of new traffic surveillance cameras at each location, and relocation of the existing fiber optic signal interconnect cable underground. Street lights will be added to the traffic signal poles, pedestrian amenities will be upgraded.								
<b>COMMENTS :</b> Decreased Federal and Local construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$1,840		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3		
<b>PHASE</b>		<b>FUND</b>	<b>PRIOR</b>	<b>SFY2021</b>	<b>SFY2022</b>	<b>SFY2023</b>	<b>SFY2024</b>	<b>Future</b>
ENG		LOCAL	\$100					
ENG		STATE	\$21					
ROW		LOCAL	\$100					
CON		CMAQ			\$1,279			
CON		LOCAL			\$340			

COUNTY, ROUTE, SECTION: MOT048-02.23			ODOT PID # 109374			MVRPC # 2164.6	PROJECT SPONSOR: Centerville	
DESCRIPTION: Intersection of SR 48 and Spring Valley Pike-Replace the existing span wire traffic signal supports with mast arms.								
COMMENTS : Decreased Federal and Local construction funds to reflect changes in Ellis.								
TOTAL COST (000): \$412		LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		HSIP	\$75					
ENG		STATE	\$2					
CON		HSIP		\$274				
CON		LOCAL		\$61				

<b>COUNTY, ROUTE, SECTION:</b> MOT - Olentangy Drive Bridge Replacement			<b>ODOT PID #</b> 112372		<b>MVRPC #</b> 2343.5		<b>PROJECT SPONSOR:</b> Riverside	
<b>DESCRIPTION:</b> Olentangy Drive in Riverside-Bridge replacement.								
<b>COMMENTS :</b> Decreased Federal construction funds and increased Local construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$452		<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2		
<b>PHASE</b>		<b>FUND</b>	<b>PRIOR</b>	<b>SFY2021</b>	<b>SFY2022</b>	<b>SFY2023</b>	<b>SFY2024</b>	<b>Future</b>
ENG		STATE	\$74					
CON		LOCAL			\$91			
CON		STD			\$286			

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

**Montgomery County Projects**

<b>COUNTY, ROUTE, SECTION:</b> MOT - Siebenthaler/Philadelphia Signal Upgrade			<b>ODOT PID #</b> 112662		<b>MVRPC #</b> 2355.4	<b>PROJECT SPONSOR:</b> Dayton		
<b>DESCRIPTION:</b> Intersection of Siebenthaler Avenue and Philadelphia Drive-Replace span wire traffic signal with mast arm supports and vehicle signals with back plates, update pavement markings and signs.								
<b>COMMENTS :</b> Decreased Federal, State and Local construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$314		<b>LET TYPE:</b> Local-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-3		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STATE	\$2					
ROW		STATE	\$10					
ENG		HSIP		\$14				
ROW		HSIP		\$36				
ENG		LOCAL		\$2				
ROW		LOCAL		\$4				
CON		HSIP			\$203			
CON		LOCAL			\$23			
CON		STATE			\$23			

COUNTY, ROUTE, SECTION:			MOT - Vance Road Resurfacing		ODOT PID #	113143	MVRPC #	2372.3	PROJECT SPONSOR: Moraine	
DESCRIPTION: Vance Road in Moraine from Main Street to the NCL-Roadway resurfacing and restriping.										
COMMENTS : Increased Local construction funds to reflect changes in Ellis.										
TOTAL COST (000):		\$271	LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-2			
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future		
ENG		LOCAL	\$5							
ENG		STATE	\$1							
CON		LOCAL		\$138						
CON		STP		\$127						

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

**Montgomery County Projects**

COUNTY, ROUTE, SECTION:			MOT - West Central Avenue Resurfacing		ODOT PID #	113230	MVRPC #	2373.3	PROJECT SPONSOR:		West Carrollton	
DESCRIPTION:			West Central Avenue from the West Carrollton Waste Water Treatment Plant to Miami Avenue-Roadway milling and resurfacing including pavement markings and manhole adjustments.									
COMMENTS :			Decreased Local construction funds to reflect changes in Ellis.									
TOTAL COST (000):		\$327	LET TYPE:		Local-let	A.Q. :		Exempt	LRTP GOAL:			G2-2
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future				
ENG		LOCAL	\$29									
ENG		STATE	\$2									
CON		LOCAL		\$64								
CON		STP		\$232								

COUNTY, ROUTE, SECTION: MOT - Carriage Hill Metro Park			ODOT PID # 113294		MVRPC # 2370.3		PROJECT SPONSOR: Five Rivers Metro Parks	
DESCRIPTION: Carriage Hill Metro Park-Overlay existing parking lot with asphalt concrete along with striping, pavement repairs and minor drainage repairs.								
COMMENTS : New project, not in current TIP.								
TOTAL COST (000): \$151		LET TYPE: Traditional		A.Q. : Exempt		LRTP GOAL: G2-2		
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG		STATE	\$2					
CON		STATE		\$149				

<b>COUNTY, ROUTE, SECTION:</b> MOT - Day-Cin Pike Resurfacing (North)			<b>ODOT PID #</b> 113443		<b>MVRPC #</b> 2385.3	<b>PROJECT SPONSOR:</b> Miamisburg	
<b>DESCRIPTION:</b> Dayton-Cincinnati Pike from just north of Richard Street to the Miamisburg north corporation line-Roadway milling and resurfacing.							
<b>COMMENTS :</b> Increased Local construction funds to reflect changes in Ellis.							
<b>TOTAL COST (000):</b> \$257		<b>LET TYPE:</b> Traditional	<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2		
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE	\$1					
CON	LOCAL		\$153				
CON	STP		\$104				

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

**Montgomery County Projects**

<b>COUNTY, ROUTE, SECTION:</b> MOT - Dayton Children's SRTS Coordinator				<b>ODOT PID #</b> 113594	<b>MVRPC #</b> 2407.7	<b>PROJECT SPONSOR:</b> Dayton	
<b>DESCRIPTION:</b> Dayton Children's Hospital-Funding for local coordinator.							
<b>COMMENTS :</b> New project, not in current TIP.							
<b>TOTAL COST (000):</b> \$40		<b>LET TYPE:</b> Non-let		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-1	
<b>PHASE</b>	<b>FUND</b>	<b>PRIOR</b>	<b>SFY2021</b>	<b>SFY2022</b>	<b>SFY2023</b>	<b>SFY2024</b>	<b>Future</b>
CON	SRTS		\$40				

COUNTY, ROUTE, SECTION:			MOT049-06.41		ODOT PID # 113868		MVRPC # 2414.4		PROJECT SPONSOR: Clayton	
DESCRIPTION: SR 49 at Westbrook Road-Install new mast arm traffic signal. In addition, removal of pork chop island and installation of right turn lane on Westbrook Road.										
COMMENTS : Decreased Federal construction funds and added State construction funds to reflect changes in Ellis.										
TOTAL COST (000): \$490			LET TYPE: Local-let		A.Q. : Exempt		LRTP GOAL: G2-3			
PHASE		FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future		
ENG		HSIP		\$29						
ENG		LOCAL		\$2						
ENG		STATE		\$6						
CON		HSIP			\$372					
CON		LOCAL			\$41					
CON		STATE			\$41					

# Miami Valley Regional Planning Commission

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

COUNTY, ROUTE, SECTION: D07 - BP FY21 - SLI-013				ODOT PID # 105405	MVRPC # 2200.5	PROJECT SPONSOR: ODOT District-7	
DESCRIPTION: Various bridges in Montgomery County-Paint the structural steel.							
COMMENTS : Decreased State construction funds to reflect changes in Ellis.							
TOTAL COST (000): \$2,129		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-2			
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	STATE	\$103					
CON	STATE		\$2,026				

<b>COUNTY, ROUTE, SECTION:</b> D07 - BH FY21 - SLI-009			<b>ODOT PID #</b> 110154		<b>MVRPC #</b> 2249.5		<b>PROJECT SPONSOR:</b> ODOT District-7	
<b>DESCRIPTION:</b> Various locations in District 7-Bridge abutment patching and repair.								
<b>COMMENTS :</b> Added State PE funds in SFY2021, increased Federal NHPP construction funds and decreased Federal STD and State construction funds to reflect changes in Ellis.								
<b>TOTAL COST (000):</b> \$756			<b>LET TYPE:</b> Traditional		<b>A.Q. :</b> Exempt		<b>LRTP GOAL:</b> G2-2	
<b>PHASE</b>		<b>FUND</b>	<b>PRIOR</b>	<b>SFY2021</b>	<b>SFY2022</b>	<b>SFY2023</b>	<b>SFY2024</b>	<b>Future</b>
ENG		STATE	\$14					
CON		NHPP		\$432				
CON		STATE		\$145				
ENG		STATE		\$16				
CON		STD		\$149				

COUNTY, ROUTE, SECTION: MOT - Dayton PSIP FY2021 - SLI-012				ODOT PID # 113274	MVRPC # 2369.7	PROJECT SPONSOR: Dayton	
DESCRIPTION: Various routes in the City of Dayton-Pedestrian safety improvement.							
COMMENTS : Decreased Federal construction funds to reflect changes in Ellis.							
TOTAL COST (000): \$959		LET TYPE: Traditional	A.Q. : Exempt	LRTP GOAL: G2-1			
PHASE	FUND	PRIOR	SFY2021	SFY2022	SFY2023	SFY2024	Future
ENG	HSIP	\$118					
CON	HSIP		\$822				
ENG	HSIP		\$20				

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

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

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

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

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

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

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

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

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

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

**NOW THEREFORE BE IT RESOLVED**, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts **Amendment #6** to the SFY2021-SFY2024 Transportation Improvement Program as shown on the attached TIP Tables.

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

\_\_\_\_\_  
**Brian O. Martin, AICP**  
Executive Director

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

\_\_\_\_\_  
Date





## MEMORANDUM

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

**From:** MVRPC Staff

**Date:** November 9, 2020

**Subject:** Proposed list of 2050 Long Range Transportation Plan Congestion Management Projects; Summary of Public Participation Meetings (October 20-21); and Financial Analysis

### Public Participation Efforts

As part of the ongoing 2050 Long Range Transportation Plan (LRTP) Update, MVRPC worked with local jurisdictions and coordinating agencies to identify Congestion Management Projects. The draft projects were presented at two virtual public participation meetings in October to solicit public input.

Public participation meetings were conducted via zoom as follows:

- Tuesday, October 20, 2020  
12 pm - 1 pm
- Thursday, October 22, 2020  
5 pm - 6 pm

Outlined below is a recap of public outreach efforts to promote the meetings:

- Printing public notices in the Dayton Daily News and ¼ page ads in La Mega Nota (English and Spanish) and Dayton Weekly, a minority focus newspaper, announcing the meeting.
- Purchasing ads on You Tube, WDTN, WHIO, Dayton 24/7 Now, Spectrum News, and Spotify.
- Submitting press releases to all local newspapers, television and radio stations - approximately 89 media outlets.
- Sending e-mails/letters to individuals and agencies who have requested to be notified about public participation meetings as well as additional agencies/interested parties identified in the FAST Act legislation– over 700 individuals/agencies.
- Sending letters and promotional posters to all the public libraries in Montgomery, Greene and Miami Counties.
- Displaying promotional posters in English and Spanish at the Greater Dayton Regional Transit Authority hubs.
- E-mailing promotional poster to Miami County Transit and Greene CATS.
- E-mailing promotional posters (English and Spanish versions) to the Latino Connection for distribution.
- Announcing the meeting on the MVRPC's website.
- Promoting the meeting using Twitter and Facebook, including 3 boosted posts.
- Posting the information, which was to be presented at the meeting, on plan2050.mvrpc.org along with an online comment card.

- Distributing postage-paid comment cards at all Dayton Metro Library locations and GDRTA hubs, (625 cards total).
- Making the information to be presented at the meetings and online available at the MVRPC offices along with comment cards.

A total of 5 people attended the meetings. MVRPC staff members were present to answer their questions and to review the list of draft transportation projects and strategies and accept comments/input regarding transportation issues.

Participants were encouraged to give their comments on the draft 2050 LRTP projects and strategies at the meetings or via the online comment tools. The following are comments suggestions received at the meetings and through the online comment tools.

## **ROADWAY**

- Adding noise fences along the I-675 Highway would add protection to adjacent communities and make life less stressful.

## **PUBLIC TRANSPORTATION**

- No comments to date.

## **BIKEWAY/PEDESTRIAN**

- It's discouraging that congestion mitigation plans do include comprehensive bike lanes on all roads being improved. It's a self-licking ice cream cone: you build roads only for motor vehicles, it becomes too dangerous for pedestrians and bicyclists, so they drive and the roads become congested, then you use the congestion to justify spending more money on widening roads without access for pedestrians and bicyclist.
- The Great-Little trail (N1) needs to be fully funded to provide a safe, circuitous route for the multi-use trail system. Connecting 1-2-8-25 should be your highest priority.
- It is difficult to safely bike most anywhere in the region. The existing bike trails are nice but are not really designed for transportation outside the local community. The region needs a regional bike trail system that follows the I-675 highway to allow bikes to be used as transportation between the Dayton Mall and the Dayton Yellow Springs exit. This would allow
  - (1) bike transportation to WPAFB and WSU without the danger of riding Grange Hall.
  - (2) off-road connections to parks like Grant Park, Village South Park, Iron Horse Park, and Pondview Park.
  - (3) make it possible to use the bike trails as transportation to reduce motor vehicle congestion.
- The existing bike trails look impressive on paper, and we should continue to extend the network, but the segments running along the I-75 Highway and Dixie Dr are amazingly loud and in desperate need of noise barrier between the trails and the highway. Please add noise abatement along the highway. Preferably using tall walls, but even 5-6 ft barriers would help.
- To get to the River Corridor Bike Trail, I ride down W Rahn Rd & W Alex Bell Rd to Bowman Ln and then cross the empty lot to get on the Gr Miami River Rec Trail. I believe there should be a right-of-way path put in to cross this empty lot before it gets developed. It would also be great to have bike lanes on Alex Bell between Rahn and Bowman to make the route a little safer.

- On the Draft Bikeway Project List for projects that are funded, are these currently under construction in 2020, or are they funded to be completed in the next few years? Could the information be added to the list as to an estimate for the year of completion?

## Financial Analysis

*Requirements: Transportation Plans are required to include a financial plan demonstrating that the adopted plan (projects and strategies) can be implemented. Plans adopted after December 2007 must also use inflation rates to reflect cost and revenues in year of expenditure dollars.*

The 2050 LRTP's 30 year forecasted revenues were determined by considering two main funding sources: the TIP and local funds. The TIP includes funds from the Ohio Department of Transportation as well as other MPO-controlled funds. Local jurisdiction funds include Ohio Public Works funds and other locally available revenues (gas tax, registration fees, levies).

The revenue forecast was completed by identifying the actual expenditures in each funding source and using those as a base to calculate the year 2050 revenue forecast. Therefore, the 30-year time period was separated into two increments. The first increment is from SFY2021 to SFY2024 and includes the actual programmed expenditures for that time period in the current TIP. The second increment includes the remaining 26 years in the period and is further sub-divided into four additional increments (2025), (2026-2030), (2031-2040), and (2041-2050).

The first step was to determine annual average TIP expenditures for the past 10 years (2011-2020), the annual average was then used to calculate available revenues in the remainder years of the Plan.

A similar process was used for the locally funded project expenditures. MVRPC's annual survey data on local jurisdictions' actual expenditures on transportation improvement projects in previous years were used to determine the annual average expenditures. Based on annual expenditures identified, total expenditures for the time period of SFY2021-2024 were calculated. Similarly, the annual average was multiplied by 5, and 10 to determine the remaining 26-year revenue forecast.

The forecasted revenues for the entire 30-year period 2050 LRTP were determined by adding actual TIP and local expenditures to the projected figures of the remaining 30-year forecasts from both TIP and local sources.

The next step in the revenue forecasting process was to determine how much of the total revenue will be available for maintenance/reconstruction versus operational/safety/capacity improvements type of projects. On average, the region is expending approximately 59% of its roadway expenditures on maintenance/reconstruction and 41% on operational/safety/capacity type of projects. The forecasted revenue for the operational, safety, and capacity projects shown in the table below will be used to demonstrate the financial constraint for the transportation plan congestion management projects.

**2050 Forecasted Revenues for Operational/Safety/Capacity Improvements by Funding Source  
(in millions of 2020 dollars)**

General Source	Specific Source		Revenues					
			Four Year TIP (2021-2024)	Annual Average	Short Term Plan I (2021-2025)	Short Term Plan II (2026-2030)	Long Term Plan (2031-2040)/(2041-2050)	For Full 30 Year Plan
ODOT/MPO Controlled Funds	Federal	Various Sources	82.24	37.74	119.98	188.70	377.39	1,063.46
	State	State Match (Includes 100% Funded)	22.57	14.24	36.81	71.19	142.39	392.78
	Other Funds (Includes Local, OPWC, & Issue 1 In Combination With State & Federal Funds)		19.67	7.42	27.09	37.08	74.16	212.49
Ohio Public Works (LTIP And Issue 1)	Ohio Public Works Commission		14.90	3.73	18.63	18.63	37.26	111.77
	Local Match		3.73	0.93	4.66	4.66	9.31	27.94
100% Local, Private, Other			30.15	7.54	37.68	37.68	75.37	226.10
Subtotal	Federal		82.24	37.74	119.98	188.70	377.39	1,063.46
	State		37.47	17.96	55.44	89.82	179.64	504.55
	Local, Other		53.54	15.88	69.43	79.42	158.84	466.53
Total			173.26	71.59	244.84	357.94	715.88	2,034.54

### Project Evaluation

Following the public participation meetings and in order to develop a proposed project list for the 2050 Long Range Transportation Plan, MVRPC staff reviewed the scoring for each project using the MVRPC Project Evaluation System. The evaluation process also included consideration of additional information such as existing traffic counts, future projected traffic volumes, future land use plans and community needs and priorities. In addition, Long Range Transportation Plan financial analysis was conducted to identify future revenues.

Based on the project evaluation process and future revenues, staff has identified projects for inclusion in the 2050 Long Range Transportation Plan.

Staff recommends TAC approval of the Proposed 2050 Long Range Transportation Plan Congestion Management Projects. Following TAC acceptance, staff will request adoption of the proposed Project list by the Board. Staff will then initiate conformity interagency consultation, travel demand model runs, and associated technical analyses.

#### Attachments:

- (1) Proposed 2050 Long Range Transportation Plan Congestion Management Projects
- (2) Resolution to Adopt the Proposed list of 2050 Long Range Transportation Plan Congestion Management Projects

## Draft Congestion Management Projects

### (Cost is in Millions of 2020 Dollars)

<b>5 GRE</b>	<b>I-675 / Grange Hall Road</b>			Sponsor: City of Beavercreek
Feasible: 2041-2045	Mileage: NA	Cost: \$30.00	PID:	TIP: No
Add full movements at Grange Hall Road interchange.				
<b>9A GRE</b>	<b>US 35 — Phase I</b>			Sponsor: ODOT - District 8
Feasible: 2041-2045	Mileage: 1.50	Cost: \$79.70	PID: 80468	TIP: No
Eliminate the existing at grade intersections at Factory Road, Alpha Road, and Orchard Lane and replace them with full access interchange at Factory Road.				
<b>9B GRE</b>	<b>US 35 — Phase II</b>			Sponsor: ODOT - District 8
Feasible: 2026-2030	Mileage: 1.00	Cost: \$30.07	PID: 107217	TIP: YP
Eliminate the existing at grade intersection at Trebein/Valley Road and replace with full access interchanges at Trebein/Valley Road. Preliminary engineering and right of way phases are currently funded in the TIP.				
<b>10B GRE</b>	<b>US 42</b>			Sponsor: MVRPC
Feasible: 2036-2040	Mileage: 0.62	Cost: \$1.65	PID:	TIP: No
Widen from 2 to 3 lanes from Bickett Road to Hickman Road.				
<b>10D GRE</b>	<b>US 42</b>			Sponsor: City of Xenia
Feasible: 2031-2035	Mileage: 0.81	Cost: \$2.16	PID:	TIP: No
Widen US 42 from E. Church Street to City Corporation Limits from 2 to 3 lanes.				
<b>17B GRE</b>	<b>SR 72</b>			Sponsor: ODOT - District 8
Feasible: 2021-2025	Mileage: 4.80	Cost: \$7.17	PID: 112038	TIP: Yes
Widen at intersections, safety upgrades and roadway realignment as needed from north of Klontz Road to southern Cedarville corporation limit.				
<b>21 GRE</b>	<b>SR 235</b>			Sponsor: City of Fairborn
Feasible: 2026-2030	Mileage: 1.00	Cost: \$3.90	PID:	TIP: No
Widen from 2 to 3 lanes from I-675 to Byron Road.				
<b>24B GRE</b>	<b>SR 444 — Phase III</b>			Sponsor: City of Fairborn
Feasible: 2021-2025	Mileage: 1.00	Cost: \$3.27	PID: 113660	TIP: NF
Narrow the western portion and widen the eastern portion to create a uniform 3-lane section from Central Avenue to Sandhill Road.				
<b>24C GRE</b>	<b>SR 444 — Phase IIA</b>			Sponsor: City of Fairborn
Feasible: 2021-2025	Mileage: 0.51	Cost: \$3.69	PID: 108266	TIP: Yes
Narrow the roadway from 4 to 3 lanes and install bike lanes and access management techniques, as well as replace the waterline from Dayton Drive to Pierce Drive.				
<b>24D GRE</b>	<b>SR 444 — Phase IIB</b>			Sponsor: City of Fairborn
Feasible: 2026-2030	Mileage: 0.55	Cost: \$1.78	PID:	TIP: No
Narrow the roadway from 4 to 3 lanes and install bike lanes and access management techniques from Pierce Drive to Central Avenue.				
<b>50 GRE</b>	<b>Garland Extension - West</b>			Sponsor: City of Fairborn
Feasible: 2036-2040	Mileage: 0.70	Cost: \$3.00	PID:	TIP: No
Extend as 2 lanes from its eastern terminus at Maple Avenue to Meadowlands Drive.				
<b>53B GRE</b>	<b>Grange Hall Road</b>			Sponsor: City of Beavercreek
Feasible: 2026-2030	Mileage: 1.63	Cost: \$8.61	PID:	TIP: No
Widen from Summerfield Drive to Southview Drive and SR 835 to Patterson Road from 2 to 3 lanes, and add pedestrian and bicycle amenities.				

## Draft Congestion Management Projects (Cost is in Millions of 2020 Dollars)

<b>53C GRE</b>	<b>Grange Hall Road</b>				Sponsor: City of Beavercreek
Feasible: 2021-2025	Mileage: 0.67	Cost: \$3.70	PID: 106222	TIP: Yes	
Widen from Summerfield Drive to Kemp Road from 2 to 3 lanes, and add pedestrian and bicycle amenities.					
<b>58D GRE</b>	<b>Kemp Road</b>				Sponsor: City of Beavercreek
Feasible: 2026-2030	Mileage: 1.00	Cost: \$5.30	PID:	TIP: No	
Widen North Fairfield Road to Hidden Woods Boulevard from 2 to 3 lanes, and add bicycle and pedestrian amenities.					
<b>58E GRE</b>	<b>Kemp Road</b>				Sponsor: City of Beavercreek
Feasible: 2031-2035	Mileage: 1.55	Cost: \$3.73	PID:	TIP: No	
Widen Kemp Road from 2 to 3 lanes from Meadowcourt Drive to Blue Wing Drive. Add bicycle and pedestrian amenities from Meadowcourt Drive to North Fairfield Road.					
<b>66C GRE</b>	<b>New Germany-Trebein Road</b>				Sponsor: City of Beavercreek
Feasible: 2026-2030	Mileage: 0.35	Cost: \$1.95	PID:	TIP: No	
Widen from 3 to 5 lanes from Lillian Lane to Big Woods Drive.					
<b>74 GRE</b>	<b>Shakertown Road</b>				Sponsor: City of Beavercreek
Feasible: 2031-2035	Mileage: 2.02	Cost: \$10.64	PID:	TIP: No	
Widen from 2 to 3 lanes from Autumn Leaf Drive to relocated Shakertown Road with bicycle and pedestrian amenities.					
<b>78C GRE</b>	<b>Trebein Road</b>				Sponsor: City of Fairborn
Feasible: 2036-2040	Mileage: 2.00	Cost: \$6.20	PID:	TIP: No	
Widen from 2 to 3 lanes from Dayton-Yellow Springs Road to Xenia Drive; add bicycle and pedestrian facilities, widen culverts, and improve safety of vertical and horizontal curves.					
<b>345 GRE</b>	<b>Industrial Boulevard Extension</b>				Sponsor: City of Xenia
Feasible: 2031-2035	Mileage: 0.47	Cost: \$0.93	PID:	TIP: No	
Extend as 3 lanes from Bellbrook Avenue to W. Second Street.					
<b>407 GRE</b>	<b>I-675/Shakertown Rd.</b>				Sponsor: City of Beavercreek
Feasible: 2046-2050	Mileage: NA	Cost: \$0.75	PID:	TIP: No	
Feasibility study to construct new interchange on I-675 at Shakertown Road to improve job access to land in Beavercreek and Kettering.					
<b>411A GRE</b>	<b>North Fairfield Road</b>				Sponsor: City of Beavercreek
Feasible: 2021-2025	Mileage: 0.49	Cost: \$3.25	PID: 111451	TIP: Yes	
Widen from 2 to 3 lanes from Plantation Place to Shakertown Road including installation of bicycle and pedestrian amenities.					
<b>411B GRE</b>	<b>North Fairfield Road</b>				Sponsor: City of Beavercreek
Feasible: 2021-2025	Mileage: 0.18	Cost: \$2.12	PID: 113664	TIP: NF	
Widen from 2 to 3 lanes from Plantation Place to Fairbrook Elementary School including installation of bicycle and pedestrian amenities.					
<b>411C GRE</b>	<b>North Fairfield Road</b>				Sponsor: City of Beavercreek
Feasible: 2026-2030	Mileage: 0.36	Cost: \$2.90	PID:	TIP: No	
Widen from 2 to 3 lanes from Fairbrook Elementary School to Indian Ripple Road including installation of bicycle and pedestrian amenities.					
<b>414 GRE</b>	<b>Funderburg Road</b>				Sponsor: City of Fairborn
Feasible: 2031-2035	Mileage: 1.30	Cost: \$3.40	PID:	TIP: No	
Widen from 2 to 3 lanes from Colonel Glenn Road to Dayton Yellow Springs Road.					

## Draft Congestion Management Projects (Cost is in Millions of 2020 Dollars)

<b>415 GRE</b>	<b>Garland Avenue Extension</b>				Sponsor: City of Fairborn
Feasible: 2036-2040	Mileage: 0.90	Cost: \$4.50	PID:	TIP: No	
Extend as 2 lanes from Trebein Road to SR 235.					
<b>417 GRE</b>	<b>Schwerman Drive</b>				Sponsor: City of Fairborn
Feasible: 2036-2040	Mileage: 1.00	Cost: \$2.70	PID:	TIP: No	
Widen from 2 to 3 lanes from Adams Street to SR 444 including improvements to the Sandhill Road intersection.					
<b>425 GRE</b>	<b>Upper Bellbrook Road</b>				Sponsor: City of Xenia
Feasible: 2026-2030	Mileage: 0.38	Cost: \$1.44	PID:	TIP: No	
Widen from 2 to 3 lanes from Colorado Drive to Progress Drive including a pedestrian path.					
<b>431 GRE</b>	<b>Valley Springs Connector Road</b>				Sponsor: Beavercreek Township
Feasible: 2026-2030	Mileage: 0.82	Cost: \$2.50	PID:	TIP: No	
Provide a 3-lane connector road from Orchard Lane to the proposed Valley Road / US 35 interchange.					
<b>433 GRE</b>	<b>US 35</b>				Sponsor: ODOT - District 8
Feasible: 2031-2035	Mileage: 1.00	Cost: \$9.00	PID:	TIP: No	
Reconfigure the US 35 and Business 35 interchange located on the west side of Xenia for safety and operational purposes.					
<b>443 GRE</b>	<b>Indian Ripple Road</b>				Sponsor: City of Beavercreek
Feasible: 2031-2035	Mileage: 1.69	Cost: \$8.90	PID:	TIP: No	
Widening from 2 to 3 lanes from Grange Hall Road to Alpha Bellbrook Road including installation of bicycle and pedestrian amenities.					
<b>451 GRE</b>	<b>Fairborn Schools Street Upgrades</b>				Sponsor: City of Fairborn
Feasible: 2031-2035	Mileage: 2.00	Cost: \$5.20	PID:	TIP: No	
Widening Garland and Trebein Roads from 2 to 3 lanes, and adding turn lanes on Commerce Center for future school expansion on the adjacent property.					
<b>452 GRE</b>	<b>Maple Avenue — Phase II</b>				Sponsor: City of Fairborn
Feasible: 2021-2025	Mileage: 1.10	Cost: \$3.53	PID: 106311	TIP: Yes	
Widen from 2 lanes to 3 and add bike lanes from Doris Drive to Dayton-Yellow Springs Road.					
<b>453 GRE</b>	<b>Kauffman Avenue</b>				Sponsor: City of Fairborn
Feasible: 2026-2030	Mileage: 2.00	Cost: \$5.20	PID:	TIP: No	
Left turn lanes and right turn drop lanes will be added at intersections from National Road to Colonel Glenn Highway.					
<b>454 GRE</b>	<b>Garland Avenue Bike Path</b>				Sponsor: City of Fairborn
Feasible: 2026-2030	Mileage: 1.05	Cost: \$0.92	PID:	TIP: No	
Install a bike path on City-owned property from the proposed bike lanes on Maple Avenue to the existing path on Garland Avenue near I-675.					
<b>455 GRE</b>	<b>Van Eaton Road / Hedges Road Intersection</b>				Sponsor: City of Xenia
Feasible: 2041-2045	Mileage: NA	Cost: \$1.32	PID:	TIP: No	
Intersection realignment to eliminate offset intersection.					
<b>456 GRE</b>	<b>East Main Street / North Patton Street / Jasper Road</b>				Sponsor: City of Xenia
Feasible: 2031-2035	Mileage: NA	Cost: \$2.25	PID:	TIP: No	
Reconstruct a five (5) point intersection with a roundabout.					

## Draft Congestion Management Projects (Cost is in Millions of 2020 Dollars)

<b>457A GRE</b>	<b>Dayton-Xenia Road Widening</b>			Sponsor: City of Beavercreek
Feasible: 2026-2030	Mileage: 0.30	Cost: \$2.39	PID:	TIP: No
Widen Dayton-Xenia Road from 3 to 5 lanes from Meadow Bridge to Hanes Road. The project will also include signal work, bicycle and pedestrian amenities.				
<b>457B GRE</b>	<b>Dayton-Xenia Road Widening</b>			Sponsor: City of Beavercreek
Feasible: 2031-2035	Mileage: 1.33	Cost: \$8.76	PID:	TIP: No
Widen Dayton-Xenia Road between Hanes Road and Beaver Valley Road from 2 to 3 lanes including installation of bicycle and pedestrian amenities.				
<b>458 GRE</b>	<b>Lantz Road Extension</b>			Sponsor: City of Beavercreek
Feasible: 2026-2030	Mileage: 0.35	Cost: \$2.77	PID:	TIP: No
Extend Lantz Road from Dayton-Xenia Road to North Fairfield Road. The project will include a new signal at Dayton-Xenia Road, and bicycle and pedestrian facilities.				
<b>459 GRE</b>	<b>Dayton-Xenia Road at High School Road</b>			Sponsor: City of Beavercreek
Feasible: 2026-2030	Mileage: 0.20	Cost: \$0.75	PID:	TIP: No
Installation of a new traffic signal for the East Beavercreek High School Road at Dayton-Xenia Road. This will also include pedestrian, bicycle and lane upgrades.				
<b>460 GRE</b>	<b>Hanes Road</b>			Sponsor: City of Beavercreek
Feasible: 2036-2040	Mileage: 2.10	Cost: \$12.20	PID:	TIP: No
Widen Hanes Road from 2 to 3 lanes from Dayton-Xenia Road to Kemp Road with bicycle/pedestrian facilities.				
<b>461 GRE</b>	<b>Kemp Road Widening</b>			Sponsor: City of Beavercreek
Feasible: 2031-2035	Mileage: 1.03	Cost: \$5.42	PID:	TIP: No
Widen Kemp Road from the west corporation line to Grange Hall Road from 2 to 3 lanes with bicycle and pedestrian facilities.				
<b>462 GRE</b>	<b>Alpha-Bellbrook Road</b>			Sponsor: City of Beavercreek
Feasible: 2036-2040	Mileage: 1.23	Cost: \$7.75	PID:	TIP: No
Widen Apha-Bellbrook Road from Indian Ripple Road to Shakertown Road from 2 to 3 laneswith bicycle and pedestrian facilities.				
<b>463 GRE</b>	<b>North Fairfield Road / Swigart Road Roundabout</b>			Sponsor: City of Beavercreek
Feasible: 2036-2040	Mileage: 0.20	Cost: \$0.75	PID:	TIP: No
Reconstruct the intersection of North Fairfield Road and Swigart Road with a roundabout.				
<b>464 GRE</b>	<b>North Fairfield Road Widening</b>			Sponsor: City of Beavercreek
Feasible: 2036-2040	Mileage: 0.56	Cost: \$3.15	PID:	TIP: No
Widen North Fairfield Road from Swigart Road to Indian Ripple Road from 2 to 3 lanes and add bicycle and pedestrian facilities.				
<b>465 GRE</b>	<b>Darst Road</b>			Sponsor: City of Beavercreek
Feasible: 2036-2040	Mileage: 1.12	Cost: \$6.09	PID:	TIP: No
Widen Darst Road from Swigart Road to Indian Ripple Road from 2 to 3 lanes with bicycle and pedestrian facilities.				
<b>466 GRE</b>	<b>Indian Ripple Road/I-675 Sidepath</b>			Sponsor: City of Beavercreek
Feasible: 2036-2040	Mileage: 0.22	Cost: \$0.74	PID:	TIP: No
Extend the bicycle and pedestrian facilities west of the I-675/Indian Ripple Road interchange over I-675 to the existing bicycle/pedestrian facilities at Sylvania.				
<b>467 GRE</b>	<b>New Germany-Trebein Road Sidepath</b>			Sponsor: City of Beavercreek
Feasible: 2036-2040	Mileage: 1.35	Cost: \$3.56	PID:	TIP: No
Extend existing bicycle and pedestrian facilities along New Germany-Trebein Road from Big Woods Drive to Varner Drive.				

## Draft Congestion Management Projects (Cost is in Millions of 2020 Dollars)

<b>468 GRE</b>	<b>Grange Hall Road</b>			Sponsor: City of Beavercreek
Feasible: 2041-2045	Mileage: 2.41	Cost: \$12.70	PID:	TIP: No
Widen Grange Hall Road from Patterson Road to Indian Ripple Road from 2 to 3 lanes. The project will also include bicycle and pedestrian facilities.				
<b>469 GRE</b>	<b>Lantz Road Sidepath</b>			Sponsor: City of Beavercreek
Feasible: 2041-2045	Mileage: 1.33	Cost: \$3.87	PID:	TIP: No
Add bicycle and pedestrian facilities along Lantz/McKay Roads from Hanes Road to Beaver Valley Road.				
<b>470 GRE</b>	<b>Lantz Road Widening</b>			Sponsor: City of Beavercreek
Feasible: 2041-2045	Mileage: 0.64	Cost: \$3.36	PID:	TIP: No
Widen Lantz Road between North Fairfield Road and Hanes Road from 2 to 3 lanes with bicycle and pedestrian facilities.				
<b>471 GRE</b>	<b>Kemp Road</b>			Sponsor: City of Beavercreek
Feasible: 2046-2050	Mileage: 1.28	Cost: \$6.75	PID:	TIP: No
Widen Kemp Road from Hidden Woods to Beaver Valley Road from 2 to 3 lanes with bicycle and pedestrian facilities. Relocate roadway to remove S curves.				
<b>472 GRE</b>	<b>Patterson Road Widening</b>			Sponsor: City of Beavercreek
Feasible: 2046-2050	Mileage: 1.88	Cost: \$9.93	PID:	TIP: No
Widen Patterson Road from County Line Road to SR 835 from 2 to 3 lanes with bicycle and pedestrian facilities.				
<b>473 GRE</b>	<b>Swigart Road Sidepath</b>			Sponsor: City of Beavercreek
Feasible: 2046-2050	Mileage: 0.83	Cost: \$2.19	PID:	TIP: No
Install bicycle and pedestrian facilities along Swigart Road from Darst Road to North Fairfield Road.				
<b>474 GRE</b>	<b>Research Blvd (SR 835)/Seajay Drive Sidepath</b>			Sponsor: City of Beavercreek
Feasible: 2046-2050	Mileage: 0.75	Cost: \$1.98	PID:	TIP: No
Extend the City bicycle and pedestrian facilities from Patterson Road to North Fairfield Road along SR 835 and Seajay Drive.				
<b>475 GRE</b>	<b>Beaver Valley Road Sidepath</b>			Sponsor: City of Beavercreek
Feasible: 2046-2050	Mileage: 1.45	Cost: \$4.22	PID:	TIP: No
Extend bicycle and pedestrian facilities along Beaver Valley Road from Dayton-Xenia Road to Lantz Road.				
<b>476 GRE</b>	<b>GRE-235</b>			Sponsor: ODOT - District 8
Feasible: 2026-2030	Mileage: 0.75	Cost: \$2.00	PID:	TIP: No
Construct adjacent roundabouts at the intersections of GRE-235 with Byron and Trebein Roads.				
<b>477 GRE</b>	<b>GRE-675</b>			Sponsor: ODOT - District 8
Feasible: 2031-2035	Mileage: 1.00	Cost: \$2.00	PID:	TIP: No
Widen exit ramp from I-675 to WPAFB, Colonel Glenn Highway from 2 to 3 lanes.				
<b>478 GRE</b>	<b>GRE-42</b>			Sponsor: ODOT - District 8
Feasible: 2031-2035	Mileage: 0.30	Cost: \$5.00	PID:	TIP: No
Change intersection of US 42 and Brush Row Road and US 42 and N. Bickett Road into adjacent roundabouts.				
<b>479 GRE</b>	<b>GRE-68</b>			Sponsor: ODOT - District 8
Feasible: 2031-2035	Mileage: N/A	Cost: \$2.00	PID:	TIP: No
Construct a roundabout at the intersection of US 68 and Hyde Road.				
<b>480 GRE</b>	<b>GRE-235</b>			Sponsor: ODOT - District 8
Feasible: 2031-2035	Mileage: 1.25	Cost: \$1.50	PID:	TIP: No
Reduce SR 235 from 4 lanes to 2 from SLM 9.00-10.30.				

## Draft Congestion Management Projects (Cost is in Millions of 2020 Dollars)

<b>481 GRE</b>	<b>GRE-42</b>				Sponsor: ODOT - District 8
Feasible: 2026-2030	Mileage: 0.17	Cost: \$2.00	PID:	TIP: No	
Construct sidewalk and crossing between Cedarville Meadows subdivision and Cedarville High School.					
<b>482 GRE</b>	<b>S. Detroit, Miami and Home Intersection Improvements</b>				Sponsor: City of Xenia
Feasible: 2026-2030	Mileage: NA	Cost: \$2.02	PID:	TIP: No	
Reconstruct a skewed intersection at S. Detroit Street, Miami Avenue and Home Avenue with a roundabout. Install new sidewalk and provide a better connection for the Ohio to Erie Bike Path to the Xenia Station Bike Hub.					
<b>483 GRE</b>	<b>Hospitality Drive</b>				Sponsor: City of Xenia
Feasible: 2026-2030	Mileage: 0.40	Cost: \$1.98	PID:	TIP: No	
Widening Hospitality Drive from W. Main Street to S. Progress Drive from 3 to 5 lanes.					
<b>484 GRE</b>	<b>Progress Drive</b>				Sponsor: City of Xenia
Feasible: 2026-2030	Mileage: 0.97	Cost: \$3.25	PID:	TIP: No	
Widen Progress Drive from W. Second Street to Dayton Xenia Road from 3 to 5 lanes.					
<b>485 GRE</b>	<b>N. Progress Drive / Greene Way Boulevard Intersection</b>				Sponsor: City of Xenia
Feasible: 2026-2030	Mileage: NA	Cost: \$0.50	PID:	TIP: No	
Add a mast arm signal to the intersection of N. Progress Drive and Greene Way Boulevard.					
<b>486 GRE</b>	<b>Valley-Bell Connector Road</b>				Sponsor: Beavercreek Township
Feasible: 2031-2035	Mileage: 1.20	Cost: \$4.12	PID:	TIP: No	
New road to connect Indian Ripple Road and Valley Road at the Lewis A. Jackson Greene County Regional Airport.					
<b>89A MIA</b>	<b>I-75 — Phase I</b>				Sponsor: ODOT - District 7
Feasible: 2036-2040	Mileage: 2.89	Cost: \$41.15	PID:	TIP: No	
Rehabilitate and widen from 4 to 6 lanes from 1.13 miles north of SR 41 to 0.42 miles north of CR 15 (Piqua-Troy Road).					
<b>89B MIA</b>	<b>I-75 — Phase II</b>				Sponsor: ODOT - District 7
Feasible: 2041-2045	Mileage: 4.04	Cost: \$37.75	PID:	TIP: No	
Rehabilitate and widen from 4 to 6 lanes from 0.42 miles north of CR 15 (Piqua Troy Road) to CR 25A.					
<b>96 MIA</b>	<b>SR 41</b>				Sponsor: City of Troy
Feasible: 2026-2030	Mileage: 0.60	Cost: \$2.03	PID:	TIP: No	
Widen from 2 to 5 lanes from just west of Kings Chapel Drive to Washington Road.					
<b>103 MIA</b>	<b>Commerce Boulevard — Phase III</b>				Sponsor: City of Troy
Feasible: 2031-2035	Mileage: 0.60	Cost: \$3.60	PID:	TIP: No	
Extend Commerce Center Boulevard from its eastern terminus to intersect SR 718 at Barnhard Road.					
<b>105B MIA</b>	<b>County Road 25A — Phase V</b>				Sponsor: Miami County
Feasible: 2036-2040	Mileage: 1.51	Cost: \$6.04	PID:	TIP: No	
Widen from 2 to 4/5 lanes from the Montgomery County line to Evanston Road.					
<b>108 MIA</b>	<b>Donn Davis Way Connection</b>				Sponsor: City of Tipp City
Feasible: 2036-2040	Mileage: 1.00	Cost: \$4.30	PID:	TIP: No	
Extend as 3/4 lanes from Kessler-Cowlesville Road to the existing Donn Davis Way at Parkwood Avenue, crossing North Hyatt Street north of Arapaho Trail.					
<b>112 MIA</b>	<b>Evanston Road</b>				Sponsor: City of Tipp City
Feasible: 2026-2030	Mileage: 0.50	Cost: \$4.90	PID:	TIP: No	
Widen from 2 to 3 lanes from CR 25A to I-75 including a proposed bike/pedestrian crossing over I-75 (attached to existing overpass) and construct either an on- or off-street bike/pedestrian path.					

## Draft Congestion Management Projects (Cost is in Millions of 2020 Dollars)

<b>113 MIA</b>	<b>Experiment Farm Road</b>				Sponsor: City of Troy
Feasible: 2031-2035	Mileage: 0.33	Cost: \$1.56	PID:	TIP: No	
Widen from 2 to 5 lanes from just north of Corporate Drive to Eldean Road.					
<b>113A MIA</b>	<b>Eldean Road / Experiment Farm Road</b>				Sponsor: Miami County
Feasible: 2026-2030	Mileage: 0.33	Cost: \$1.75	PID:	TIP: No	
Realign the offset intersection.					
<b>121 MIA</b>	<b>McKaig Road</b>				Sponsor: City of Troy
Feasible: 2026-2030	Mileage: 1.40	Cost: \$2.02	PID:	TIP: No	
Widen from 2 to 3 lanes from Dorset Road to Cartwright Court.					
<b>139A MIA</b>	<b>Washington Road / Wilson Road</b>				Sponsor: City of Troy
Feasible: 2026-2030	Mileage: 0.74	Cost: \$1.35	PID:	TIP: No	
Realign Washington Road to intersect Wilson Road at McKaig Road.					
<b>371 MIA</b>	<b>SR 41</b>				Sponsor: City of Troy
Feasible: 2026-2030	Mileage: 0.51	Cost: \$1.13	PID:	TIP: No	
Widen from 5 to 7 lanes from Experiment Farm Road to I-75.					
<b>501 MIA</b>	<b>Tipp-Cowlesville Road</b>				Sponsor: Miami County
Feasible: 2026-2030	Mileage: 1.31	Cost: \$3.50	PID:	TIP: No	
Widen from 2 to 3 lanes from Crane Road to CR 25A.					
<b>507 MIA</b>	<b>Swailes Road Extension</b>				Sponsor: City of Troy
Feasible: 2036-2040	Mileage: 0.70	Cost: \$1.35	PID:	TIP: No	
New roadway extension from the western termini of Swailes Road at Nashville Road to Wilson Road at SR 55.					
<b>508A MIA</b>	<b>Peters Road — Phase I</b>				Sponsor: City of Troy
Feasible: 2026-2030	Mileage: 0.41	Cost: \$1.24	PID:	TIP: No	
Widen from 2 to 3 lanes from Dickerson Drive to Premwood Road.					
<b>508B MIA</b>	<b>Peters Road — Phase II</b>				Sponsor: City of Troy
Feasible: 2031-2035	Mileage: 0.80	Cost: \$1.96	PID:	TIP: No	
Widen from 2 to 3 lanes from Premwood Road to Swailes Road.					
<b>512A MIA</b>	<b>Eldean Road — Phase I</b>				Sponsor: Miami County
Feasible: 2026-2030	Mileage: 1.20	Cost: \$3.00	PID:	TIP: No	
Widen from 2 to 3 lanes from Experiment Farm Road to CR 25A.					
<b>512B MIA</b>	<b>Eldean Road — Phase II</b>				Sponsor: Miami County
Feasible: 2026-2030	Mileage: 1.03	Cost: \$2.57	PID:	TIP: No	
Widen from 2 to 3 lanes from Washington Road to Experiment Farm Road.					
<b>512C MIA</b>	<b>Eldean Road — Phase III</b>				Sponsor: Miami County
Feasible: 2031-2035	Mileage: 1.14	Cost: \$2.85	PID:	TIP: No	
Widen from 2 to 3 lanes from SR 41 to Washington Road.					
<b>514 MIA</b>	<b>Piqua-Troy Road</b>				Sponsor: Miami County
Feasible: 2031-2035	Mileage: 1.19	Cost: \$2.98	PID:	TIP: No	
Widen from 2 to 3 lanes from the Troy north corporation limit to Troy-Sidney Road.					

## Draft Congestion Management Projects (Cost is in Millions of 2020 Dollars)

<b>516A MIA</b>	<b>Washington Road — Phase I</b>				Sponsor: Miami County
Feasible: 2026-2030	Mileage: 1.87	Cost: \$4.68	PID:	TIP: No	
Widen from 2 to 3 lanes from SR 718 to 0.6 miles south of SR 41.					
<b>516B MIA</b>	<b>Washington Road — Phase II</b>				Sponsor: Miami County
Feasible: 2031-2035	Mileage: 0.81	Cost: \$2.03	PID:	TIP: No	
Widen from 2 to 3 lanes from SR 41 to Eldean Road.					
<b>516C MIA</b>	<b>Washington Road — Phase III</b>				Sponsor: Miami County
Feasible: 2036-2040	Mileage: 1.94	Cost: \$4.85	PID:	TIP: No	
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.					
<b>517B MIA</b>	<b>Farrington Road — Phase II</b>				Sponsor: Miami County
Feasible: 2026-2030	Mileage: 1.03	Cost: \$2.58	PID:	TIP: No	
Widen Farrington Road from 2 to 3 lanes from Washington Road to Experiment Farm Road.					
<b>518B MIA</b>	<b>Kinna Drive — South</b>				Sponsor: City of Tipp City
Feasible: 2031-2035	Mileage: 0.50	Cost: \$2.20	PID:	TIP: No	
Construct a 3-lane extension from the current south terminus of Kinna Drive to Evanston Road.					
<b>520A MIA</b>	<b>Peters Road — Phase I</b>				Sponsor: Miami County
Feasible: 2026-2030	Mileage: 2.09	Cost: \$5.23	PID:	TIP: No	
Widen from 2 to 3 lanes from Kessler-Cowlesville Road to Swailes Road.					
<b>520B MIA</b>	<b>Peters Road — Phase II</b>				Sponsor: Miami County
Feasible: 2031-2035	Mileage: 1.10	Cost: \$2.75	PID:	TIP: No	
Widen from 2 to 3 lanes from SR 571 to Kessler-Cowlesville Road.					
<b>528 MIA</b>	<b>I-75 / SR 571</b>				Sponsor: ODOT - District 7
Feasible: 2036-2040	Mileage: NA	Cost: \$1.61	PID:	TIP: No	
Interchange modification to improve capacity of existing ramps and replace structure with 5-lane capacity structure.					
<b>530 MIA</b>	<b>Riverside Drive</b>				Sponsor: City of Troy
Feasible: 2021-2025	Mileage: 0.46	Cost: \$1.94	PID:	TIP: No	
Widen from 2 to 3 lanes from 600 feet north of Adams Street to the Duke Park north boundary.					
<b>531D MIA</b>	<b>Main Street — Streetscape</b>				Sponsor: City of Tipp City
Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.50	PID:	TIP: No	
Rehabilitate and improve West Main Street / SR 571 from Hyatt Street eastward to the CSX Railroad Tracks; including an interconnection among the existing traffic signals.					
<b>532 MIA</b>	<b>Experiment Farm Road</b>				Sponsor: Miami County
Feasible: 2036-2040	Mileage: 1.96	Cost: \$4.90	PID:	TIP: No	
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.					
<b>537A MIA</b>	<b>SR 41 Traffic Signal Interconnect</b>				Sponsor: City of Troy
Feasible: 2021-2025	Mileage: NA	Cost: \$0.41	PID: 103488	TIP: Yes	
Extend communication backbone to allow traffic signals to operate as a closed loop system at the intersections with Dorset Road and Marybill Drive.					
<b>546 MIA</b>	<b>CR 25A/Looney Road Intersection Improvement Project</b>				Sponsor: City of Piqua
Feasible: 2026-2030	Mileage: NA	Cost: \$2.04	PID:	TIP: No	
Construction of a roundabout at the intersection of Looney Road and CR 25A.					

## Draft Congestion Management Projects

### (Cost is in Millions of 2020 Dollars)

<b>547 MIA</b>	<b>Tipp City I-75 Pedestrian Bridge</b>			Sponsor: City of Tipp City
Feasible: 2036-2040	Mileage: 0.30	Cost: \$10.00	PID:	TIP: No
Construct a pedestrian bridge over I-75 at Kessler-Cowlesville Road.				
<b>643 MIA</b>	<b>SR 201 — Phase VIII</b>			Sponsor: City of Huber Heights
Feasible: 2026-2030	Mileage: 0.16	Cost: \$1.70	PID:	TIP: No
Widen from 2 to 4 lanes from Montgomery County line to Singer Road; including a grass median island, curb, gutter, storm drainage system, and landscaping enhancements.				
<b>144C MOT</b>	<b>I-70</b>			Sponsor: ODOT - District 7
Feasible: 2031-2035	Mileage: 7.70	Cost: \$53.31	PID:	TIP: No
Rehabilitate and widen from 4 to 6 lanes; beginning at Arlington Road to SR-48. (Interchange improvements will be included on this project if the Interchange Modification Study requires any improvements.)				
<b>147E MOT</b>	<b>I-75</b>			Sponsor: ODOT - District 7
Feasible: 2046-2050	Mileage: 8.80	Cost: \$225.43	PID:	TIP: No
Safety upgrade and modernization of I-75 from I-675 to Edwin C. Moses Boulevard including widening from 6 to 8 lanes.				
<b>147F MOT</b>	<b>I-75</b>			Sponsor: ODOT - District 7
Feasible: 2046-2050	Mileage: 2.70	Cost: \$79.21	PID:	TIP: No
Safety upgrade and modernization of I-75 from Wagner Ford Road Benchwood Wyse Road including widening from 6 to 8 lanes.				
<b>154F MOT</b>	<b>US 35 — Phase III</b>			Sponsor: ODOT - District 7
Feasible: 2021-2025	Mileage: 0.78	Cost: \$11.07	PID: 90273	TIP: Yes
US 35 at Woodman Drive / SR 835 interchange modification.				
<b>155D MOT</b>	<b>US 35</b>			Sponsor: MVRPC
Feasible: 2036-2040	Mileage: 2.00	Cost: \$5.95	PID:	TIP: No
Widen from 2 to 3 lanes from Union Road to Lutheran Church Road.				
<b>155E MOT</b>	<b>US 35</b>			Sponsor: MVRPC
Feasible: 2036-2040	Mileage: 1.00	Cost: \$2.73	PID:	TIP: No
Widen from 2 to 3 lanes from Lutheran Church Road to Diamond Mill Road.				
<b>167 MOT</b>	<b>SR 48</b>			Sponsor: ODOT - District 7
Feasible: 2031-2035	Mileage: 1.67	Cost: \$3.01	PID:	TIP: No
Widen from 2 to 5 lanes from the Warren County line to Sheehan Road.				
<b>184B MOT</b>	<b>SR 725</b>			Sponsor: City of Centerville
Feasible: 2031-2035	Mileage: 1.00	Cost: \$8.00	PID:	TIP: No
Widen from 2 to 5 lanes from Bigger Road to Wilmington Pike.				
<b>202E MOT</b>	<b>Social Row Road — Phase I</b>			Sponsor: Montgomery County
Feasible: 2021-2025	Mileage: 0.40	Cost: \$6.11	PID: 113360	TIP: NF
Widen from 2 to 5 lanes from Waterbury Ridge Lane to Paragon Road.				
<b>202F MOT</b>	<b>Social Row Road — Phase II</b>			Sponsor: Montgomery County
Feasible: 2026-2030	Mileage: 0.28	Cost: \$3.90	PID:	TIP: No
Widen from 2 to 5 lanes from Paragon Road to Sheehan Road.				
<b>202G MOT</b>	<b>Social Row Road — Phase III</b>			Sponsor: Montgomery County
Feasible: 2026-2030	Mileage: 1.00	Cost: \$3.90	PID:	TIP: No
Widen from 2 to 3 lanes from Sheehan Road to SR 48.				

## Draft Congestion Management Projects (Cost is in Millions of 2020 Dollars)

<b>209A MOT</b>	<b>Arlington Road</b>				Sponsor: Montgomery County
Feasible: 2036-2040	Mileage: 1.20	Cost: \$6.30	PID:	TIP: No	
Widen from 2 to 3 lanes from I-70 to US 40.					
<b>220 MOT</b>	<b>Clyo Road</b>				Sponsor: Montgomery County
Feasible: 2036-2040	Mileage: 2.42	Cost: \$8.50	PID:	TIP: No	
Widen from 2 to 3 lanes from Spring Valley Road to Social Row Road.					
<b>221B MOT</b>	<b>Clyo Road</b>				Sponsor: City of Centerville
Feasible: 2031-2035	Mileage: 0.72	Cost: \$3.00	PID:	TIP: No	
Widen from 2 to 3 lanes from St. Leonard's Way to south corporation limits.					
<b>244C MOT</b>	<b>Hoke Road</b>				Sponsor: City of Clayton
Feasible: 2026-2030	Mileage: 0.38	Cost: \$3.89	PID:	TIP: No	
Widen from 2 to 3 lanes from Wenger Road to Smith Drive, including intersection improvements and traffic signals at Wenger Road.					
<b>244D MOT</b>	<b>Hoke Road</b>				Sponsor: City of Clayton
Feasible: 2026-2030	Mileage: 0.9	Cost: \$5.35	PID:	TIP: No	
Widen from 2 to 3 lanes from Wenger Road to US 40.					
<b>253 MOT</b>	<b>Little Richmond Road / Diamond Mill Road</b>				Sponsor: Montgomery County
Feasible: 2046-2050	Mileage: NA	Cost: \$2.00	PID:	TIP: No	
Correct the split-T intersection at Diamond Mill Road.					
<b>260 MOT</b>	<b>Mad River Road</b>				Sponsor: Montgomery County
Feasible: 2036-2040	Mileage: NA	Cost: \$3.50	PID:	TIP: No	
Improve and realign intersections of Yankee Street and Munger Road.					
<b>272B MOT</b>	<b>North Dixie Drive</b>				Sponsor: Montgomery Co TID
Feasible: 2031-2035	Mileage: 0.80	Cost: \$2.50	PID:	TIP: No	
Widen from 2 to 3 lanes from the Vandalia north corporation limit to the Miami County line.					
<b>298 MOT</b>	<b>Salem Avenue</b>				Sponsor: Montgomery County
Feasible: 2036-2040	Mileage: 1.10	Cost: \$9.50	PID:	TIP: No	
Widen from 4 to 5 lanes from Hillcrest Avenue to Curundu Avenue.					
<b>335B MOT</b>	<b>Yankee Street — Phase III</b>				Sponsor: City of Centerville
Feasible: 2031-2035	Mileage: 0.75	Cost: \$6.00	PID:	TIP: No	
Widen from 2 to 5 lanes from Winding Green Way to Spring Valley Pike.					
<b>335C MOT</b>	<b>Yankee Street — Phase IV</b>				Sponsor: City of Centerville
Feasible: 2036-2040	Mileage: 0.55	Cost: \$2.45	PID:	TIP: No	
Widen from 3 to 5 lanes from Social Row Road/Austin Pike to Winding Green Way.					
<b>336 MOT</b>	<b>Yankee Street</b>				Sponsor: Montgomery County
Feasible: 2031-2035	Mileage: 0.60	Cost: \$7.00	PID:	TIP: No	
Widen from 2 to 3 lanes from Social Row Road/Austin Boulevard to Warren County Line.					
<b>338C MOT</b>	<b>Miamisburg-Springboro Pike, Section 1 — Phase II</b>				Sponsor: Montgomery County
Feasible: 2031-2035	Mileage: 0.50	Cost: \$5.00	PID:	TIP: No	
Widen from 3 to 5 lanes from Peacock Lane to Medlar Road.					

## Draft Congestion Management Projects (Cost is in Millions of 2020 Dollars)

<b>338D MOT</b>	<b>Miamisburg-Springboro Pike, Section 2 — Phase I</b>	Sponsor: Montgomery County
Feasible: 2026-2030	Mileage: 0.90	PID: 93244
Cost: \$8.50		TIP: No
Widen from 2 to 3 lanes from Medlar Road to Benner Road.		
<b>338E MOT</b>	<b>Miamisburg-Springboro Pike, Section 2 — Phase II</b>	Sponsor: Montgomery County
Feasible: 2036-2040	Mileage: 0.90	PID:
Cost: \$6.00		TIP: No
Widen from 3 to 5 lanes from Medlar Road to Benner Road.		
<b>338F MOT</b>	<b>Benner Road</b>	Sponsor: Montgomery Co TID
Feasible: 2026-2030	Mileage: 1.40	PID:
Cost: \$8.53		TIP: No
Widen from 2 to 3 lanes from Dayton-Cincinnati Pike to Miamisburg-Springboro Pike.		
<b>338G MOT</b>	<b>I-75</b>	Sponsor: ODOT - District 7
Feasible: 2026-2030	Mileage: 2.62	PID: 113579
Cost: \$43.00		TIP: NF
Widen from 6 to 8 lanes from approximately Pennyroyal Lane to I-675.		
<b>372A MOT</b>	<b>Spring Valley Road - Phase I</b>	Sponsor: City of Centerville
Feasible: 2036-2040	Mileage: 1.40	PID:
Cost: \$4.50		TIP: No
Widen from 2/3 to 5 lanes from SR 48 to Clio Road.		
<b>372B MOT</b>	<b>Spring Valley Road - Phase II</b>	Sponsor: City of Centerville
Feasible: 2036-2040	Mileage: 2.10	PID:
Cost: \$9.80		TIP: No
Widen from 3 to 5 lanes from Yankee Street to SR 48.		
<b>608 MOT</b>	<b>Brookville-Salem Road</b>	Sponsor: Montgomery County
Feasible: 2041-2045	Mileage: 2.10	PID:
Cost: \$8.00		TIP: No
Widen from 2 to 3 lanes from SR 49 to Brookville-Phillipsburg Road.		
<b>611A MOT</b>	<b>Hoke Road — South</b>	Sponsor: City of Clayton
Feasible: 2031-2035	Mileage: 0.60	PID:
Cost: \$1.60		TIP: No
Widen Hoke Road from 2 to 3 lanes from south of Career Drive to Westbrook Road and add traffic signals at the Westbrook intersection.		
<b>613B MOT</b>	<b>Union Road</b>	Sponsor: MVRPC
Feasible: 2041-2045	Mileage: NA	PID:
Cost: \$1.42		TIP: No
Widen from Westbrook Road to US 35 to add left turn lanes at the Shiloh Springs Road and Little Richmond Road intersections.		
<b>613C MOT</b>	<b>Union Road</b>	Sponsor: Montgomery County
Feasible: 2036-2040	Mileage: 6.50	PID:
Cost: \$7.00		TIP: No
Improve geometry from SR 4 to Fairview Drive by eliminating the horizontal curves/offsets at the Lower Miamisburg Road intersections; including an extension of Union Road along the current north/south alignment through Lower Miamisburg Road, creating a new four-leg intersection.		
<b>628A MOT</b>	<b>Diamond Mill Road</b>	Sponsor: Montgomery County
Feasible: 2041-2045	Mileage: 7.80	PID:
Cost: \$6.00		TIP: No
Improve roadway geometry and left turn lanes on Diamond Mill Road at the Upper Lewisburg-Salem Road, Westbrook Road, Air Hill/Shiloh Springs Road, Wolf Creek Pike, and Old Dayton Road intersections; including a realignment of the Shiloh Springs Road/Air Hill Road intersection.		
<b>628B MOT</b>	<b>Diamond Mill Road</b>	Sponsor: Montgomery County
Feasible: 2036-2040	Mileage: 8.10	PID:
Cost: \$8.00		TIP: No
Improve roadway geometry and add left turn lanes on Diamond Mill Road from the Germantown north corporation limit to US 35 at the Dayton-Farmersville Road, Hemple Road, Farmersville-West Carrollton Road, and Manning Road intersections; including a realignment of the Hemple Road intersection.		

## Draft Congestion Management Projects (Cost is in Millions of 2020 Dollars)

<b>637 MOT</b>	<b>Little York Road — Phase I</b>				Sponsor: Montgomery County
Feasible: 2026-2030	Mileage: 0.45	Cost: \$6.00	PID:	TIP: No	
Widen from 2 to 3 lanes from Miller Lane to North Dixie Drive.					
<b>647 MOT</b>	<b>Little York Road — Phase II</b>				Sponsor: Montgomery County
Feasible: 2031-2035	Mileage: 1.50	Cost: \$7.00	PID:	TIP: No	
Widen from 2 to 3 lanes from North Dixie Drive to Peters Pike.					
<b>648 MOT</b>	<b>Little York Road — Phase III</b>				Sponsor: Montgomery County
Feasible: 2036-2040	Mileage: 1.50	Cost: \$8.50	PID:	TIP: No	
Widen from 2 to 3 lanes from Peters Pike to Frederick Pike.					
<b>650 MOT</b>	<b>Frederick Pike</b>				Sponsor: Montgomery County
Feasible: 2041-2045	Mileage: 2.00	Cost: \$8.00	PID:	TIP: No	
Widen from 2 to 3 lanes from Little York Road to US 40.					
<b>654 MOT</b>	<b>Broadway Street</b>				Sponsor: City of Dayton
Feasible: 2031-2035	Mileage: 1.00	Cost: \$5.75	PID:	TIP: No	
Realign and widen roadway from 2 to 3 lanes from Germantown Street to Edwin C. Moses Boulevard.					
<b>656 MOT</b>	<b>Smithville Road</b>				Sponsor: City of Dayton
Feasible: 2026-2030	Mileage: 1.00	Cost: \$6.32	PID:	TIP: No	
Widen from 2 1/4 to 3 1/5 lanes from US 35 to Fourth Street.					
<b>661 MOT</b>	<b>Washington Street</b>				Sponsor: City of Dayton
Feasible: 2026-2030	Mileage: 0.30	Cost: \$3.45	PID:	TIP: No	
Widen from 2 to 3 lanes from Perry Street to Veteran's Parkway.					
<b>665 MOT</b>	<b>Sheehan Road</b>				Sponsor: City of Centerville
Feasible: 2036-2040	Mileage: 1.50	Cost: \$4.00	PID:	TIP: No	
Widen Sheehan Road from Social Row Road to Bonnie Anne Place from 2 to 3 lanes.					
<b>668 MOT</b>	<b>Kittridge Road</b>				Sponsor: City of Dayton
Feasible: 2031-2035	Mileage: 0.60	Cost: \$2.88	PID:	TIP: No	
Widen from 2 to 3 lanes from Gander Road to the Dayton east corporation limit.					
<b>669 MOT</b>	<b>Spring Valley Pike</b>				Sponsor: Montgomery County
Feasible: 2041-2045	Mileage: 1.20	Cost: \$6.00	PID:	TIP: No	
Widen from 2 to 3 lanes from Clio Road to the Greene County Line.					
<b>670A MOT</b>	<b>Centerville Station Road — Phase I</b>				Sponsor: City of Centerville
Feasible: 2026-2030	Mileage: 0.61	Cost: \$3.60	PID:	TIP: No	
Widen Centerville Station Road from Park East Court to Wilmington Pike from 2 to 3 lanes.					
<b>670B MOT</b>	<b>Centerville Station Road — Phase II</b>				Sponsor: City of Centerville
Feasible: 2031-2035	Mileage: 0.45	Cost: \$1.10	PID:	TIP: No	
Widen Centerville Station Road from Brainard Woods Drive to Park East Court from 2 to 3 lanes.					
<b>676 MOT</b>	<b>I-75 / Needmore Road Interchange</b>				Sponsor: ODOT - District 7
Feasible: 2036-2040	Mileage: NA	Cost: \$31.99	PID:	TIP: No	
Interchange modification to improve capacity of existing ramps; widen Needmore Road bridge over I-75 to 8 lanes.					

## Draft Congestion Management Projects

### (Cost is in Millions of 2020 Dollars)

<b>677 MOT</b>	<b>I-75 / Edwin C. Moses Boulevard</b>			Sponsor: ODOT - District 7
Feasible: 2031-2035	Mileage: NA	Cost: \$5.00	PID:	TIP: No
Short term improvements at the interchange and nearby access points to improve traffic flow during special events.				
<b>678 MOT</b>	<b>I-75 / Wagner Ford Road</b>			Sponsor: ODOT - District 7
Feasible: 2031-2035	Mileage: NA	Cost: \$54.46	PID:	TIP: No
Interchange modification to address geometric and operational deficiencies.				
<b>679 MOT</b>	<b>I-75 / SR 725</b>			Sponsor: ODOT - District 7
Feasible: 2021-2025	Mileage: NA	Cost: \$8.24	PID: 108619	TIP: Yes
Convert the existing interchange to a diverging diamond (DDI), upgrade the traffic signal at Byers Road and install sidewalk along SR 725.				
<b>680 MOT</b>	<b>I-75 / US 40 / Northwoods Boulevard</b>			Sponsor: ODOT - District 7
Feasible: 2036-2040	Mileage: NA	Cost: \$38.08	PID:	TIP: No
Interchange modifications to reduce weaving movements.				
<b>800A MOT</b>	<b>West Moraine Connector — Phase I</b>			Sponsor: City of Moraine
Feasible: 2031-2035	Mileage: 1.00	Cost: \$8.25	PID:	TIP: No
Widen Pinnacle Road from Moraine/Jefferson Township boundary to Infirmary Road, Infirmary Road from Pinnacle Road to Hemple Road, and Hemple Road from Infirmary Road to 800 feet west of Infirmary Road; including new drainage culverts, side road drainage, bike/pedestrian paths, and realignment of the intersection at Infirmary Road and Hemple Road.				
<b>800B MOT</b>	<b>West Moraine Connector — Phase II</b>			Sponsor: City of Moraine
Feasible: 2031-2035	Mileage: 1.00	Cost: \$2.70	PID:	TIP: No
Widen Hemple Road from 800 feet west of Infirmary Road to SR 4; including new drainage culverts, side road drainage, bike/pedestrian paths, and realignment of the intersection at Hemple Road and SR 4.				
<b>803A MOT</b>	<b>US 40</b>			Sponsor: City of Clayton
Feasible: 2026-2030	Mileage: 0.30	Cost: \$1.45	PID:	TIP: No
Widen US 40 to three lanes from Haber Road to the main entrance of the Northmont School Campus and add a traffic signal and right turn lane on Haber Road.				
<b>803B MOT</b>	<b>US 40</b>			Sponsor: ODOT - District 7
Feasible: 2026-2030	Mileage: NA	Cost: \$1.00	PID:	TIP: No
Widen to provide left turn lanes at Arlington Road.				
<b>804 MOT</b>	<b>SR 48</b>			Sponsor: City of Clayton
Feasible: 2036-2040	Mileage: 0.50	Cost: \$2.80	PID:	TIP: No
Traffic signal upgrades, street lighting, sidewalks, curb and gutter, and drainage issues on SR 48 from Westbrook Road to Hacker Road.				
<b>808 MOT</b>	<b>SR 4</b>			Sponsor: MVRPC
Feasible: 2036-2040	Mileage: 2.00	Cost: \$4.75	PID:	TIP: No
Upgrade intersections at Manning Road/Jamaica Road and Union Road in the communities of Moraine and Germantown including turn lanes and traffic signals.				
<b>810 MOT</b>	<b>Helena Street</b>			Sponsor: City of Dayton
Feasible: 2026-2030	Mileage: 0.25	Cost: \$2.88	PID:	TIP: No
Realign and widen from 2 to 3 lanes from Riverside Drive to Forest Avenue.				
<b>815 MOT</b>	<b>Dog Leg Road / Frederick Pike / Meeker Road</b>			Sponsor: Montgomery County
Feasible: 2041-2045	Mileage: 0.50	Cost: \$2.50	PID:	TIP: No
Install roundabout to consolidate three intersections.				

## Draft Congestion Management Projects (Cost is in Millions of 2020 Dollars)

<b>816 MOT</b>	<b>Alex-Bell Road and Mad River Road</b>				Sponsor: Montgomery County
Feasible: 2021-2025	Mileage: 0.50	Cost: \$2.14	PID: 108791	TIP: Yes	
Installation of roundabout to improve traffic flow.					
<b>822B MOT</b>	<b>Wilmington Pike — Phase III</b>				Sponsor: City of Centerville
Feasible: 2026-2030	Mileage: 0.37	Cost: \$2.50	PID:	TIP: No	
Widen Wilmington Pike from Clyo Road to I-675 from 6 to 8 lanes with additional through lanes and auxiliary turn lanes to add capacity.					
<b>823B MOT</b>	<b>I-675 / Wilmington Pike Interchange</b>				Sponsor: City of Centerville
Feasible: 2026-2030	Mileage: NA	Cost: \$30.00	PID:	TIP: No	
Long term interchange modifications to increase the capacity of the Wilmington Pike, exiting ramps, and entrance ramps.					
<b>830 MOT</b>	<b>East Third Street</b>				Sponsor: City of Dayton
Feasible: 2031-2035	Mileage: 2.21	Cost: \$2.30	PID:	TIP: No	
Widening of East Third Street at Findlay and Irwin Streets for the installation of left turn lanes.					
<b>832 MOT</b>	<b>North Main Street</b>				Sponsor: City of Dayton / District 7
Feasible: 2021-2025	Mileage: 3.30	Cost: \$6.06	PID:	TIP: No	
Change the 4 lane configuration to 3 lanes, including parking curb extensions, street lighting, and enhanced pedestrian crossing along North Main Street from Great Miami Boulevard to Shoup Mill Road.					
<b>833 MOT</b>	<b>Patterson Boulevard</b>				Sponsor: City of Dayton
Feasible: 2026-2030	Mileage: 0.78	Cost: \$2.70	PID:	TIP: No	
Installation of left turn lanes on Patterson Boulevard at the intersections with Auto Club Drive, Lincoln Street, Stout Street, and Apple Street.					
<b>835 MOT</b>	<b>Salem Avenue</b>				Sponsor: City of Dayton
Feasible: 2026-2030	Mileage: 1.80	Cost: \$4.20	PID:	TIP: No	
Widening of Salem Avenue from 4 to 5 lanes at the intersections with Kenwood, Emerson, Wabash, and Elsmere Avenues for the installation of left turn lanes.					
<b>837B MOT</b>	<b>First Street</b>				Sponsor: City of Dayton
Feasible: 2031-2035	Mileage: 1.40	Cost: \$4.00	PID:	TIP: No	
Change the lane configuration from 4 to 3 lanes, including installation of bike lanes and street lighting, on East First Street from Webster Street to Springfield Street.					
<b>838 MOT</b>	<b>Wayne Avenue</b>				Sponsor: City of Dayton
Feasible: 2021-2025	Mileage: 0.56	Cost: \$2.73	PID: 110257	TIP: Yes	
Widening of Wayne Avenue from 4 to 5 lanes from Wyoming Street to Anderson Street for the installation of left turn lanes.					
<b>839 MOT</b>	<b>Webster Street</b>				Sponsor: City of Dayton
Feasible: 2031-2035	Mileage: 0.50	Cost: \$2.50	PID:	TIP: No	
Widening of Webster Street to 5 lanes from Deeds Park Drive to Keowee Street for the installation of left turn lanes with parking and bicycle infrastructure.					
<b>844 MOT</b>	<b>County Line Road</b>				Sponsor: City of Kettering
Feasible: 2021-2025	Mileage: 0.68	Cost: \$4.34	PID: 103418	TIP: Yes	
Widening of County Line Road between Vale Drive and East Dorothy Lane. Roadway is currently a 3-lane section in this area and the proposed project will widen County Line Road to a 5-lane section, with 2 southbound lanes, 2 northbound lanes, and a center two-way-left-turn lane. Additional improvements include a traffic signal modification at the intersection with Tonawanda Trail, modified street lighting, and the construction of a 10-foot wide multi-use sidepath along the west side of the road.					

## Draft Congestion Management Projects (Cost is in Millions of 2020 Dollars)

<b>856 MOT</b>	<b>Springfield Street</b>				Sponsor: City of Riverside
Feasible: 2021-2025	Mileage: 1.47	Cost: \$3.42	PID: 103653	TIP: Yes	
Roadway improvements to Springfield Street from Harshman Road to the City's east corporation line. Project consists of resurfacing, spot full depth repairs, catch basin replacements, replacement of existing barrier curb, traffic signal upgrades at two intersections, installation of new street lighting, and implementation of a road diet.					
<b>857A MOT</b>	<b>Valley Pike — Phase II</b>				Sponsor: City of Riverside
Feasible: 2026-2030	Mileage: 0.36	Cost: \$3.40	PID:	TIP: No	
Reconstruct Valley Pike to an urban 3-lane section with combined curb and gutter, sidewalks, storm sewer system, and utility relocations from Broadmead Boulevard to 370' northeast of Pleasant Valley Avenue.					
<b>859 MOT</b>	<b>Dryden Road Multi-Modal Path — Phase I</b>				Sponsor: City of Moraine
Feasible: 2031-2035	Mileage: 1.40	Cost: \$0.75	PID:	TIP: No	
Construct multimodal (bike, skate, walk) path along Dryden Road in front of former GM property to Northlawn Avenue to connect industrial property and West Moraine residential areas to the River Corridor bikepath.					
<b>860 MOT</b>	<b>Dryden Road Multi-Modal Path — Phase II</b>				Sponsor: City of Moraine
Feasible: 2036-2040	Mileage: 1.40	Cost: \$0.85	PID:	TIP: No	
Construct multimodal (bike, skate, walk) path along Dryden Road from Arbor Boulevard to East River Road to loop through industrial areas and connect to the River Corridor bikepath.					
<b>865 MOT</b>	<b>East Third Street</b>				Sponsor: City of Dayton
Feasible: 2036-2040	Mileage: 0.65	Cost: \$5.75	PID:	TIP: No	
Roadway narrowing on East Third Street from Keowee Street to Springfield Street to reduce travel lanes from 3/4 to 3.					
<b>866 MOT</b>	<b>Germantown Street</b>				Sponsor: City of Dayton
Feasible: 2021-2025	Mileage: 0.78	Cost: \$0.49	PID: 113448	TIP: NF	
Implement a road diet to reduce the through lanes from four lanes to two lanes with a double left turn lane and bike lanes.					
<b>867 MOT</b>	<b>Hudson Avenue / Main Street</b>				Sponsor: City of Dayton
Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.50	PID:	TIP: No	
Realignment of Hudson Avenue at Main Street to create a single intersection.					
<b>868 MOT</b>	<b>Monument Avenue</b>				Sponsor: City of Dayton
Feasible: 2026-2030	Mileage: 1.08	Cost: \$4.10	PID:	TIP: No	
Installation of a left turn lane on Monument Avenue from Keowee Street to Findlay Street.					
<b>869 MOT</b>	<b>Webster Street</b>				Sponsor: City of Dayton
Feasible: 2026-2030	Mileage: 0.83	Cost: \$4.10	PID:	TIP: No	
Installation of a left turn lane on Webster Street from Keowee Street to Stanley Avenue.					
<b>870 MOT</b>	<b>West Third Street</b>				Sponsor: City of Dayton
Feasible: 2036-2040	Mileage: 3.00	Cost: \$5.00	PID:	TIP: No	
Reduce lane configuration from 4 to 3 lanes along West Third Street from Broadway Street to Liscum Drive.					
<b>872 MOT</b>	<b>Washington Church Road Extension</b>				Sponsor: Miami Township
Feasible: 2021-2025	Mileage: 0.63	Cost: \$1.56	PID:	TIP: No	
Construct new 2/3 land roadway approximately 3,300 feet south from intersection of Washington Church Road and Austin Boulevard to Montgomery/Warren County line.					
<b>875A MOT</b>	<b>Springfield Street</b>				Sponsor: City of Riverside
Feasible: 2021-2025	Mileage: 0.77	Cost: \$3.05	PID: 105879	TIP: Yes	
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Northcliff Drive to Woodman Drive. Include access management improvements and incorporate bike lane by changing cross section from 4 to 2 lanes with turn lane.					

## Draft Congestion Management Projects

### (Cost is in Millions of 2020 Dollars)

<b>875B MOT</b>	<b>Springfield Street</b>				Sponsor: City of Riverside
Feasible: 2026-2030	Mileage: 0.50	Cost: \$3.85	PID:	TIP: No	
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Smithville Road to Northcliff Drive. Include access management improvements and incorporate bike lane by changing cross section from 4 to 2 lanes with turn lane.					
<b>879A MOT</b>	<b>Woodman Drive Reconstruction — Phase I</b>				Sponsor: City of Riverside
Feasible: 2026-2030	Mileage: 0.38	Cost: \$4.50	PID:	TIP: No	
Complete reconstruction of Woodman Drive between US 35 and Eastman including full-depth reconstruction, storm sewer replacement, traffic signal replacement, highway/decorative lighting and installation of sidewalk/bike path.					
<b>879B MOT</b>	<b>Woodman Drive Reconstruction — Phase II</b>				Sponsor: City of Riverside
Feasible: 2031-2035	Mileage: 0.51	Cost: \$5.20	PID:	TIP: No	
Complete reconstruction of Woodman Drive between Eastman and Burkhardt including full-depth reconstruction, storm sewer replacement, installation of curb and gutter, lighting replacement, and installation of sidewalk/bike path.					
<b>879C MOT</b>	<b>Woodman Drive Reconstruction — Phase III</b>				Sponsor: City of Riverside
Feasible: 2031-2035	Mileage: 0.72	Cost: \$7.10	PID:	TIP: No	
Complete reconstruction of Woodman Drive between Burkhardt and Airway including full-depth reconstruction, storm sewer replacement, curb and gutter, concrete median, new signal at Airway Shopping Center, access management, lighting replacement, and installation of sidewalk/bike path.					
<b>879D MOT</b>	<b>Woodman Drive Reconstruction — Phase IVA</b>				Sponsor: City of Riverside
Feasible: 2026-2030	Mileage: 1.20	Cost: \$4.50	PID:	TIP: No	
Initial reconstruction of Woodman Drive between Airway and Springfield including R/W acquisition, storm sewer replacement, signal at Woodman and Springfield ramps, curb and gutter, and installation of sidewalk/bike path.					
<b>879E MOT</b>	<b>Woodman Drive Reconstruction — Phase IVB</b>				Sponsor: City of Riverside
Feasible: 2026-2030	Mileage: 1.20	Cost: \$9.20	PID:	TIP: No	
Subsequent phase of reconstruction of Woodman Drive between Airway and Springfield including full-depth roadway reconstruction and highway/decorative lighting replacement.					
<b>880 MOT</b>	<b>Byers - Lyons Bikeway Connector</b>				Sponsor: Miami Township
Feasible: 2026-2030	Mileage: 0.50	Cost: \$0.70	PID:	TIP: No	
Construct a 10' ft wide shared use path linking existing shared use path at FedEx facility to existing shared use path on Lyons Road.					
<b>881 MOT</b>	<b>Patterson Boulevard Bridge</b>				Sponsor: Montgomery County
Feasible: 2031-2035	Mileage: 0.15	Cost: \$23.10	PID:	TIP: No	
Replace structurally and functionally deficient 60-year old Patterson Boulevard bridge structure over Great Miami River, and provide sidewalks on both sides of the bridge to connect 225 ft gap in sidewalks.					
<b>882 MOT</b>	<b>Alex-Bell Road</b>				Sponsor: Montgomery County
Feasible: 2031-2035	Mileage: 0.50	Cost: \$6.00	PID:	TIP: No	
Reconstruct Alex-Bell Road from SR 741 to Lamme Road to include continuous sidewalk on both sides of road. Add two-way left turn lane between Cobblegate Drive and Lamme Road. Rehabilitate/reconstruct bridge located immediately east of Cobble Circle.					
<b>883 MOT</b>	<b>I-75 Auxiliary Lane</b>				Sponsor: ODOT - District 7
Feasible: 2026-2030	Mileage: 1.00	Cost: \$5.00	PID: 113914	TIP: No	
Construct an additional entrance ramp lane to southbound I-75 from I-675 to Austin Boulevard exit ramp.					
<b>884 MOT</b>	<b>I-75 Auxiliary Lane</b>				Sponsor: ODOT - District 7
Feasible: 2026-2030	Mileage: 0.58	Cost: \$7.00	PID: 113913	TIP: No	
Construct an additional entrance ramp lane to southbound I-75 from SR 725 to the I-675 exit ramp.					

## Draft Congestion Management Projects (Cost is in Millions of 2020 Dollars)

<b>885 MOT</b>	<b>Dog Leg Road</b>				Sponsor: Montgomery Co TID
Feasible: 2026-2030	Mileage: 1.23	Cost: \$4.80	PID:	TIP: No	
Widen Dog leg Road from 9,500 feet east of Union Airpark Boulevard to Old Springfield Road from 2 to 3 lanes.					
<b>886 MOT</b>	<b>Old Springfield Road</b>				Sponsor: Montgomery Co TID
Feasible: 2026-2030	Mileage: 1.50	Cost: \$7.00	PID:	TIP: No	
Widen Old Springfield Road from 600 feet east of Union Airpark Boulevard to Peters Pike from 2 to 3 lanes.					
<b>887 MOT</b>	<b>Peters Pike</b>				Sponsor: Montgomery Co TID
Feasible: 2031-2035	Mileage: 0.70	Cost: \$5.30	PID:	TIP: No	
Widen Peters Pike from Old Springfield Road to North County Line Road from 2 to 3 lanes. Re-align North County Line and Lightner Road at intersection with Peters Pike.					
<b>888 MOT</b>	<b>Old Troy Pike</b>				Sponsor: City of Huber Heights
Feasible: 2026-2030	Mileage: 0.40	Cost: \$1.00	PID:	TIP: No	
Widen Old Troy Pike by adding an additional northbound lane between Taylorsville Road and the ramp to I-70 eastbound on the south side of the overpass bridge.					
<b>889 MOT</b>	<b>Monument Avenue Street Conversion</b>				Sponsor: City of Dayton
Feasible: 2026-2030	Mileage: 0.50	Cost: \$0.50	PID:	TIP: No	
Convert one way street to two way with removal of the signals at St. Clair Street, Jefferson Street, Ludlow Street, and Wilkinson Street and replacement with all-way stop signs.					
<b>890 MOT</b>	<b>Keowee Street</b>				Sponsor: City of Dayton
Feasible: 2031-2035	Mileage: 0.75	Cost: \$4.00	PID:	TIP: No	
Reconstruct Keowee Street from US 35 to East First Street with a change of the lane configuration from 6/7 lanes to 5 lanes.					
<b>891 MOT</b>	<b>James H. McGee Boulevard Extension</b>				Sponsor: City of Dayton
Feasible: 2031-2035	Mileage: 0.20	Cost: \$1.50	PID:	TIP: No	
Extend James H. McGee Boulevard as a 5 lane section through the Desota Bass property to connect with Danner Avenue at W. Stewart Street.					
<b>892 MOT</b>	<b>Findlay Street</b>				Sponsor: City of Dayton
Feasible: 2031-2035	Mileage: 0.40	Cost: \$2.00	PID:	TIP: No	
Reconstruct Findlay Street from E. First Street to Monument Avenue with a reconfiguration to a 3 lane section with bike lanes or bike path.					
<b>893 MOT</b>	<b>Edwin C. Moses Boulevard and West Riverview Road</b>				Sponsor: City of Dayton
Feasible: 2026-2030	Mileage: 0.50	Cost: \$0.50	PID:	TIP: No	
Implement road diet on Edwin C. Moses Boulevard and West Riverview Avenue for 5/4 lanes to 2/3 lanes with parking, and realign the intersection of Edwin C. Moses Boulevard and West Riverview Avenue.					
<b>710D WAR</b>	<b>SR 73 / I-75 — Phase IV</b>				Sponsor: City of Springboro
Feasible: 2031-2035	Mileage: 1.08	Cost: \$1.35	PID:	TIP: No	
Reconstruct Ramp D as a two-lane exit ramp from SR 73 south until the proposed edge of pavement intersects with existing I-75 edge of pavement and the Ramp E loop entrance ramp from SR 73 to the existing ramp pavement at the I-75 bridge; including a new traffic signal at the intersection of Ramp D and SR 73.					
<b>715 WAR</b>	<b>Clearcreek Franklin Road</b>				Sponsor: City of Springboro
Feasible: 2031-2035	Mileage: 0.70	Cost: \$1.35	PID:	TIP: No	
Widen from 2 to 3 lanes from Whispering Pines to Pennyroyal Road adding curb and gutters and storm sewers. Re-profile roadway to correct vertical deficiencies and re-stripe roadway to include bike lanes.					

## Draft Congestion Management Projects

### (Cost is in Millions of 2020 Dollars)

<b>716 WAR</b>	<b>Traffic Signal System Interconnect</b>	Sponsor: City of Franklin
Feasible: 2031-2035	Mileage: N/A	Cost: \$1.75
Interconnect the traffic signals in the City of Franklin with the City's Central Controlled Signal System including the installation of either fiber or radio interconnect to each of the signals. The project would also update the outdated cabinets and controller equipment to advanced traffic control equipment (ATC) and NTCIP compliant to communicate to the City's Central Controlled signal system.		
		PID: TIP: No
<b>717 WAR</b>	<b>SR 73 Improvement Project</b>	Sponsor: Cities of Franklin & Springboro
Feasible: 2046-2050	Mileage: 1.90	Cost: \$3.75
Install curb and gutter, sidewalks, embankment, storm sewer pipe extension, catch basins, signal upgrades and a pedestrian bridge along SR 73 from Springwood Lane to Deardoff Road.		
		PID: TIP: No
<b>718 WAR</b>	<b>SR 123 Improvements</b>	Sponsor: City of Franklin
Feasible: 2046-2050	Mileage: 1.14	Cost: \$4.30
Widen SR 123 from 2 to 3 lanes including installation of a 4' treated shoulder from Beal Road to Robinson Vail Road, correct vertical alignment and add storm sewers as needed.		
		PID: TIP: No
<b>719 WAR</b>	<b>SR 123 Improvements</b>	Sponsor: City of Franklin
Feasible: 2036-2040	Mileage: 1.14	Cost: \$5.20
Widen SR 123 from 2 to 3 lanes including installation of a 4' treated shoulder from Riley Boulevard to I-75, realign and install traffic signal at the intersection of Grand Oak Drive and Watkins Glen Drive, and upgrade all existing traffic signals.		
		PID: TIP: No

Source: MVRPC

*Funded Regional Bikeway and Pedestrian Projects (SFY 2021-2025)*

*(Cost in year of expenditure dollars)*

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Ohio-to-Indiana Trail	A2a	Construct shared use path between Troy-Sidney Road and North Casstown-Sidney Road via Garbry's Big Woods Reserve/Sanctuary.	Miami County Park District	Off-Street	10	3.5	\$2,820,470
East-West	Great Miami-Little Miami Connector Trail	F1b	Along Clear Creek from Hazelwood Park to Community Park- Construction of a 10' wide shared use path. A bridge will be utilized to cross Clear Creek just north of Hazelwood Park and the bikepath will cross below the I-75 bridge crossing Clear Creek.	Franklin	Off-Street	12	2.0	\$2,721,946
East-West	Wolf Creek Trail	G2a	Construct multi-use path following Wolf Creek from W Hillcrest Ave. at Hickorydale Park to James H. McGee Blvd. at the Wesleyan MetroPark.	Five Rivers MetroParks	Off-Street	10	2.3	\$4,059,587
North-South	Iron Horse Trail	J3b	Replacement of 5' wide sidewalk with a 10' wide multi-use path adjacent to Bigger Road and Whipp Road and bike route signage on Hewitt Avenue.	Centerville/ Kettering	On/Off-Street	Varies	1.5	\$555,000
North-South	Great Miami River Trail	K10b	Construct trail on the west bank of the Great Miami River from current trail terminus at Courtyard Hotel to W. River Road.	Dayton	Off-Street	12	1.0	\$481,000
North-South	Great Miami River Trail	K12	East of Goodrich Giles Park over the Great Miami River at the south end of Piqua, replace bridge with ADA compliant structure.	Piqua	Off-Street	10	0.5	\$2,119,299
East-West	Old National Road Trail	Z2	Construct a bikeway through Englewood MetroPark using marked park roads, new shared use path, and a new covered bridge.	Five Rivers MetroParks/ Englewood	Off-Street	12	2.3	\$4,426,886
East-West	Old National Road Trail	Z3a	Construct bikeway from existing bikeway along National Road at Foley Drive, traveling adjacent to and through Cassell Hills Golf Course and Miami Conservancy District land to connect to the Great Miami River Trail near the Taylorsville Dam.	Vandalia, Dayton	On/Off-Street	Varies	2.4	\$3,063,098
<b>Regional Totals for Short Range Projects</b>							<b>15.5</b>	<b>\$20,247,286</b>

Source: MVRPC

*Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)*

<b>Corridor Direction</b>	<b>Corridor Name</b>	<b>Map Label</b>	<b>Bikeway Limits</b>	<b>Owner / Maint.</b>	<b>Type of Facility</b>	<b>Width (feet)</b>	<b>Length (miles)</b>	<b>Cost</b>
East-West	Ohio-to-Indiana Trail	A1	From the existing Cardinal Trail bike route, traveling north on High St. to abandoned Conrail ROW, then east along Conrail ROW.	Miami County Park District	Off-Street	10	3.5	\$778,179
East-West	Ohio-to-Indiana Trail	A2b	Construct shared use path between North Casstown-Sidney Road and Miami/Champaign county line.	Miami County Park District	Off-Street	10	5.5	\$4,432,167
East-West	Great Miami River Trail	AA1	Construct trail on/along West River Road to Sun Watch Village.	Dayton	Off-Street	10	1.3	\$323,295
East-West	Possum Creek Jefferson Township Connector	AA2	Construct trail from Possum Creek MetroPark to Arthur Fisher Park and along Dayton-Liberty Road to Union Road.	Jefferson Twp., Montgomery County	On/Off-Street	Varies	3.8	\$570,000
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B3	Widen/add shoulders on Black Lane, Armstrong Road, W Enon Road, N Enon Road, Cornerstone Trail and Yellow Springs-Fairfield Road to the Little Miami Scenic Trail.	Greene County, Fairborn, Yellow Springs	On-Street	6	8.2	\$3,295,240
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B4	Widen shoulders on SR 343 and SR 72 between Yellow Springs and Cedarville.	Greene	On-Street	6	7.7	\$2,633,212
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C1	Construct shared use path along Twin Creek between Main St. and SR 4/SR 725 intersection.	Germantown	Off-Street	10	1.0	\$286,691
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C2	Widen shoulders on Lower Miamisburg Rd./Riverview Ave./Maue Rd. between SR 4 and Alexandersville Rd.	Montgomery County, Miamisburg	On-Street	Varies	6.8	\$2,837,899
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C4	Retrofit Spring Valley Pike to include bike lanes between Yankee St. and McEwen Rd.	Washington Township	On-Street	6	0.4	\$123,532
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C7	From existing SR 725 bikeway, traveling east from Marwyck Dr. to Wilmington Pike.	Centerville	Off-Street	12	0.7	\$253,113
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C8	Traveling east along SR 725, from Wilmington Pike to 0.02 miles east.	Bellbrook	Off-Street	12	0.0	\$25,000
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C9	Traveling east along SR 725, from Bellevue Dr. to Rosecrest Dr.	Bellbrook	Off-Street	12	0.5	\$123,127

*Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)*

<b>Corridor Direction</b>	<b>Corridor Name</b>	<b>Map Label</b>	<b>Bikeway Limits</b>	<b>Owner / Maint.</b>	<b>Type of Facility</b>	<b>Width (feet)</b>	<b>Length (miles)</b>	<b>Cost</b>
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C10	From Sackett-Wright Park in Bellbrook to the Little Miami Scenic Trail.	Greene	Off-Street	10	4.6	\$1,100,000
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C11	Widen shoulders between Spring Valley and Bowersville via Spring Valley-Pointersville Rd. and Hussey Rd.	Greene	On-Street	6	16.3	\$5,512,398
East-West	Mad River Trail	E4	Northeast from existing Mad River Corridor Bikeway along former railroad to Enon.	Greene County Park District	Off-Street	10	2.8	\$599,592
East-West	Great Miami-Little Miami Connector Trail	F1a	Construct shared use path along SR 123 and Clear Creek between downtown Franklin and the western side of I-75.	Warren County	Off-Street	12	1.0	\$1,360,973
East-West	Great Miami-Little Miami Connector Trail	F1c	Construct a shared use path along the southern side of Clearcreek Park, between Clear Creek and Lower Springboro Rd.	Warren County	Off-Street	12	0.5	\$680,487
East-West	Great Miami-Little Miami Connector Trail	F2	Widen shoulders on Lower Springboro Rd. between proposed Clear Creek Trail and US 42.	Warren County	On-Street	6	8.7	\$2,984,977
East-West	Wolf Creek Trail	G2b	Construct multi-use path connecting the Wolf Creek Recreation Trail to W. Hillcrest Ave. at Hickorydale Park. The path will extend the existing trail to Olive Road and follow Olive Road and Wolf Creek Pike before traveling east along the Wolf Creek to meet G2a at W. Hillcrest Ave.	Five Rivers MetroParks	Off-Street	10	2.4	\$4,215,404
East-West	Wolf Creek Trail	G3	Construct Shared use path between existing Wolf Creek Trail (near Dodson) and Montgomery/Preble County line.	Five Rivers MetroParks	Off-Street	12	2.2	\$532,040
North-South	Bellbrook-Fairborn Connector Trail	I1	Signed shared roadway from SR 725 along W. Walnut St. to existing bikeway at Bellbrook Park.	City of Bellbrook	On-Street	Varies	0.3	\$135,402
North-South	Bellbrook-Fairborn Connector Trail	I2c	From the existing bikeway, traveling north along Upper Bellbrook/Feedwire/S. Alpha-Bellbrook/Stutsman/N. Fairfield Rds., to Shakertown Rd.	Greene	Off-Street	10	4.0	\$984,402
North-South	Bellbrook-Fairborn Connector Trail	I4	WSU to Kauffman Ave. Bikeway traveling north from Colonel Glenn Hwy. to Wright State Road.	Wright State University	Off-Street	10	1.0	\$231,788

*Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)*

<b>Corridor Direction</b>	<b>Corridor Name</b>	<b>Map Label</b>	<b>Bikeway Limits</b>	<b>Owner / Maint.</b>	<b>Type of Facility</b>	<b>Width (feet)</b>	<b>Length (miles)</b>	<b>Cost</b>
North-South	Bellbrook-Fairborn Connector Trail	I5	Construct sidepath from Old Mill Lane to Kemp Rd.	Beavercreek	Off-Street	8	2.5	\$1,000,000
North-South	Iron Horse Trail	J4	Extend Iron Horse Trail from Alex Bell Road to Social Row Road using Willowhurst, Zengel, Pleasant Hill, N Johanna, Franklin, S Johanna, Bethel, Clareridge, Susan, Spring Valley and Atchison Roads.	Centerville	On-Street	Varies	4.2	\$675,493
North-South	Great Miami River Trail	K7	Traveling north from Johnston Farm to the County Line.	Miami County Park District	Off-Street	10	2.1	\$456,557
North-South	Stillwater River Trail	L1	From existing bikeway at Sinclair Park, traveling north to Grossnickle Park.	Five Rivers Metro-Parks/Various	Off-Street	10	4.7	\$2,990,725
North-South	Stillwater River Trail	L3	From the existing Englewood Reserve Bikeway, traveling north along the Stillwater River corridor, to SR 55.	Miami County Park District	Off-Street	10	10.4	\$3,413,921
North-South	Stillwater River Trail	L5	Construct shared use path roughly paralleling SR 48 between Covington and Ludlow Falls.	Miami County Park District	Off-Street	10	10.0	\$2,051,460
North-South	Wolf Creek Connector Trail	M1	Widen shoulders along Union Rd. from the Wolf Creek Bikeway to the existing path at I-70.	Englewood, Trotwood	On-Street	6	4.1	\$1,688,055
North-South	Wolf Creek Connector Trail	M2	Widen shoulders along US 40 from Union Blvd. to the Englewood Reserve (also serves the Old National Road Trail).	Englewood	On-Street	6	0.6	\$249,370
North-South	Wolf Creek Connector Trail	M3	Widen shoulders on Union Rd. between Existing Wolf Creek Trail in Trotwood and SR 725.	Montgomery County	On-Street	6	11.6	\$3,975,305
East-West	Great-Little Trail	N1	Construct shared use path along Miamisburg-Springboro Rd./Austin Pike/Social Row Rd. between Medlar Rd. and Wilmington-Dayton Rd.; widen shoulders on Ferry Rd./Lytle Rd. between Wilmington-Dayton Rd. and North St. in Corwin; develop signed on-street bikeway.	Mont. County, Centerville Washington Park District	On/Off-Street	Varies	10.7	\$2,491,329
North-South	Bowersville-Jamestown-Clifton Connector Trail	O1	Widen shoulders on SR 72 between Bowersville and Jamestown.	Greene	On-Street	6	5.4	\$1,842,903

*Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)*

<b>Corridor Direction</b>	<b>Corridor Name</b>	<b>Map Label</b>	<b>Bikeway Limits</b>	<b>Owner / Maint.</b>	<b>Type of Facility</b>	<b>Width (feet)</b>	<b>Length (miles)</b>	<b>Cost</b>
North-South	Bowersville-Jamestown-Clifton Connector Trail	O2	Widen shoulders on Charleston Rd. and Selma-Jamestown Rd. between Jamestown and Greene/Clark County line.	Greene	On-Street	6	10.4	\$3,506,843
North-South	Troy-Fletcher Connector Trail	P1	Widen shoulders along SR 55 and SR 589, providing an on-street bikeway linking Troy, Casstown, and Fletcher.	Troy, Miami County Park District	On-Street	6	10.6	\$3,596,324
East-West	Cardinal Trail	Q1	Widen roadway shoulders along the Cardinal Trail route (Covington-Gettysburg Rd.) between Covington and the Miami/Darke County line.	Miami County Park District	On-Street	6	4.7	\$1,564,309
East-West	Cardinal Trail	Q2	Widen roadway shoulders along the Cardinal Trail route between Covington and the Miami/Champaign County line. (Spring St., CR 30, Farrington Rd., Peterson Rd., Alcony-Canover Rd., Loy Rd.)	Miami County Park District	On-Street	6	20.1	\$6,722,240
East-West	Laura-Troy Connector Trail	R1	Construct shared use path along former railroad corridor between Laura and Ludlow Falls.	Miami County Park District	Off-Street	10	6.6	\$1,388,219
East-West	Laura-Troy Connector Trail	R2	Construct shared use path roughly paralleling SR 55 and along former Penn Central Railroad between Ludlow Falls and Troy.	Miami County Park District	Off-Street	12	7.6	\$1,920,678
North-South	SR 741 Bikeway	T1a	Construct bike facility along SR 741 from the Cox Arboretum entrance to the north terminus of the facility constructed under PID #90289.	Montgomery County	On/Off-Street	Varies	0.5	\$183,000
North-South	SR 741 Bikeway	T1b	Construct bike facility along SR 741 between Mall Park Drive and Ferndown Drive.	Montgomery County	On/Off-Street	Varies	1.7	\$623,000
North-South	SR 741 Bikeway	T1c	Construct a bike facility along SR 741 from entrance to Waldruhe Park to Austin Pike.	Montgomery County	On/Off-Street	Varies	0.6	\$220,000
North-South	SR 741 Bikeway	T2a	Construct bike lanes on SR 741 between Austin Pike and the current terminus of the bike lanes approx. 1,000 feet south of W. Tech Drive.	Springboro, Warren County	On-Street	6.0	0.2	\$56,000
East-West	Carriage Hills Connector Trail	U1	Connect Great Miami River Trail and Carriage Hills MetroPark via shared use path through Carriage Trails development.	Various	Off-Street	12	4.2	\$1,063,000

*Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2020 dollars)*

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	Carriage Hills Connector Trail	U2	Connect Carriage Hills MetroPark and New Carlisle via widened shoulders on SR 202, Singer Rd., Palmer Rd., SR 571, Dayton-Brandt Rd., and shared use path on former railroad corridor between Dayton-Brandt Rd. and New Carlisle.	Miami County Park District, Montgomery County	On/Off-Street	Varies	8.0	\$2,431,000
North-South	Carriage Hills Connector Trail	U3	Connect Huffman MetroPark and Carriage Hill MetroPark via Union School House, Baker, Kitridge, and Bellefontaine Roads.	Montgomery County, Five Rivers MetroParks	On-Street	Varies	8.3	\$2,302,289
East-West	Great Miami River-Centerville Connector Trail	V1	Construct trail following local streets and shared use paths connecting Moraine, West Carrollton, Washington Township, Centerville, and Bellbrook via Cox Arboretum, Yankee Park, Grant Park and Pleasant Hill Park.	Various	On/Off-Street	Varies	8.2	\$1,881,895
East-West	Great Miami River-Creekside Connector Trail	X1	Construct trail extension roughly paralleling US 35 to 4th St. along RR ROW then west to Keowee St and north to Monument Avenue.	Dayton, Five Rivers MetroParks	Off-Street	12	3.1	\$6,000,000
NA	Troy Bikeway Hub	Y1	Construct Troy Bike Hub structure.	Troy	NA	NA	0.0	\$200,000
NA	Piqua Bikeway Hub	Y2	Redevelop a historical building into a Bike Hub at the intersection of the GMR trail and the Piqua-Covington Fletcher Trail.	Piqua	NA	NA	0.0	\$500,000
East-West	Old National Road Trail	Z1a	Construct a bikeway paralleling US 40 from the intersection with The Wolf Creek Trail to Northmont Schools property.	Montgomery County, Five Rivers MetroParks	On/Off-Street	Varies	5.9	\$1,467,259
East-West	Old National Road Trail	Z1c	Construct a bikeway paralleling US 40 from Centennial Park in Englewood to Englewood MetroPark.	Englewood	On/Off-Street	Varies	0.8	\$106,400
East-West	Old National Road Trail	Z3b	Construct bikeway paralleling US 40 from Frederick Pike to James Bohanan Drive through Dayton Airport property and City of Vandalia.	Vandalia	On/Off-Street	Varies	4.2	\$1,262,889
<b>Regional Totals for Long Range Projects</b>							<b>255.22</b>	<b>\$91,849,382</b>

Source: MVRPC

## **Congestion Management Strategies: Transit - SFY 2021-2050**

### **Greater Dayton Regional Transit Authority**

#### **Services and Ridership**

- Service area to remain approximately the same, however funding constraints could result in service alterations or reductions.

#### **Service Configuration**

- GDRTA will continue to operate as a multiple hub/transfer concept;
- GDRTA will pursue dual-mode vehicle technology for service extensions off existing trolley wire;
- GDRTA is in compliance with ADA and will continue to work with human services transportation coordination efforts;
- Annual vehicle hours and vehicle miles will slightly decrease;
- Annual ridership will slightly increase; and
- Average fare will slightly increase.

#### **Projects**

- Vehicle fleet (226 vehicles) will be replaced as needed to maintain levels of service;
- Utility vehicle fleet to be replaced several times over the 2021-2050 period;
- Vehicle equipment;
- Upgrades to transit hubs and operating facilities;
- Office/shop equipment;
- Capitalized leases;
- Planning projects; and
- Community projects.

### **Greene CATS Public Transit**

#### **Service and Ridership**

- The service is a combination of traditional demand responsive and flex services. It is wheelchair accessible and serves a mix of fare-paying and contract riders. The transit service area is Greene County, with trips to Montgomery County, and surrounding counties as needed.

#### **Plan Assumptions**

- Reduce peak, evening, and weekend flex service beginning in 2021.
- No change in fares through 2021.
- Anticipated reduction in FTA funding due to reduction of Developmentally Disabled service.
- Continue to provide contract services for local social service agencies.
- Continue mobility management program.

## **Projects**

- 150 vehicle replacement to maintain 45 vehicle fleet.
- Shop tools/equipment.

## **Miami County Transit System**

### **Service and Ridership**

- Miami County Transit System will provide demand responsive transit services within the geographic area to include all of Miami County and connections to GDRTA in Huber Heights and Vandalia, and Darke and Shelby Counties.

### **Plan Assumptions**

- No change in the service area or in the amount of service provided but may look into implementing flex route service.
- No change in FTA or ODOT formula funding or local revenue sources.
- The County anticipates continued increases in additional benefits for the local human service organizations.

## **Projects**

- Vehicle fleet (18 vehicles) will be replaced as needed to maintain existing levels of service.
- Shop/Office Equipment.
- Security Equipment.
- Planning projects.

**Fiscal Constraints** – The regional transit systems are expected to remain fiscally constrained throughout the planning period.





**MIAMI VALLEY**

Regional Planning Commission

**Long Range Transportation Plan:  
Financial Analysis and  
Proposed Projects**

November/December 2020

# Revenue Projections (TIP)

- 30 year revenue forecast
  - Developed using actual known funding
    - Actual funded TIP projects past, present and future
    - Annual local project sponsor survey
  - TIP projects – SFY2021-2024 TIP adopted last May
    - Total projected TIP expenditures programmed over the next 4 years
      - \$375.2 million

# 30 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES						
			FOUR YEAR TIP (2021-2024)	ANNUAL AVERAGE	SHORT TERM PLAN I (2021-2025) (5YEARS)	SHORT TERM PLAN II (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 30 YEAR PLAN
ODOT/MPO CONTROLLED  FUNDS	FEDERAL	VARIOUS SOURCES	247.86						
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	68.03						
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		59.28						
OHIO PUBLIC WORKS (LTIP  AND ISSUE 1)	OHIO PUBLIC WORKS				= \$375.2 million				
	COMMISSION								
	LOCAL MATCH								
100% LOCAL, PRIVATE, OTHER									
SUBTOTAL	FEDERAL								
	STATE								
	LOCAL, OTHER								
TOTAL									

# Revenue Projections (TIP)

- 30 year revenue forecast
  - Developed using actual known funding
    - Actual funded TIP projects past, present and future
    - Annual local project sponsor survey
  - TIP projects – SFY2021-2024 TIP adopted last May
    - Total projected TIP expenditures programmed over the next 4 years
      - \$375.2 million
  - Annually, actual TIP expenditures are monitored.  
The average actual TIP expenditures over the past 10 years = \$128.06 million

# 30 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES						
			FOUR YEAR TIP (2021-2024)	ANNUAL AVERAGE	SHORT TERM PLAN I (2021-2025) (5YEARS)	SHORT TERM PLAN II (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 30 YEAR PLAN
ODOT/MPO CONTROLLED  FUNDS	FEDERAL	VARIOUS SOURCES	247.86	81.37					
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	68.03	30.70					
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		59.28	15.99					
OHIO PUBLIC WORKS (LTIP  AND ISSUE 1)	OHIO PUBLIC WORKS				= \$128.06 million				
	COMMISSION								
	LOCAL MATCH								
100% LOCAL, PRIVATE, OTHER									
SUBTOTAL	FEDERAL								
	STATE								
	LOCAL, OTHER								
TOTAL									

# Revenue Projections (TIP)

- 30 year revenue forecast
  - Developed using actual known funding
    - Actual funded TIP projects past, present and future
    - Annual local project sponsor survey
  - TIP projects – SFY2021-2024 TIP adopted last May
    - Total projected TIP expenditures programmed over the next 4 years
      - \$375.2 million
  - Annually actual TIP expenditures are monitored. The average actual TIP expenditures over the past 10 years = \$128.06 million
    - Four year TIP plus 1 year annual average= \$503.23 million
    - Multiply annual average by 5 years = \$640.3 million
    - Multiply annual average by 10 years = \$1.281 billion each

# 30 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES							
			FOUR YEAR TIP (2021-2024)	ANNUAL AVERAGE	SHORT TERM PLAN I (2021-2025) (5YEARS)	SHORT TERM PLAN II (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 30 YEAR PLAN	
ODOT/MPO CONTROLLED  FUNDS	FEDERAL	VARIOUS SOURCES	247.86	81.37	329.23	406.85	813.70	813.70		
	STATE	STATE MATCH  (INCLUDES 100% FUNDED)	68.03	30.70	98.73	153.5	307.00	307.00		
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		59.28	15.99	75.27	79.95	159.90	159.90		
OHIO PUBLIC WORKS (LTIP  AND ISSUE 1)	OHIO PUBLIC WORKS  COMMISSION		= \$503.23 million							
	LOCAL MATCH									
100% LOCAL, PRIVATE, OTHER			= \$640.3 million							
SUBTOTAL	FEDERAL		= \$1.281 billion							= \$1.281 billion
	STATE									
	LOCAL, OTHER									
TOTAL										

# Revenue Projections (TIP)

- 30 year revenue forecast
  - Developed using actual known funding
    - Actual funded TIP projects past, present and future
    - Annual local project sponsor survey
  - TIP projects – SFY2021-2024 TIP adopted last May
    - Total projected TIP expenditures programmed over the next 4 years
      - \$375.2 million
  - Annually actual TIP expenditures are monitored. The average actual TIP expenditures over the past 10 years = \$128.06 million
    - Four year TIP plus 1 year annual average = \$503.23 million
    - Multiply annual average by 5 years = \$640.3 million
    - Multiply annual average by 10 years = \$1.281 billion each
    - Add programmed and averaged expenditures
      - = \$3.705 billion projected TIP revenues over next 30 years

# 30 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES						
			FOUR YEAR TIP (2021-2024)	ANNUAL AVERAGE	SHORT TERM PLAN I (2021-2025) (5YEARS)	SHORT TERM PLAN II (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 30 YEAR PLAN
ODOT/MPO CONTROLLED  FUNDS	FEDERAL	VARIOUS SOURCES	247.86	81.37	329.23	406.85	813.70	813.70	2,363.48
	STATE	STATE MATCH  (INCLUDES 100% FUNDED)	68.03	30.70	98.73	153.5	307.00	307.00	866.23
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		59.28	15.99	75.27	79.95	159.90	159.90	475.02
OHIO PUBLIC WORKS (LTIP  AND ISSUE 1)	OHIO PUBLIC WORKS								
	COMMISSION								
	LOCAL MATCH					= \$3.705 billion			
100% LOCAL, PRIVATE, OTHER									
SUBTOTAL	FEDERAL								
	STATE								
	LOCAL, OTHER								
TOTAL									

# Revenue Projections (Local)

- Average actual non-TIP expenditures over past 10 years = 42.88 million
  - Issue 1 Funded projects (Ohio Public Works Comm.)
  - Local match and fully locally funded projects

# 30 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES						
			FOUR YEAR TIP (2021-2024)	ANNUAL AVERAGE	SHORT TERM PLAN I (2021-2025) (5YEARS)	SHORT TERM PLAN II (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 30 YEAR PLAN
ODOT/MPO CONTROLLED  FUNDS	FEDERAL	VARIOUS SOURCES	247.86	81.37	329.23	406.85	813.70	813.70	2,363.48
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	68.03	30.70	98.73	153.5	307.00	307.00	866.23
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		59.28	15.99	75.27	79.95	159.90	159.90	475.02
OHIO PUBLIC WORKS (LTIP  AND ISSUE 1)	OHIO PUBLIC WORKS			13.10					
	COMMISSION			3.28					
	LOCAL MATCH			26.50					
100% LOCAL, PRIVATE, OTHER									
SUBTOTAL	FEDERAL								
	STATE								
	LOCAL, OTHER								
TOTAL					= \$42.88 million				

# Revenue Projections (Local)

- Average actual non-TIP expenditures over past 10 years = 42.88 million
  - Issue 1 Funded projects (Ohio Public Works Comm.)
  - Local match and fully locally funded projects
- Multiply by 4 for next four years, add four year TIP plus 1 year annual average for next five years, multiply annual average by 5 for following five years, and multiply annual average by 10 for remaining years

# 30 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES						
			FOUR YEAR TIP (2021-2024)	ANNUAL AVERAGE	SHORT TERM PLAN I (2021-2025) (5YEARS)	SHORT TERM PLAN II (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 30 YEAR PLAN
ODOT/MPO CONTROLLED  FUNDS	FEDERAL	VARIOUS SOURCES	247.86	81.37	329.23	406.85	813.70	813.70	2,363.48
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	68.03	30.70	98.73	153.5	307.00	307.00	866.23
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		59.28	15.99	75.27	79.95	159.90	159.90	475.02
OHIO PUBLIC WORKS (LTIP  AND ISSUE 1)	OHIO PUBLIC WORKS		52.40	13.10	65.50	65.50	131.00	131.00	
	COMMISSION								
	LOCAL MATCH		13.10	3.28	16.38	16.38	32.75	32.75	
100% LOCAL, PRIVATE, OTHER			106.00	26.50	132.50	132.50	265.00	265.00	
SUBTOTAL	FEDERAL								
	STATE								
	LOCAL, OTHER								
TOTAL									

# Revenue Projections (Local)

- Average actual non-TIP expenditures over past 10 years = 42.88 million
  - Issue 1 Funded projects (Ohio Public Works Comm.)
  - Local match and fully locally funded projects
- Multiply by 4 for next four years, add four year TIP plus 1 year annual average for next five years, multiply annual average by 5 for following five years, and multiply annual average by 10 for remaining years
- Multiply by 30 years for combined projected local revenues= \$1.286 billion

# 30 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES						
			FOUR YEAR TIP (2021-2024)	ANNUAL AVERAGE	SHORT TERM PLAN I (2021-2025) (5YEARS)	SHORT TERM PLAN II (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 30 YEAR PLAN
ODOT/MPO CONTROLLED  FUNDS	FEDERAL	VARIOUS SOURCES	247.86	81.37	329.23	406.85	813.70	813.70	2,363.48
	STATE	STATE MATCH  (INCLUDES 100% FUNDED)	68.03	30.70	98.73	153.5	307.00	307.00	866.23
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		59.28	15.99	75.27	79.95	159.90	159.90	475.02
OHIO PUBLIC WORKS (LTIP  AND ISSUE 1)	OHIO PUBLIC WORKS		52.40	13.10	65.50	65.50	131.00	131.00	393.00
	COMMISSION								
	LOCAL MATCH		13.10	3.28	16.38	16.38	32.75	32.75	98.25
100% LOCAL, PRIVATE, OTHER			106.00	26.50	132.50	132.50	265.00	265.00	795.00
SUBTOTAL	FEDERAL								
	STATE								
	LOCAL, OTHER								
TOTAL						= \$1.286 billion			

# Revenue Projections (TIP + Local)

- Overall total of projected income for the next 30 year period = \$4.991 billion

# 30 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES						
			FOUR YEAR TIP (2021-2024)	ANNUAL AVERAGE	SHORT TERM PLAN I (2021-2025) (5YEARS)	SHORT TERM PLAN II (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 30 YEAR PLAN
ODOT/MPO CONTROLLED  FUNDS	FEDERAL	VARIOUS SOURCES	247.86	81.37	329.23	406.85	813.70	813.70	2,363.48
	STATE	STATE MATCH  (INCLUDES 100% FUNDED)	68.03	30.70	98.73	153.5	307.00	307.00	866.23
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		59.28	15.99	75.27	79.95	159.90	159.90	475.02
OHIO PUBLIC WORKS (LTIP  AND ISSUE 1)	OHIO PUBLIC WORKS		52.40	13.10	65.50	65.50	131.00	131.00	393.00
	COMMISSION								
	LOCAL MATCH		13.10	3.28	16.38	16.38	32.75	32.75	98.25
100% LOCAL, PRIVATE, OTHER			106.00	26.50	132.50	132.50	265.00	265.00	795.00
SUBTOTAL	FEDERAL		247.86	81.37	329.23	406.85	813.70	813.70	2,363.48
	STATE		120.43	43.80	164.23	219.00	438.00	438.00	1,259.23
	LOCAL, OTHER		178.38	45.77	224.15	228.83	457.65	457.65	1,368.27
TOTAL			546.67	170.94	717.61	854.68	1,709.35	1,709.35	4,990.98

# Capacity/Operational/Safety v. Maintenance/Reconstruction Improvements

- The next step in our process is determining how much of the total transportation income will be available for capacity/operational/safety projects

# Capacity/Operational/Safety v. Maintenance/Reconstruction Improvements

- Percentages determined through MVRPC's annual local project survey and programmed TIP expenditures
- On average, 67% of expenditures projected to be used for maintenance/reconstruction type projects
  - \$2.956 billion (over 30 years)

# Projected Maintenance/Reconstruction Expenditures

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES						
			FOUR YEAR TIP (2021-2024)	ANNUAL AVERAGE	SHORT TERM PLAN I (2021-2025) (5YEARS)	SHORT TERM PLAN II (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 30 YEAR PLAN
ODOT/MPO CONTROLLED  FUNDS	FEDERAL	VARIOUS SOURCES	165.62	43.63	209.25	218.15	436.31	436.31	1,300.02
	STATE	STATE MATCH  (INCLUDES 100% FUNDED)	45.46	16.46	61.92	82.31	164.61	164.61	473.45
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		39.61	8.57	48.18	42.87	85.74	85.74	262.53
OHIO PUBLIC WORKS (LTIP  AND ISSUE 1)	OHIO PUBLIC WORKS		37.50	9.37	46.87	46.87	93.74	93.74	281.23
	COMMISSION								
	LOCAL MATCH		9.37	2.34	11.72	11.72	23.44	23.44	70.31
100% LOCAL, PRIVATE, OTHER			75.85	18.96	94.82	94.82	189.63	189.63	568.90
SUBTOTAL	FEDERAL		165.62	43.63	209.25	218.15	436.31	436.31	1,300.02
	STATE		82.96	25.84	108.79	129.18	258.36	258.36	754.68
	LOCAL, OTHER		124.84	29.88	154.72	149.40	298.81	298.81	901.74
TOTAL			373.41	99.35	472.76	496.74	993.47	993.47	2,956.44

# Capacity/Operational/Safety v. Maintenance/Reconstruction Improvements

- Percentages determined through MVRPC's annual local project survey and programmed TIP expenditures
- 67% of expenditures projected to be used for maintenance/reconstruction type projects
  - \$2.956 billion (over 30 years)
- 33% of expenditures projected to be spent on capacity/operational/safety type projects
  - \$2.035 billion (over 30 years)

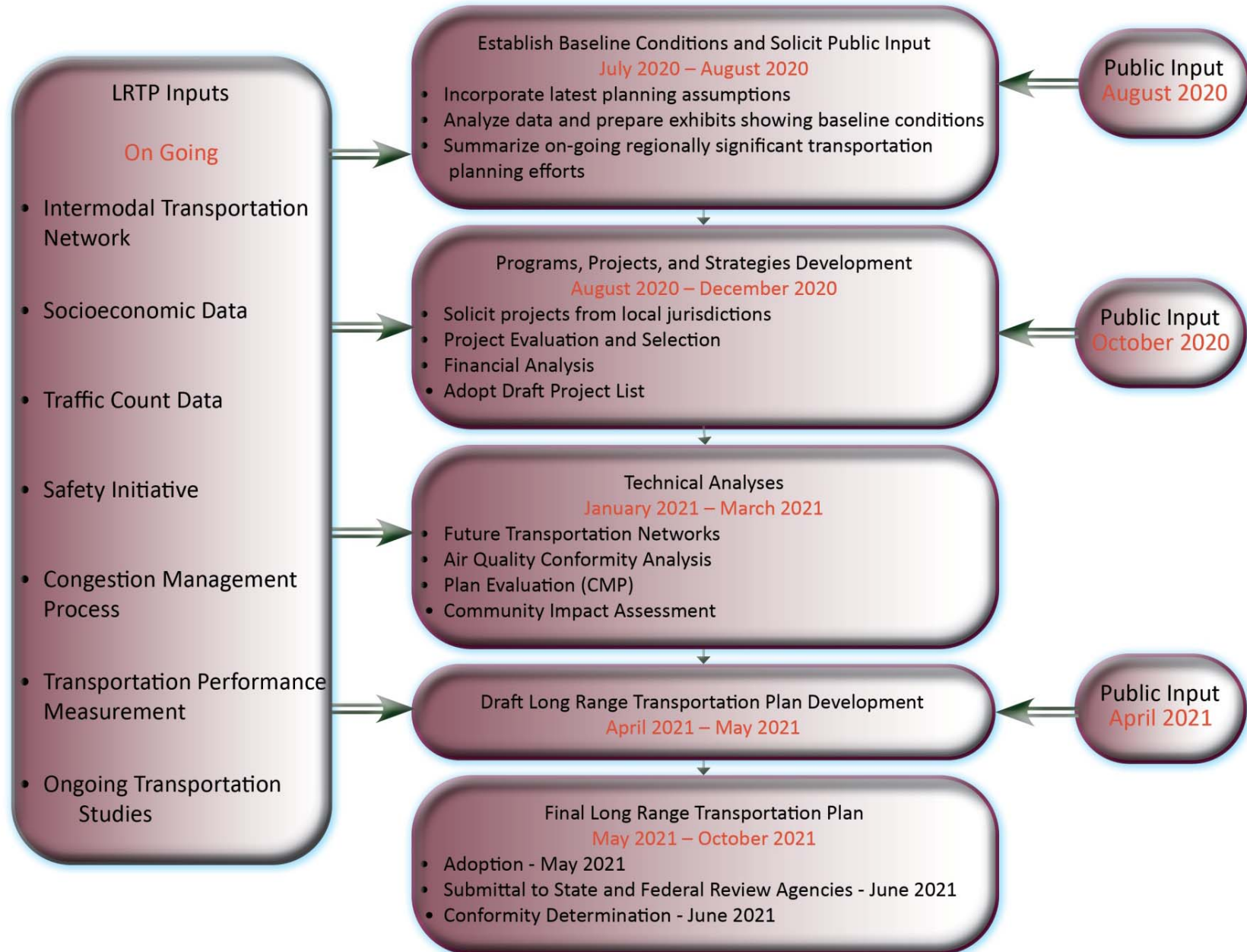
# Projected Capacity/Operational/Safety Expenditures

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES						
			FOUR YEAR TIP (2021-2024)	ANNUAL AVERAGE	SHORT TERM PLAN I (2021-2025) (5YEARS)	SHORT TERM PLAN II (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 30 YEAR PLAN
ODOT/MPO CONTROLLED  FUNDS	FEDERAL	VARIOUS SOURCES	82.24	37.74	119.98	188.70	377.39	377.39	1,063.46
	STATE	STATE MATCH  (INCLUDES 100% FUNDED)	22.57	14.24	36.81	71.19	142.39	142.39	392.78
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		19.67	7.42	27.09	37.08	74.16	74.16	212.49
OHIO PUBLIC WORKS (LTIP  AND ISSUE 1)	OHIO PUBLIC WORKS		14.90	3.73	18.63	18.63	37.26	37.26	111.77
	COMMISSION								
	LOCAL MATCH		3.73	0.93	4.66	4.66	9.31	9.31	27.94
100% LOCAL, PRIVATE, OTHER			30.15	7.54	37.68	37.68	75.37	75.37	226.10
SUBTOTAL	FEDERAL		82.24	37.74	119.98	188.70	377.39	377.39	1,063.46
	STATE		37.47	17.96	55.44	89.82	179.64	179.64	504.55
	LOCAL, OTHER		53.54	15.88	69.43	79.42	158.84	158.84	466.53
TOTAL			173.26	71.59	244.84	357.94	715.88	715.88	2,034.54

# Results

- Table in the handout shows revenues available for Long Range Plan Projects in 2020 dollars.
- Table in the handout will be used to select the Proposed Project List with both costs and revenues in 2020 dollars.
- Final financial analysis costs and revenues will be in year of expenditure dollars (inflated).

# Update Overview



# Development of the Congestion Management Project List

- Solicited Projects/Reviewed Technical Studies
- Solicited comments from various stakeholders and the public
- Reviewed Project Evaluation/Priority Lists
- Conducted Financial Analysis
- Developed Proposed Congestion Management Project List

# Proposed Project List Development

- Worked with project sponsors to fine-tune the projects in terms of scope, feasibility, and cost
- Developed Draft Congestion Management Project List
- Asked for review and comments
  - Government and Non-Governmental organizations who were invited to the LRTP workgroup meetings
  - Public Participation Meetings

# Public Participation Meetings

- Hosted 2 Virtual Public Participation Meetings
  - **Lunch Time Meeting** **October 20**
  - **Evening Meeting** **October 21**

# Public Comments

- **Roadway**

- Adding noise fences along the I-675 Highway
- Traffic issues related to trucks in Peters Road around the airport.
- Congestion on SR 201, 202, 40, 4, 48, 741, 725, and 835 during work hours.

- **Public Transportation**

- As an environmentally conscious person I would like to see less uber driving

# Public Comments

- **Bike/Pedestrian**

- Adding bike lanes to all roads proposed for improvements
- Fully funding the Great Little Trail (N1)
- Bike transportation to WPAFB and WSU without the danger of riding Grange Hall.
- Off-road connections to parks like Grant Park, Village South Park, Iron Horse Park, and Pondview Park.
- Adding noise wall to trail segments running along the I-75 Highway and Dixie Drive
- Bike lanes on Alex Bell between Rahn and Bowman to make the route a little safer
- Adding timeframe to Funded Regional Bikeway project list
- Complete list in TAC/Board mailout.

# Public Comments (Facebook)

Oldest ▾



**Bill OBryan Sr.** I-675 should've been built all the way around Dayton, and could have as most of the area was still rural at the time.

1w



1



**Auston Hensley** Who is the idiot that thought getting rid of left turn lanes on 35 at Factory Road would alleviate traffic problems?

All the years of construction at that intersection for nothing.

The only real solution is to remove the traffic light and convert Factory, Orchard, and Trebein into full interchanges. It's the only traffic lights on the entire road from Dayton to Chillicothe.

5d



**Barry Takacss** Can we put limits on the rta? Protect the taxpayers instead of finding new ways to waste money?

4d



2



**Charles T. Averett** We need high speed rail access to/from our area....

4d



1



**Bill OBryan Sr.** Charles T. Averett well we could've had it if it weren't for that idiot former govenor John Kasich. And since he didn't want the money back then, another state took that money and provided the population with optional forms of transportation. Sad that we couldn't do that here.

4d



**Thomas Maxwell** More wasted money

1d



**Thomas Maxwell** Let the commissioners pay for it with their money

1d



**Ray Black** How about. Fixing pot holes , sewer tops that are like pot holes and paving some streets

23h



**Bill OBryan Sr.** Ray Black I don't know why that whenever a roadway gets repaired that they can't seem to get the Manholes level with the rest of the roadway. Just like with bridge approaches as well. And why can't these cities require that the jobs be done right, since we are the ones paying for it. I just don't understand why..

21h

# Project Evaluation

- Each project was evaluated by MVRPC staff for accuracy and completeness
  - Project Evaluation System (PES)
    - Project-by-project basis
    - Cross-examination among all projects
  - Other factors
    - Traffic counts and projected traffic volumes
    - Future land use plans
    - Corridor completion
    - Technical Studies
    - Sponsor Priorities

# Financial Analysis (in 2020 dollars)

	Timeframe			
	<i>2021- 2025</i>	<i>2026- 2030</i>	<i>2031- 2040</i>	<i>2041- 2050</i>
<b>Cost (millions)</b>	<b>79</b>	<b>326</b>	<b>647</b>	<b>541</b>
<b>Revenue (millions)</b>	<b>245</b>	<b>358</b>	<b>716</b>	<b>716</b>

## Proposed Congestion Management Projects

- Detail project information included in the handout
- MVRPC's recommended projects for the final 2050 Long Range Transportation Plan
- Bikeway Projects as adopted in the Bikeway Plan in November 2015 with minor updates
- Transit system program assumptions

# Next Steps

- **Conduct Technical Analyses**
  - Air Quality Conformity
  - Plan Evaluation (CMP)
  - Community Impact Assessment
  - Environmental Mitigation

## More Information

**plan2050.mvrpc.org**

- **Contacts**
  - Ana Ramirez – [aramirez@mvrpc.org](mailto:aramirez@mvrpc.org)



**RESOLUTION ADOPTING  
THE PROPOSED LIST OF 2050 LONG RANGE  
TRANSPORTATION PLAN CONGESTION MANAGEMENT PROJECTS**

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

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

**WHEREAS**, the MVRPC adopted its current 2040 Long Range Transportation Plan (LRTP) in May 2016; and

**WHEREAS**, the Fixing America's Surface Transportation (FAST Act) requires that the Plan be comprehensively updated every five years; and

**WHEREAS**, the proposed 2050 Long Range Transportation Plan Congestion Management Projects are the result of a coordinated effort that reflects federal requirements and regional priorities; and

**WHEREAS**, the MVRPC has provided the public and other interested/consultation parties reasonable opportunities to review and comment on the proposed projects in accordance with the MVRPC Public Participation Plan.

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts the list of proposed 2050 Long Range Transportation Plan Congestion Management Projects and directs staff to initiate conformity interagency consultation, travel demand model runs, and associated technical analyses.

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

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

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

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Date



## MEMORANDUM

**To:** Technical Advisory Committee, Board of Directors  
**From:** MVRPC Staff  
**Date:** November 9, 2020  
**Subject:** Proposed New Projects Requesting MVRPC's STP, CMAQ and TA Funds

The enclosed table shows all proposed new projects received as part of our solicitation for MVRPC regionally controlled funding under the Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ) and Transportation Alternatives (TA) programs.

\* The proposed new project list is for information only at this time.

A public involvement meeting to present the proposed new projects requesting MVRPC's STP, CMAQ and TA funds was held on November 5, 2020. To date, no public involvement comments have been received. The deadline for public involvement comments is November 24, 2020.

Federal funding request totals and total project costs are broken down by funding category below.

	<b>Funds Requested</b>	<b>Total Project Costs</b>
<b>STP</b>	<b>\$25,647,377</b>	<b>\$41,954,300</b>
<b>CMAQ</b>	<b>\$8,753,248</b>	<b>\$12,549,858</b>
<b>TA</b>	<b>\$1,329,798</b>	<b>\$2,086,518</b>
<b>TOTAL</b>	<b>\$35,730,423</b>	<b>\$56,590,676</b>

The next step in the process is to evaluate each proposed project based on the criteria established in MVRPC's STP/CMAQ/TA Policies and Procedures. After each project is ranked, a final list of recommended projects will be reviewed by the Technical Advisory Committee in February and then forwarded to the Board of Directors for final approval in March.



## CY2020 Summary of STP applications

Project Sponsor	Project Name	Project Location	Project Description	Federal Funds Requested	Total Project Cost
City of Beavercreek	Dayton-Xenia Road Widening	Dayton-Xenia Road from Meadow Bridge Drive to Darlington Drive.	Widen the roadway to five lanes creating two through lanes in each direction and a center turn lane. The section from Hanes Road to Darlington Drive will taper from five lanes to three lanes at Darlington Drive to include a center turn lane with curb, gutter, and storm sewer. An eight foot wide sidepath will be included along the north side and a five foot wide sidewalk will be included along the south side of the entire project.	\$1,698,732	\$3,076,760
City of Beavercreek	North Fairfield Road Reconstruction	North Fairfield Road from Crossings Boulevard to I-675 ramps.	Reconstruction of the roadway and the extension of left and right turn lanes from the I-675 northbound off ramp to North Fairfield Road. The reconstruction work includes removing the existing concrete pavement, reconstructing the pavement with new full depth asphalt pavement, the adjustment of drainage structures to meet the new pavement grades, the reconstruction of the existing median island, traffic signal loop restoration, and new pavement markings. The I-675 off ramp will be reconstructed with extended bays of 600 feet to increase storage.	\$939,888	\$1,766,480
City of Clayton	Hoke Road Widening, Phase 1	Hoke Road from Smith Drive to Wenger Road.	Widen the roadway from two to three lanes, install street lights and construct a 10' tree lined multi-use path which will eventually connect to the existing National Road Multi-Use Path.	\$2,647,858	\$3,886,059
City of Dayton	Findlay Street Reconstruction	Findlay Street from Springfield Street to Monument Avenue.	Reconstruction of the existing roadway. Curbs, sidewalks, driveway approaches, and lighting, traffic signals, signage, pavement markings and a buried interconnect will be rebuilt to replace existing. There will be minor storm sewer work including new manholes, catch basins, and some pipe replacement.	\$1,560,000	\$2,245,000

City of Dayton	Salem Avenue Reconstruction, Phase 4	Salem Avenue from Emerson Avenue to Cornell Drive.	Rebuild the roadway including new street pavement, curb, sidewalk, street lights and catch basins.	\$2,568,000	\$3,724,000
City of Englewood	Taywood Road Resurfacing	Taywood Road from SR 48 to the Englewood south corporation limit, excluding the I-70 bridge deck.	Roadway resurfacing.	\$381,600	\$732,000
City of Englewood	Union Boulevard Resurfacing	Union Boulevard from US 40 to the Englewood south corporation limit, excluding the bridge deck over I-70.	Roadway resurfacing.	\$554,400	\$1,064,000
City of Fairborn	Broad Street Improvements, Phase 2B	Broad Street from Pierce Drive to Central Avenue.	Narrow the roadway from 4 lanes to 3 lanes and extend the existing bike lanes. This project will include street resurfacing, striping, storm water modifications, new curb and gutter and sidewalk, and will install new street trees and bike racks.	\$1,673,240	\$2,955,334
City of Huber Heights	Chambersburg Road West Improvements	Chambersburg Road from Old Troy Pike to the Huber Heights west corporation limit.	Widen the existing roadway from 2 lanes to 3 lanes. An 8' sidewalk/bikepath will be constructed on the north side of the road along with curb on both sides, water main, and storm sewer as needed. Also, the vertical alignment of the roadway will be adjusted to eliminate a crest area in the pavement.	\$2,177,252	\$3,509,619
City of Kettering	Forrer Boulevard Improvements	Forrer Boulevard from Smithville Road to Woodman Drive.	Roadway reconstruction and resurfacing. Deteriorated curbs, sidewalks, and drive approaches will be replaced as needed, along with non-compliant ADA curb ramps.	\$1,266,900	\$2,166,900
City of Kettering	Marshall Road Improvements	Marshall Road from East David Road to Wilmington Pike.	Roadway milling and resurfacing. The project will also include isolated repair of concrete curb and drive approaches and an 8' wide multi-use path on the north side of Marshall Road from Wilmington Pike to Lincoln Park Boulevard.	\$854,694	\$1,479,490
City of Moraine	Kettering Boulevard Improvements	Kettering Boulevard from Hoyle Place to the Moraine north corporation limit and Kettering Boulevard from West Stroop Road to SR 741.	Roadway resurfacing and related maintenance. Work would include isolated curb replacement, utility adjustments, and isolated partial depth pavement repair.	\$729,563	\$1,215,937

City of Piqua	CR 25A/Looney Road Intersection Improvement	Intersection of CR 25A and Looney Road.	Construction of a roundabout.	\$1,459,850	\$2,315,400
City of Riverside	Woodman Drive Reconstruction	Woodman Drive from approximately 500' north of US 35 to Eastman Road.	Roadway full depth reconstruction including storm sewer and aggregate base. The project will also include the installation and replacement of sidewalks and the replacement of traffic signals at the intersection of Woodman Drive and Eastman Road. The southern limit of this project will tie into the existing ODOT project at US 35.	\$2,867,782	\$4,079,969
City of Springboro	Edgebrooke Drive and Central Avenue Intersection Improvements	Intersection of Edgebrooke Drive and Central Avenue in Springboro.	Intersection improvements including the installation of a new traffic signal, crosswalks/pedestrian facilities, and sidewalks.	\$271,757	\$572,267
Five Rivers MetroParks	Great Miami River Trail and Wolf Creek Recreational Trail Renovations	The Great Miami River Trail from Rip Rap Road south to Triangle Park and the Wolf Creek Trail from Vickwood Lane in Trotwood to Albert Road in Brookville.	Replacement of small portions of the Regional Bike Trails as a result of utility cuts, root heave and sub-surface conditions. The project will also include resurfacing as needed to extend the life of the trails making the most of the original investment to significantly extend the life of the trails.	\$614,777	\$888,011
Miami Conservancy District	Sycamore Creek Bridge Replacement	Great Miami Recreation Trail bridge over Sycamore Creek in Miamisburg.	Removal and replacement of the bridge. Improvements include replacing the piers, abutments, beams, bridge surface and safety fence.	\$186,363	\$369,783
Miami County Engineer	Wilson Road Resurfacing	Wilson Road from SR 55 to SR 718.	Resurfacing including enhanced pavement markings and a 18" aggregate berm.	\$210,000	\$364,000
Montgomery County Engineer	Social Row Road Improvements, Phase 2	Social Row Road from 300' east of Paragon Road to 600' east of Sheehan Road.	Widen roadway from two to five lanes with a two-way left turn lane. A new 5' wide sidewalk is proposed on the south side that will connect an existing shared use trail at Robert F. Mays Park to the intersection of Sheehan Road and Social Row Road. There is an existing shared use trail on the north side that will remain or be incorporated into the project with minor improvements.	\$2,252,136	\$4,627,560

MVRPC	Regional Supplemental Transportation Planning, SFY2026	Miami Valley Region.	Supplemental Planning Funding - includes TIP Project Management, Alternative Mode Transportation Planning and Project Planning Assistance.	\$576,732	\$720,915
MVRPC	Supplemental Regional Planning - SFY2026	Miami Valley Region.	Continuing development of implementation tools identified from Going Places initiative for use by MVRPC members and throughout the region. In addition, continuation of regional planning activities to support coordination/collaboration efforts in the region by providing planning process consultation, research and technical support.	\$155,853	\$194,816

**Total STP Funds Requested: \$25,647,377**

## CY2020 Summary of CMAQ applications

Project Sponsor	Project Name	Project Location	Project Description	Federal Funds Requested	Total Project Cost
City of Beavercreek	Kemp Road Widening Project	Kemp Road from Meadowcourt Drive to Bluewing Drive.	Widen the existing two lane pavement section with side road ditch drainage to a three lane pavement section to provide a center turn lane with curb, storm sewer, and pedestrian facilities along both sides of the roadway. An eight foot wide sidepath is proposed along the north side of the road and a five foot wide sidewalk along the south side.	\$1,872,500	\$3,550,000
City of Kettering	Kettering Signals, Ph. 4	County Line Road at Research Boulevard, Wilmington Pike at Meijer East Drive, Research Boulevard at Founders Drive, Dorothy Lane at Woodman Center Drive and Woodman Drive at Vale Drive.	Complete reconstruction of five traffic signals, installation of new traffic surveillance cameras at each location and relocation of existing fiber optic signal interconnect cable underground. Street lights will be added to the traffic signal poles, pedestrian amenities will be upgraded.	\$1,329,179	\$1,882,505
GDRTA	Purchase of twenty five replacement small "connect" buses.	Dayton and surrounding communities.	Purchase buses to replace others that have come to the end of their useful life.	\$1,900,000	\$2,375,000
GDRTA	Purchase of seven 30'-35' Diesel Buses	Dayton and surrounding communities.	Purchase buses to replace others that have come to the end of their useful life.	\$2,940,000	\$3,675,000
Miami Conservancy District	Old North Dayton Trail, Segment 2	Left bank of the Great Miami River from Keowee Street to Heid Avenue.	Construction of a new 1.17 mile long extension. Work includes installing a new 14 foot wide asphalt path, a trailhead plaza, storm drainage, pavement striping, and signage.	\$711,569	\$1,067,353

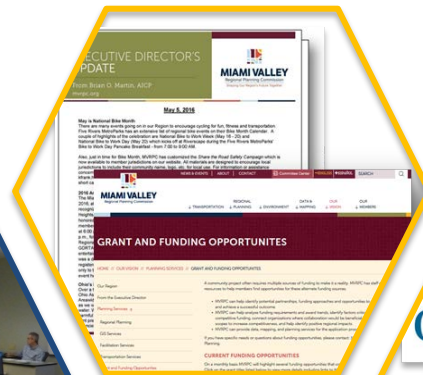
**Total CMAQ Funds Requested: \$8,753,248**

## CY2020 Summary of TA applications

Project Sponsor	Project Name	Project Location	Project Description	Federal Funds Requested	Total Project Cost
City of Beavercreek	Colonel Glenn Highway Streetscape	Colonel Glenn Highway from National Road to Zink Road.	Installation of decorative hardscape elements such as brick pavers, seating walls and lighting. These enhancements will be designed to match enhancements currently under construction along Colonel Glenn Highway to the east of Zink Road. This project also includes the replacement of deteriorated sections of sidewalk along this portion of the Colonel Glenn Highway corridor.	\$336,050	\$617,000
City of Dayton	Monument Avenue Street Conversion	Monument Avenue from Perry Street to Patterson Boulevard.	Creation of bike lanes on the roadway including an asphalt overlay, new pavement markings, and removing all traffic signals and replacing with stop signs, except Main Street and Patterson Boulevard.	\$350,000	\$530,000
City of Dayton	West Stewart Street Enhancements	West Stewart Street from Edwin C. Moses Boulevard to Cincinnati Street.	This project that will add bump outs and curb ramps at the intersections of Stewart Street and Conley Street and Stewart Street and Hopeland Avenue. This improvement will also add pedestrian scale lighting and decorative crosswalk markings.	\$350,000	\$487,878
Five Rivers MetroParks	Great Miami Bikeway Connector to West Riverview Avenue	Along West Riverview Avenue from Monument Avenue to Belmonte Park Drive.	Construction of a bikeway along the top of the levee.	\$110,440	\$153,110
Miami Conservancy District	Webster Station Ramp Connector	Left bank of the Mad River from Webster Street to the Mad River Recreational Trail.	Construction of a 0.21 mile long section of recreational trail. Work includes installing a 12 foot wide asphalt path, widened sidewalk along Webster Street, a small retaining wall, benches, trash cans, and pavement striping.	\$183,308	\$298,530

**Total TA Funds Requested: \$1,329,798**





**Regional  
GIS**

**Local  
Planning  
Support**

**GOING  
PLACES  
TOOLS**

**Regional  
Data and  
Profiles**





# TOOL A

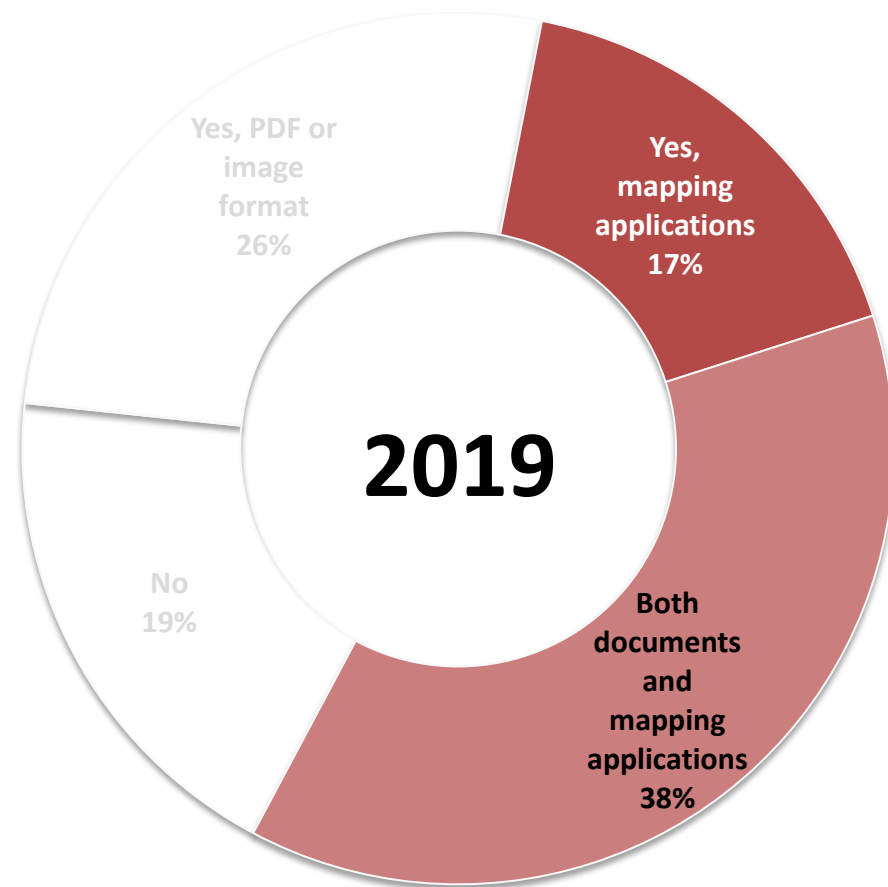
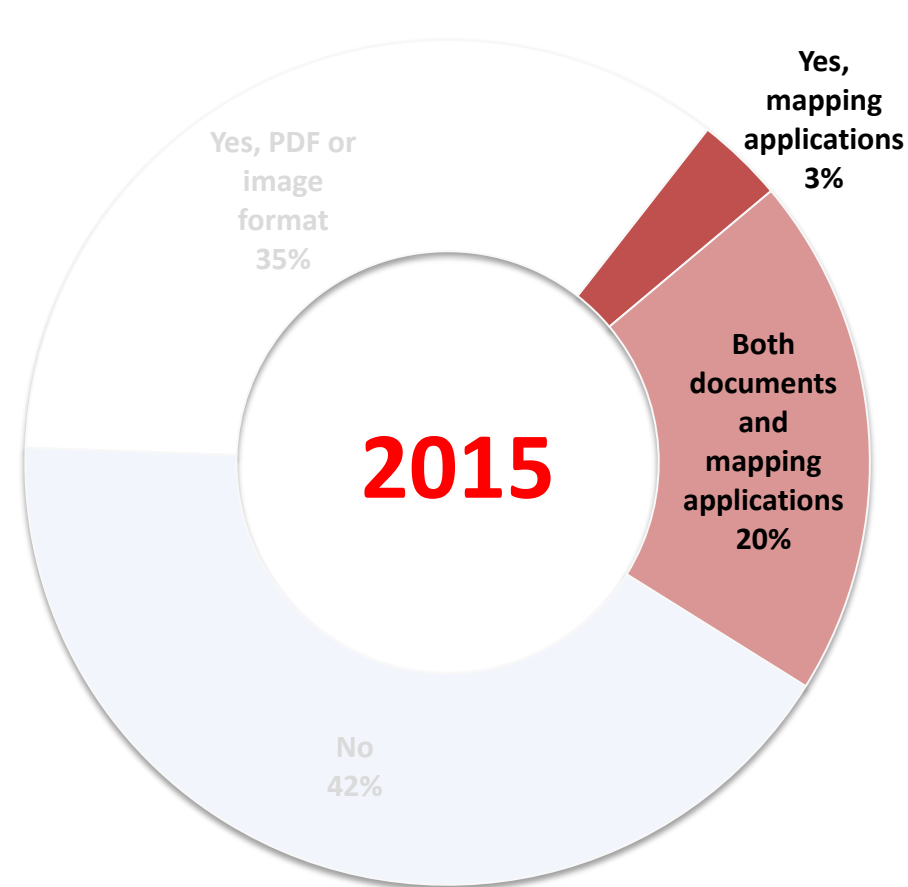
**REGIONAL  
GEOGRAPHIC  
INFORMATION SYSTEM**

# **Regional Geographic Information System (GIS)**

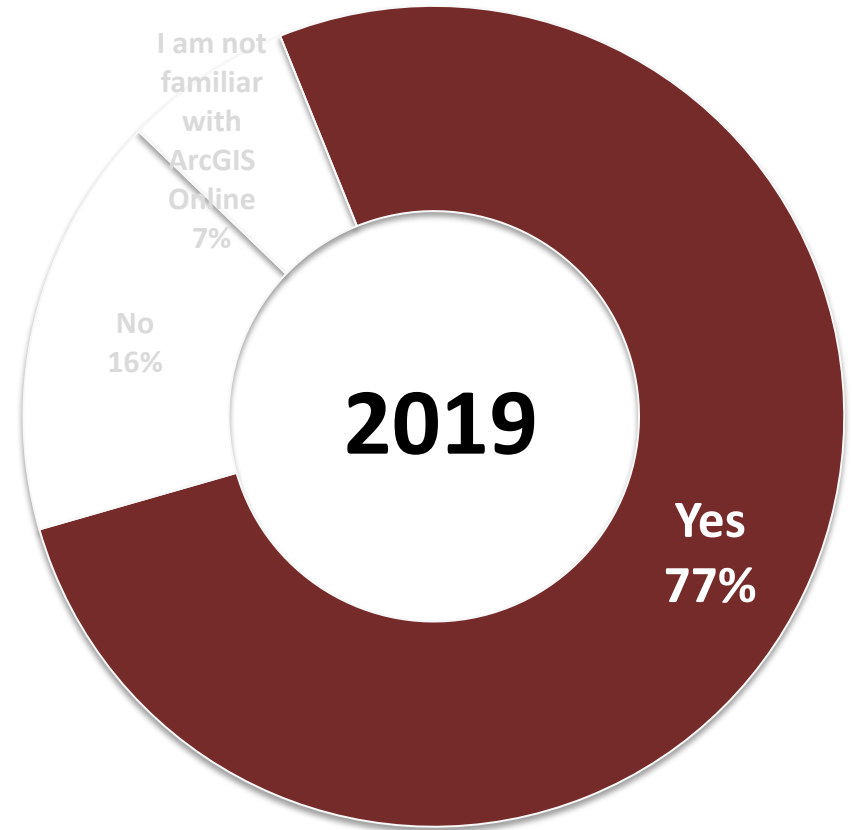
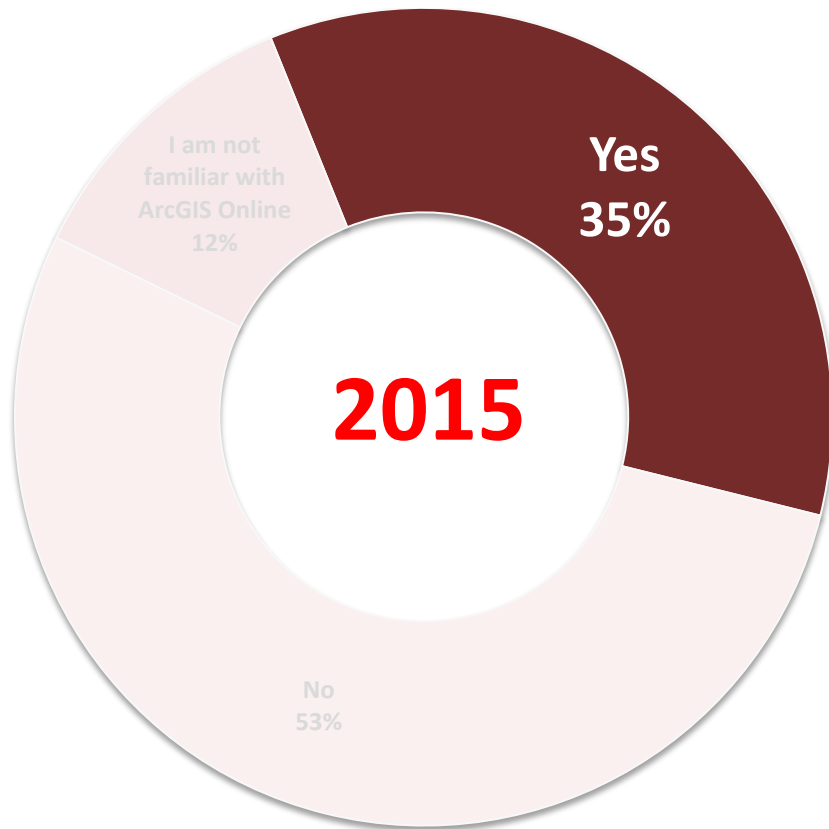
**Trends: 2015 - 2019**



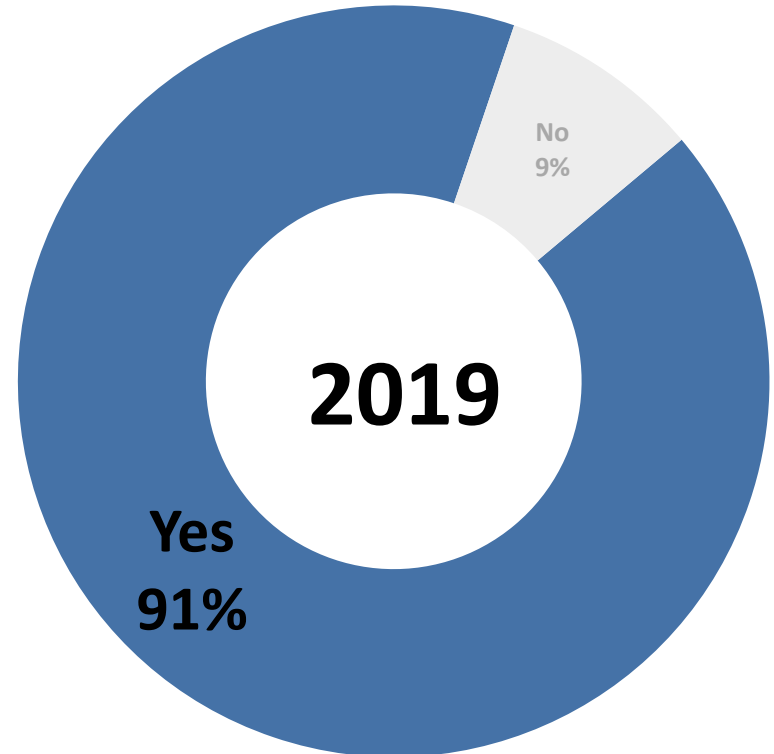
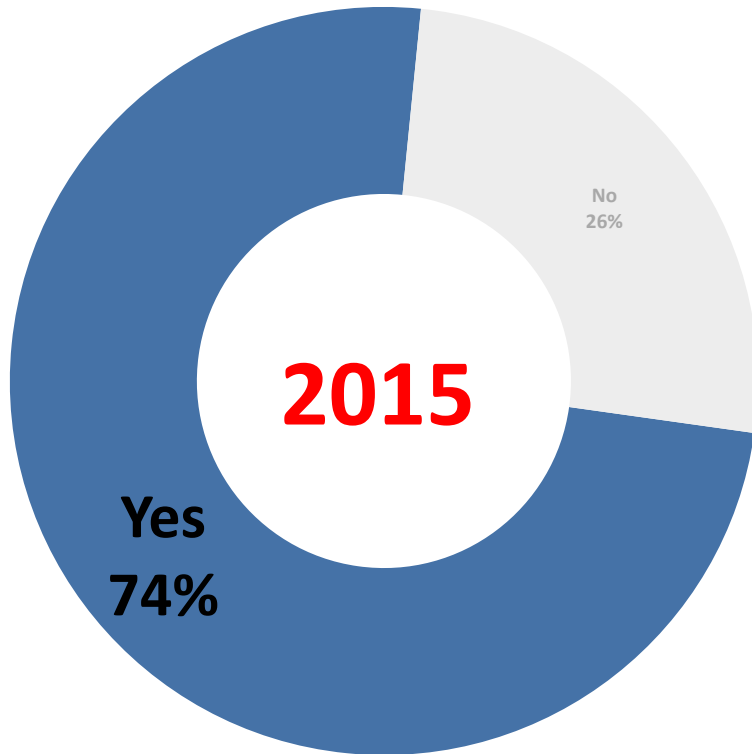
# Does your organization provide maps on the website?



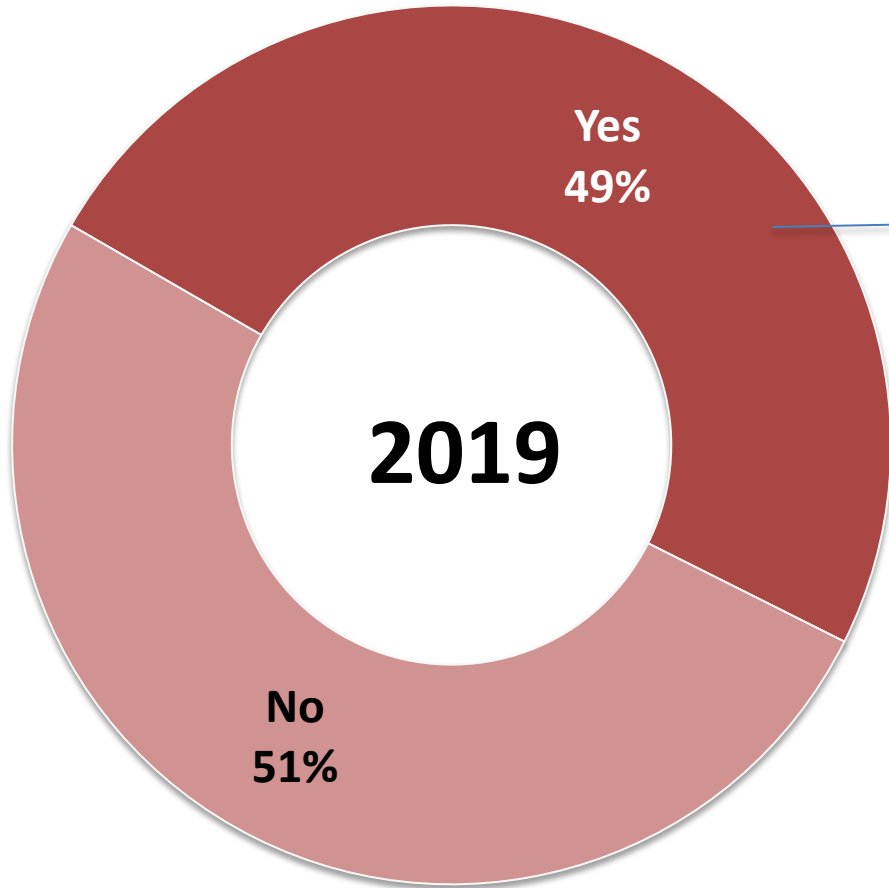
# Do you use ArcGIS Online to share maps on the website?



# Are you interested in using ArcGIS Online for data sharing?

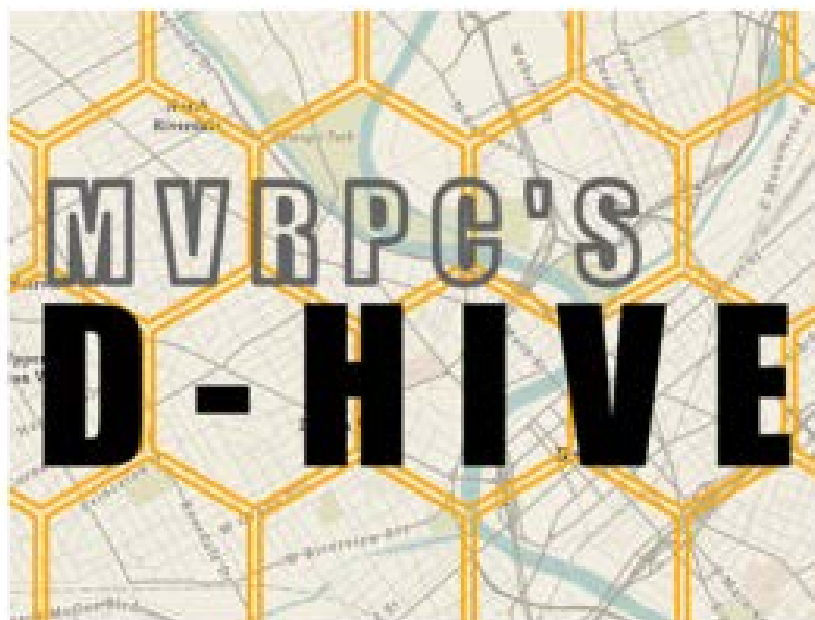


# Have you used MVRPC's GIS Services?



All 26 organizations who responded "Yes" indicated MVRPC's service was useful to meet their needs





## Welcome to the D-Hive

MVRPC's D-Hive is a new data management & visualization system that takes advantage of a hexagonal cell pattern to integrate and combine different layers of regional geographic information. This system stores and displays layers that we have used before as well as creating new layers that reveal new insights about our region. Hexagons are an increasingly popular way to normalize geography, depict connectivity and movement, and add privacy by obscuring source data.

We have integrated GIS layers using the same categories as our open data into our hex network - stay tuned for more!

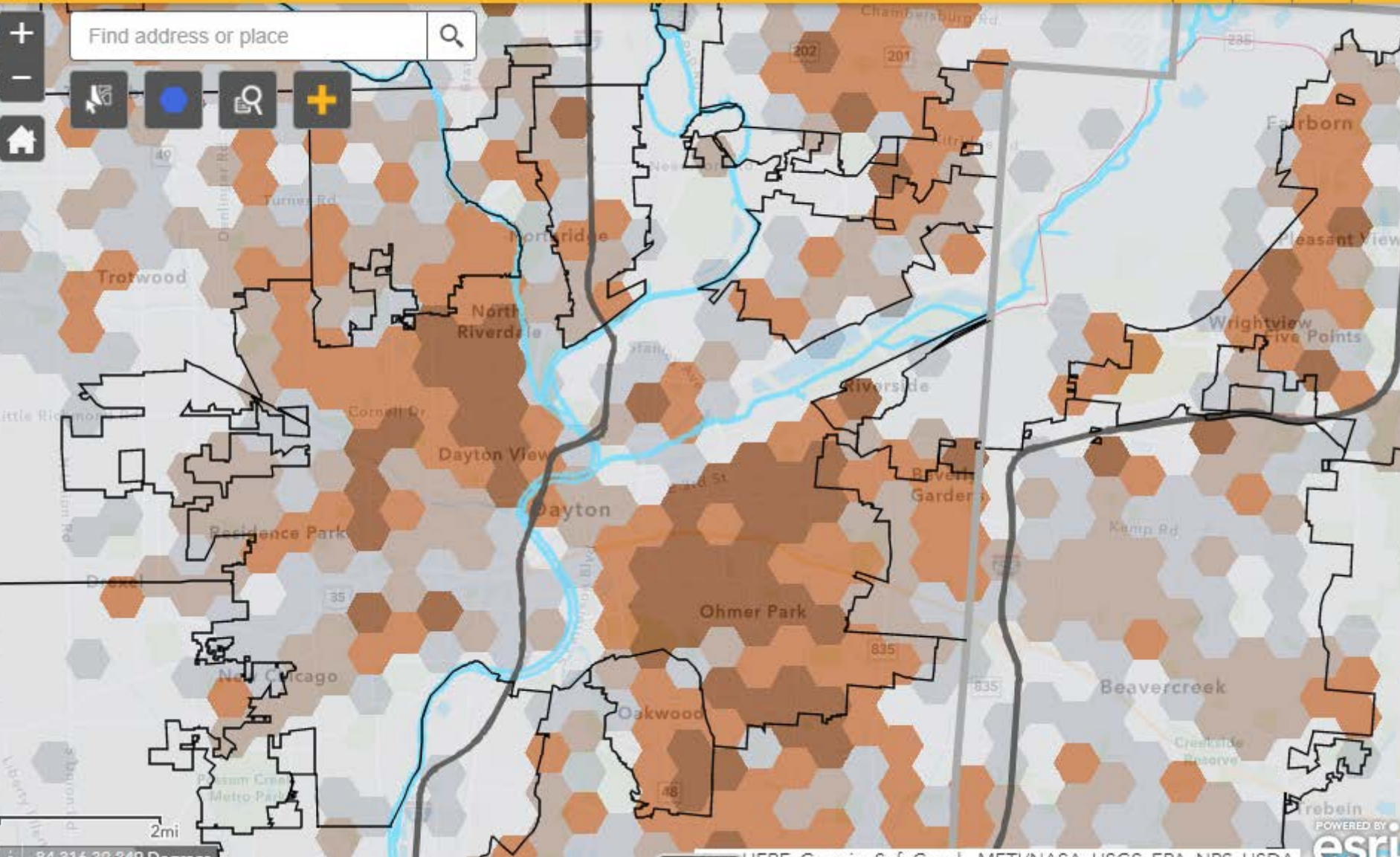
Click the button below to explore The D-Hive through GIS Open Data.

[Go to all the Data](#)

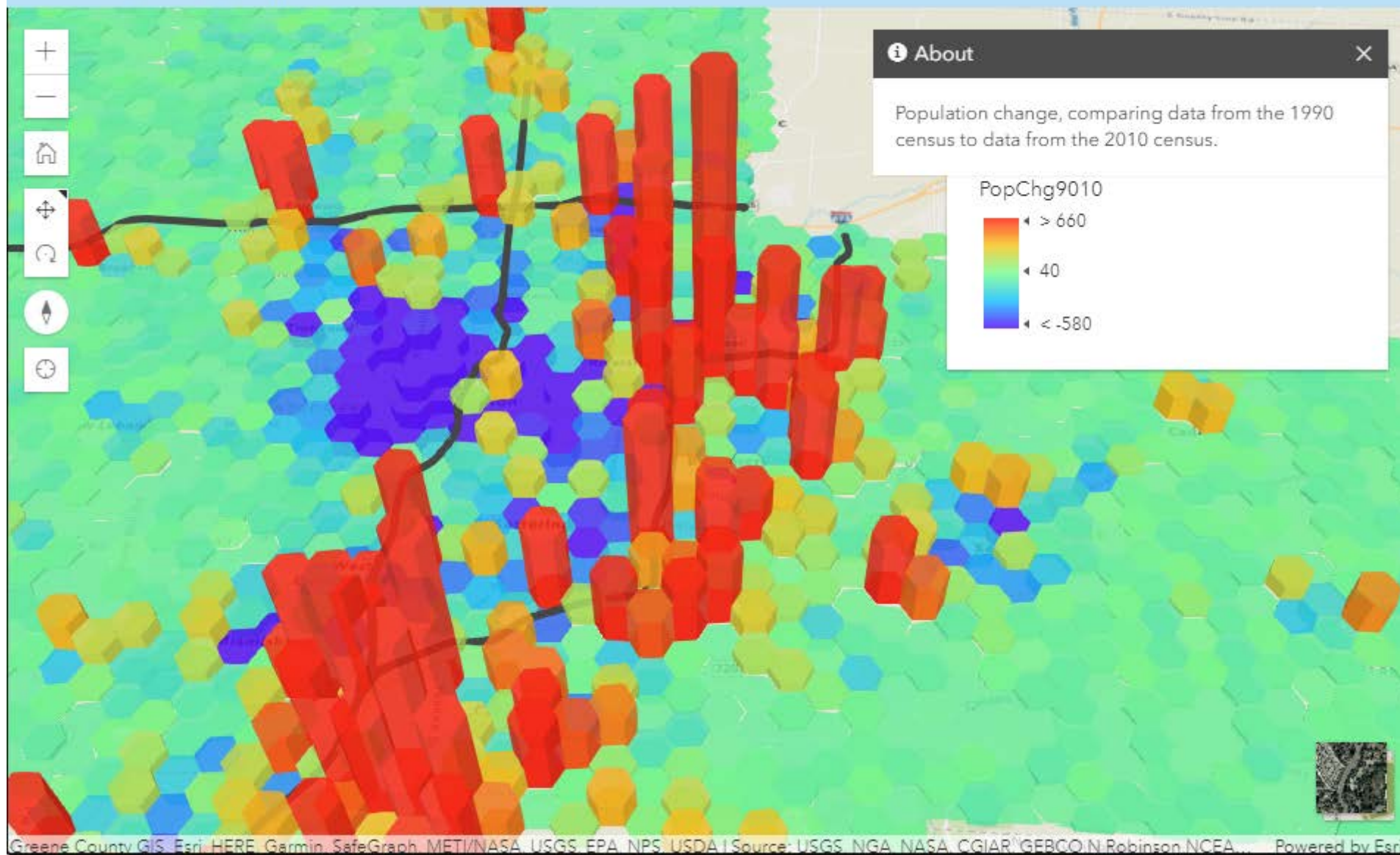
## Explore D-Hive maps & data



Map navigation controls including zoom in (+), zoom out (-), home, and a search bar labeled "Find address or place".



## ☰ Exploring Population Change, 1990-2010



# 2019 Tornado Recovery Monitoring Dashboard

Out of XX Damaged Properties

245 requested assistance  
165 recovered

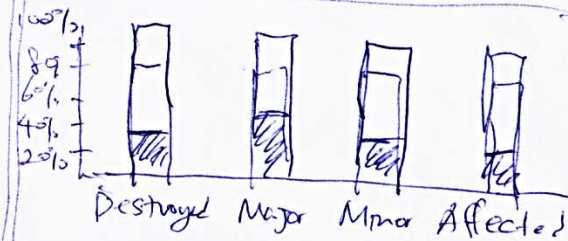
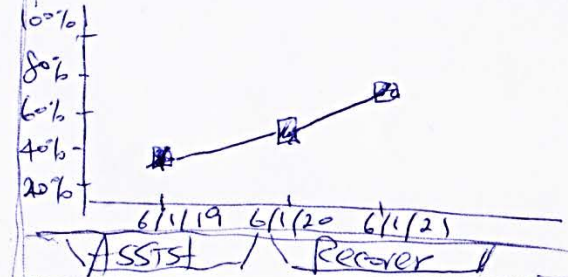
as of 5/15/2020

By Impacted Jurisdictions

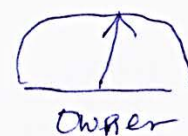
	Damaged	Assistance Requested	Recovered
Trotwood			
Dayton			
Beverly			
Harrison Twp			

## MAP

- 3 point feature classes presenting status
  - Affected
  - Assistance Requested
  - Recovered
- Attribute pop-up window to show only:
  - parcel ID
  - Address
  - Status



Level of Damage / Property Type



Owner



Renter

Occupant Type / Insurance Status

& All information on the dashboard should be showing dynamic information per what's shown on the map. - Data changes as you zoom in/out.



# 2019 Tornado Recovery Dashboard - Property Recovery Monitor

Filter By: Recovery Status Jurisdiction

All data is accurate as of  
**October 14th, 2020**

Total Impacted Properties  
**5,423**

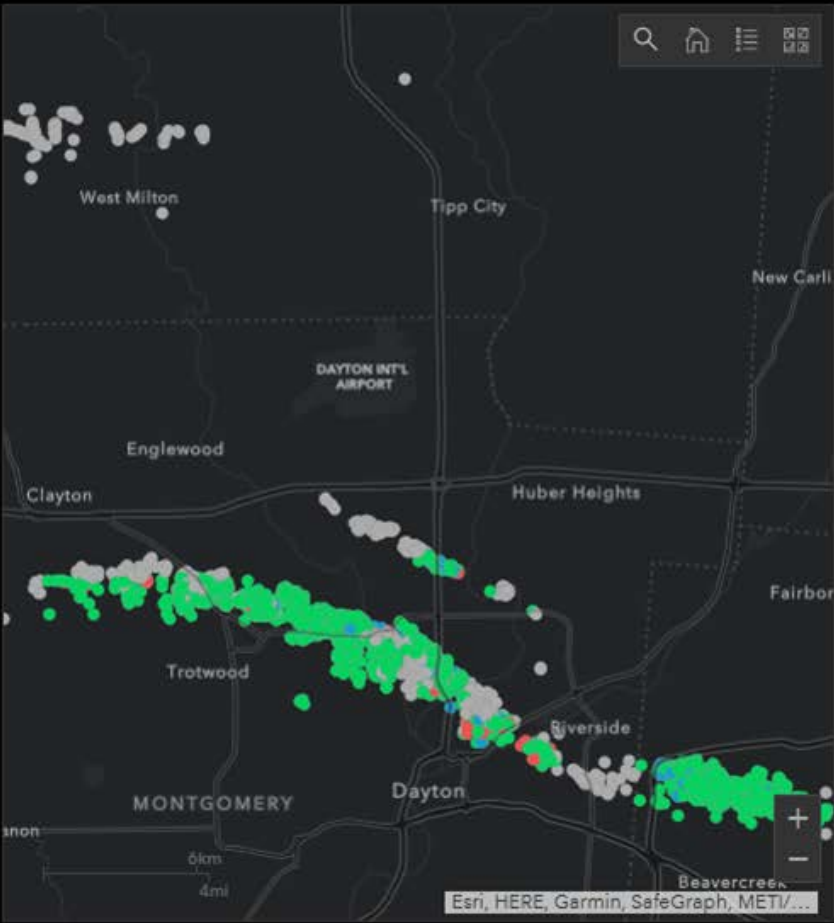
Recovered  
**3,840**

In Progress  
**228**

No Progress  
**147**

No Data  
**1,208**

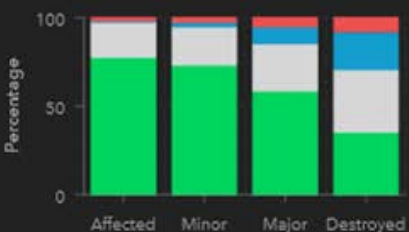
Jurisdiction	Total	Recovered	In Progress	No Progress	No Data
Greene Co	1,184	967	65	0	1
Beavercreek	1,042	967	65	0	1
Beavercreek Twp	135	0	0	0	1
Ross Twp	4	0	0	0	0
WPAFB	3	0	0	0	0
Miami Co	144	0	0	0	1
Concord Twp	1	0	0	0	0
Potsdam	6	0	0	0	0
Union Twp	137	0	0	0	1
Montgomery Co	4,506	1,899	166	134	2,3
Brookville	213	0	0	0	2



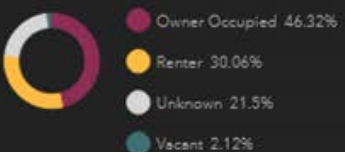
## Recovery Details

Recovery Rate  
**70.81%**

Recovery Rate Recovery Over Time



Level of Damage Dwelling Type



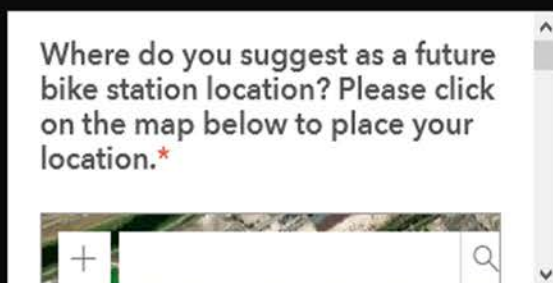
Occupancy Type Insurance Status



## MVRPC Online Public Engagement Toolkit Showcase

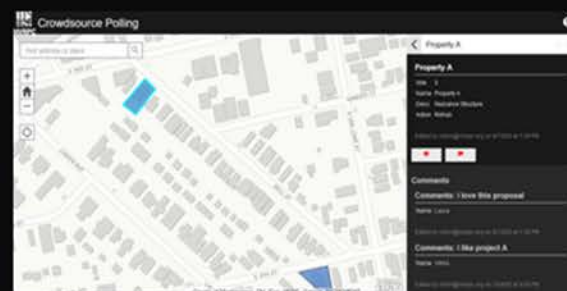
### Surveying

- Survey 123 Application



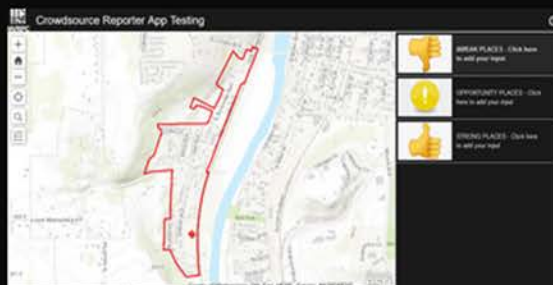
### Project Polling

- Crowdsourcing Polling Application



### Locational Input Gathering

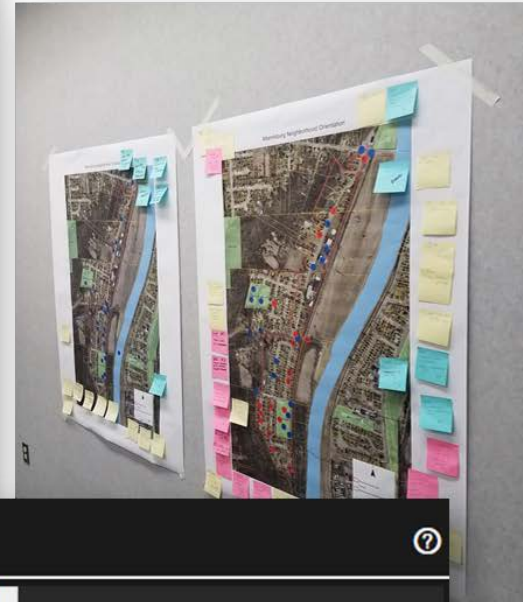
- Crowdsourcing Reporter Application



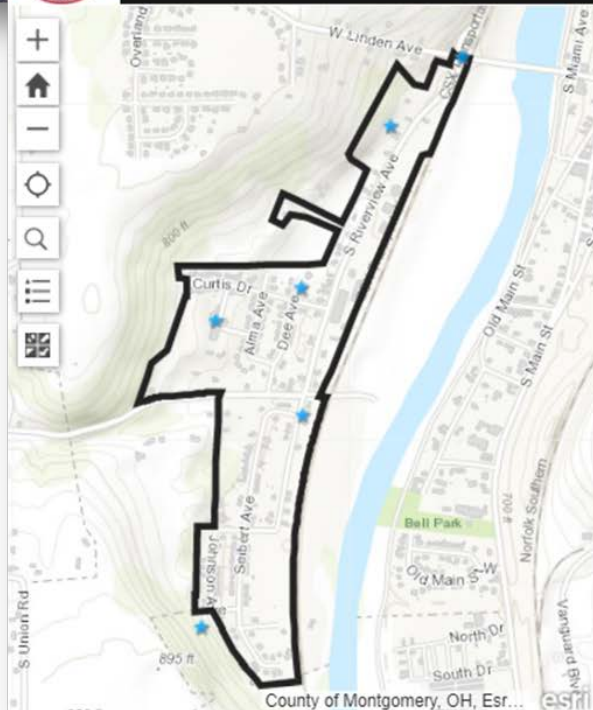
### Engagement Portal

- Experience Builder Application





## Siebert Riverview Neighborhood Project



**A Strong Places Exercise in Siebert Riverview**



**A Weak Places Exercise in Siebert Riverview Neighborhood**



**An Opportunity Places Exercise in Siebert Riverview Neighborhood**



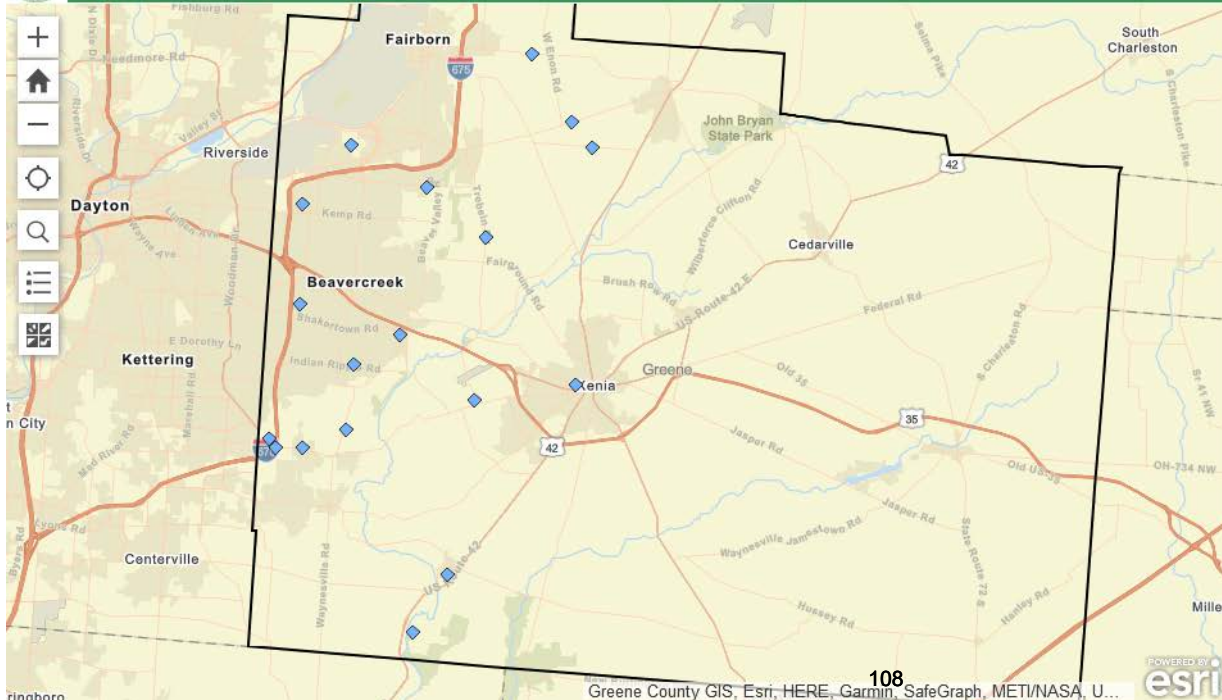
# Perspectives 2040

## The Greene County Future Land Use Plan Update

Welcome to Perspectives 2040 project site! Explore this site for the latest project information and to share your thoughts.



### Perspectives 2040 Public Input Reporter



-  1. Strong Locations
-  2. Weak Locations
-  3. Opportunity Locations





# EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP  
mvrpc.org



**MIAMI VALLEY**

Regional Planning Commission

Shaping Our Region's Future Together

**November 1, 2020**

## **2020 Census Updates**

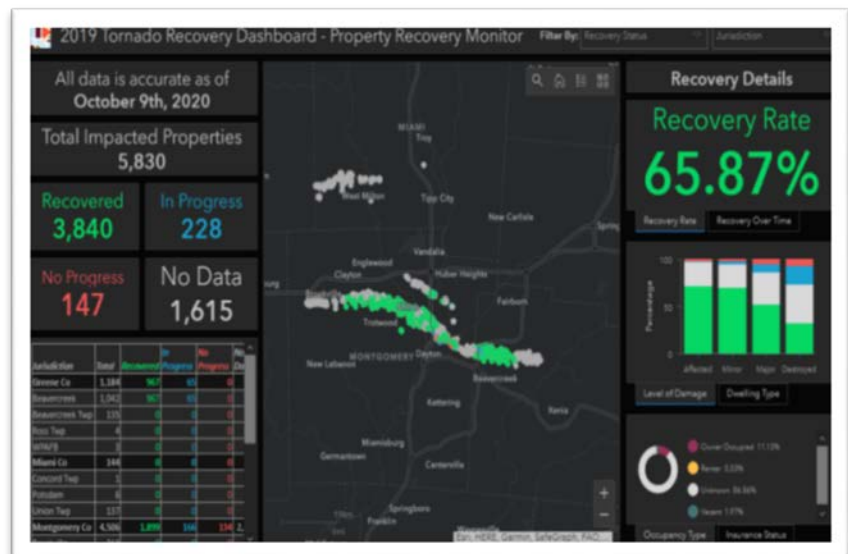
After a great deal of back and forth between the courts and the Administration, the 2020 Census finished collecting responses on October 15, 2020. The next major step will be to process the collected information for apportionment counts and redistricting data. The statutory deadline to provide apportionment counts is December 31, 2020. The statutory deadline to provide redistricting data is March 31, 2021. However, these dates are subject to change as a result of COVID-19 delays and legal proceedings.

MVRPC will continue to monitor developments related to the 2020 Census and provide updates as needed. For more information, visit MVRPC's [2020 Census Resource Page](#). MVRPC member dues will not be adjusted because of the 2020 Census results until calendar year (CY) 2022. Dues for CY 2021 will be mailed to members in December.

## **Tornado Recovery Dashboards Are Now Available**

MVRPC is excited to announce two new dashboards. These two dashboards provide individual and property recovery information from the May 2019 Tornadoes. The two dashboards [\*Individual Recovery Monitor\*](#) and the [\*Property Recovery Monitor\*](#), employ dynamic features allowing users to interact with and view information according to the user's custom selection and zoom/scale level in their current view.

The Property Recovery Monitor dashboard displays property data and graphics provided by local jurisdictions. The Individual Recovery Monitor dashboard displays data and graphics pertaining to the recovery of individuals. The data source for individual recovery was the Miami Valley Long Term Recovery Operations Group at <https://mvstrong.org/>. These two dashboards are also accessible through our Open GIS Data Hub site, Miami Valley Geo-Spark page at <https://geospark-mvrpc.opendata.arcgis.com>.



## **Area Interstate Projects on MiamiValleyRoads.Org**

The MiamiValleyRoads.org website offers a single destination for the latest updates on major highway construction projects, bridge replacements and road construction detours throughout the Region. It also provides user-friendly access to route planning tools, commute solutions and other ideas to reduce congestion

and prevent air pollution. The following is a list of the latest major projects. Please visit [MiamiValleyRoads.org](http://MiamiValleyRoads.org) for full details and to search for upcoming construction by highway or by county.

- **I-75 Bridge Repairs** over Edwin C. Moses Blvd. and Carillon Blvd. near the Great Miami River in Dayton. The Edwin C. Moses Blvd. entrance ramp to I-75 southbound is closed. The detour is Edwin C. Moses Blvd. to Dryden Rd. to I-75 southbound. Phase 1 completed by October 2021.
- In the US 35 corridor, Montgomery County, construction is currently underway and will continue until late this year on the **U.S. 35-Smithville Road** interchange project which will remove the northbound Smithville Road to the westbound U.S. 35 flyover ramp structure. A new access will be constructed and will tie in with the existing southbound Smithville Road to westbound U.S. 35 ramp. An additional westbound U.S. 35 lane and concrete median will be constructed to accommodate additional ramp traffic. The project will also include work on the bridge carrying Smithville Road over U.S. 35, including removing the raised island to allow for a left-turn lane and an overlay of the bridge deck and cross frames installed to unify the two structures. [Visit the ODOT District 7 Project Page to learn more.](#)
- In Greene County, **I-675 Bridge Rehabilitation and Resurfacing** - Single and double-lane restrictions will be in effect in either direction between the Montgomery County line and N. Fairfield Rd. The work scheduled for completion in Summer 2022. [Visit the ODOT District 8 Project Page to learn more.](#)

### **MVRPC Sustainability Roundtable**

Please join with your colleagues from around the Miami Valley for the next MVRPC Sustainability Roundtable, continuing our discussions of solid waste management. The session will be held online via teleconference and is set for Wednesday, November 18, 2020 from 10:00 am to 11:30 AM. Here is the link to the roundtable discussion: <https://us02web.zoom.us/j/89340954729?pwd=aG5xZFZ0N2M1RVkxci9LOWhXS2dCUT09>

Our specific topic at this session will focus on strategies to help households and businesses in your community “Reduce, Reuse and Recycle More.” Our speakers are nationally recognized experts on “Pay as You Throw” and “TRUE Certification”.

Dr. Lisa Skumatz is Principal and President of Skumatz Economic Research Associates, Inc. (SERA). Dr. Skumatz will share insights on approaches to implementing a “Pay as You Throw” approach to community solid waste management and will be joined by a representative of local government who will share first-hand experience from their community.

Stephanie Barger is the US Green Building Council’s Director of Market Transformation & Development for the TRUE zero waste program, and will be sharing how your local businesses can use TRUE to reduce their waste, thereby reducing your community’s solid waste costs. Barger will be joined by a company that uses TRUE certification to meet its sustainability goals to share first-hand experience.

We hope you can join us for this FREE online session as we continue to work for a more sustainable Miami Valley. Please contact Matt Lindsay at [mlindsay@mvrpc.org](mailto:mlindsay@mvrpc.org).

### **Agency Job Postings**

We would appreciate your assistance in referring our vacant positions to any qualified candidate. MVRPC is currently accepting letters of interest and resumes for an Accounting Specialist. Under the supervision of the Director, Finance and Human Resources Administration, the Accounting Specialist compiles, maintains and processes financial reports and information necessary for daily recordkeeping and accounting duties.

For interviews, please send letters of interest and resumes to [personnel@mvrpc.org](mailto:personnel@mvrpc.org).

## Grants & Funding Resources

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

### This month we are featuring information on:

- Choice Neighborhoods Implementation Grant Program–Deadline: December 16, 2020
- Farm to School Grants– Deadline: January 8, 2021

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

## Upcoming MVRPC Meetings

All meetings are being cancelled or shifted to teleconference. Please check the agency calendar on [mvrpc.org](https://mvrpc.org) or contact Teresa Lombardelli at [Tlombardelli@mvrpc.org](mailto:Tlombardelli@mvrpc.org) to find out the status of your meeting. All upcoming TAC and Board meetings will be on Zoom.

Nov. 4 <sup>th</sup>	3:00 p.m.	Officer's Call	VIA Teleconference
Nov. 5 <sup>th</sup>	8:30 a.m.	Executive Committee Meeting	VIA Teleconference
Nov. 5 <sup>th</sup>	9:00 a.m.	Board of Directors Meeting	VIA Teleconference
Nov. 5 <sup>th</sup>	5:00 p.m.	MVRPC Public Participation Meeting	VIA Teleconference
		Review Proposed 2020 Federally Funded Transportation Projects	
Nov. 12 <sup>th</sup>	9:30 a.m.	Miami Valley Disaster Recovery Impacted Jurisdictions	VIA Teleconference
Nov. 18 <sup>th</sup>	10:00 a.m.	Sustainability Roundtable	VIA Teleconference
Nov. 18 <sup>th</sup>	3:00 p.m.	DRG Climate Team	VIA Teleconference
Nov. 19 <sup>th</sup>	9:30 a.m.	Technical Advisory Committee	VIA Teleconference
Nov. 24 <sup>th</sup>	2:30 p.m.	Equity Leadership Team Meeting	VIA Teleconference
Dec. 3 <sup>rd</sup>	9:00 a.m.	Board of Directors Meeting	VIA Teleconference
		The December Executive Committee Meeting is Cancelled.	

