



**Miami Valley Regional Planning Commission
Technical Advisory Committee (TAC) Meeting
Thursday, April 15, 2021
9:30 AM
Agenda**

<u>Item</u>	<u>Topic</u>	<u>Pg</u>	<u>Est. Time</u>	<u>Presenter</u>
I.	Introductions – Roll Call		9:30	P. Gruner
II.	Approval of March 18,2021 – Meeting Minutes	1	9:35	P. Gruner
III.	Public Comment Period on Action Items		9:36	P. Gruner
IV.	MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS			
	A. Recommended Approval of MVRPC TRAC Projects for CY2021	5	9:40	B. Daniel
	B. Adoption of the 2050 Long Range Transportation Plan Update and Summary of Public Participation Meeting (April 14, 2021)	11	9:50	A. Ramirez
V.	INFORMATION ITEMS			
	A. Going Places Implementation Tools Progress Update	63	10:00	M. Kim
VI.	EXECUTIVE DIRECTOR’S REPORT	81	10:15	B. Martin
VII.	ADJOURNMENT		10:30	P. Gruner

* 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 May 20, 2021****

If you do not have access to a computer, please call in using the following information.

Dial by your location: All numbers can be used to access the meeting.

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Meeting ID: 816 7307 8824

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
TECHNICAL ADVISORY COMMITTEE
March 18, 2021 – VIA Teleconference
MINUTES**

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

March 18, 2021
9:30 AM

Members/Alternates

Pete Bales, Bath Township
Russ Bergman, City of Huber Heights
Joseph Brzozowski, City of Dayton
Alisa Burcham, City of Moraine
Frank Burkett, FHWA-OH
Ken Collier, Greene County Transit
Barry Conway, City of Franklin
Rob Cron, City of Vandalia
Chad Dixon, City of Springboro
Vanessa Glotfelter, Montgomery Co. TID
Stephanie Goff, Greene County Eng.
Paul Gruner, Montgomery County Eng.
Ryan Hanke, ODOT District 7
Rap Hankins, City of Trotwood
Jessica Hansen, City of Bellbrook
Amy Havenar, City of Piqua
Walt Hibner, CenterPoint Energy
Paul Huelskamp, Miami County Engineer
Jack Kuntz, City of Clayton
Morakinyu A.O. Kuti, Central State University
Glena Madden, Village of New Lebanon
Max McConnell, Beavercreek Twp.
Dominic Miller, City of Xenia
Don O'Connor, Miami Conservancy District
Jillian Rhoades, City of Troy
John Sliemers, City of Kettering
Keith Smith, ODOT District 8
Nick Smith, City of Beavercreek
Jim Snedeker, City of Brookville
Christopher Snyder, Miami Twp.- Mont. Co.
Justin Sommer, Troy Area Chamber of Com
Doug Spittler, City of Oakwood

Denise Swinger, Village of Yellow Springs
Pat Turnbull, City of Centerville
Mike Wanamaker, Washington Township
Larry Weissman, Montgomery County
John Zelinski, City of Dayton

Guests

Nathan Fisher, Woolpert
Scott Green, Strand Associates
Mike Hafner, TEC Engineering
Jay Hamilton, Mead & Hunt
Dan Hoying, LJB, Inc.
Rob James, Fishbeck
John Vance, West Carrollton
Jeff Wallace, Barge Design

Staff Present

Paul Arnold
Brenda Bailey
Elizabeth Baxter
Savannah Diamond
Carlton Eley
Laura Henry
Tawana Keels
Martin Kim
Aaron Lee
Matt Lindsay
Mike Lucas
Brian Martin
Ana Ramirez
Stacy Schweikhart
Melissa Swain

I. INTRODUCTION

Chairperson Goff called the meeting to order at 9:30 a.m. Roll call was taken.

II. APPROVAL OF FEBRUARY 18, 2021 MEETING MINUTES

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

III. Public Comment Period on Action Items

None

IV. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

A. Recommended Adoption of Amendment to MVRPC’s SFY 2021-SFY 2024 Transportation Improvement Program (TIP) – Amendment #9

Mr. Arnold referred to the ninth amendment to the SFY 2021-2024 TIP and the numerous project changes made by MVRPC and ODOT. He referenced the packet showing the tables broken down by county, as well as the statewide line item project tables. Mr. Arnold stated the MVRPC staff recommends forwarding the Resolution to the Board of Directors for adoption.

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

B. FTA Section 5310 Program 2020 Funding Cycle and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding

Ms. Keels provided an update regarding the FTA Section 5310 Program 2020 Funding Cycle and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021(CRRSAA). MVRPC was named the Designated Recipient of those funds by the Governor, and in collaboration with GDRTA, administers the program in the Dayton Urbanized Area.

The Miami Valley Region was allocated \$761,241 for Federal Fiscal Year 2020 from the FTA Section 5310 program and \$132,086 from the CRRSAA. The GDRTA, in partnership with the Greene CATS and Miami County Transit, requested funding to establish a Regional Medical Shuttle Service to assist with transportation to medical appointments and prescription pickups for those in Miami County, Montgomery County and Greene County. The recommendation also includes funding for seven small accessible vehicles for all three transit agencies, administration funding for MVRPC, Mobility Management Services for GreeneCats, and accessibility improvements at GDRTA bus stops. Ms. Keels stated the MVRPC staff recommends forwarding the Resolution to the Board of Directors for adoption.

Ms. Hansen made a motion to recommend forwarding the Resolution to the Board for adoption. Ms. Swinger seconded the motion. The motion passed unanimously.

V. INFORMATION ITEMS

A. Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding

Mr. Arnold provided information in anticipation of MVRPC receiving \$5.2 million in CRRSAA funding. This funding would be set aside for simple resurfacing projects available during the Fall 2021 project solicitation cycle.

Mr. Arnold reviewed the timeline for the application process and the necessary project requirements to be eligible for the funding. Funding availability will be announced with MVRPC’s annual fall solicitation.

B. Status Briefing of “the Institute” and “Regional Equity Initiative”

Mr. Eley provided an update on the status of “the Institute for Livable and Equitable Communities” and “the Regional Equity Initiative”.

Mr. Eley discussed the vision and mission of the Institute for Livable and Equitable Communities, along with identifying the elements of all work for the Institute. Mr. Eley introduced the nine domains. He also explained the purpose and role of the Institute Steering Committee.

Mr. Eley discussed the vision and mission of the Regional Equity Initiative. He acknowledged national trends and shared a listing of communities that currently have “equity officers”. According to Mr. Eley, the Miami Valley is in good company, and other communities are taking similar journeys.

Mr. Eley provided the group with a list of the dates and speakers for the upcoming Regional Equity Initiative meetings. The next meeting is scheduled Tuesday, March 23, 2021 at 2:30 p.m. via Zoom. For more information, please visit <https://www.mvrpc.org/events/regional-equity-initiative-meeting-march-2021> or visit MVRPC’s website at www.mvrpc.org/committee-center.

VI. EXECUTIVE DIRECTOR’S REPORT

Mr. Martin informed the group that as we get more information about CRRSAA we will make sure to get the information out to everyone.

Mr. Martin reviewed the ED’s Update:

- **CRRSAA Funding to be Available for MVRPC Transportation Solicitation**

A portion of the funds is available for sub-allocation to urbanized areas with a population greater than 200,000 and the share for MVRPC is approximately \$5.2 million. MVRPC intends to implement a large resurfacing program with the CY 2021 Fall application cycle using CRRA funding.

- **State Transportation Biennium Budget Request**

MVRPC is a big supporter of the bill for distracted driving as a primary offense just like driving under the influence of alcohol.

- **MVRPC Staff Update**

MVRPC hired Mr. James Metz as the new Disaster Recovery Planner and Ms. Savannah Diamond as the new Administrative Assistant. Ms. Teresa Lombardelli is scheduled back in the office on Monday, March 22, 2021.

Mr. Martin reviewed the rest of the ED’s Update and upcoming MVRPC Meetings.

Mr. Martin thanked the staff for continuing the work of the Agency.

VII. ADJOURNMENT

Chairperson Goff thanked all of the speakers (Mr. Arnold, Ms. Keels, Mr. Eley and Mr. Martin). She also thanked Ms. Henry for her assistance with this meeting.

The next meeting is scheduled for **Thursday, April 15, 2021 at 9:30 a.m.**

Chairperson Goff called the meeting adjourned at 10:14 a.m.



Regional Planning Commission

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

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MEMORANDUM

To: Technical Advisory Committee and Board of Directors

From: MVRPC Staff

Date: April 15, 2021

Subject: Recommended Approval of MVRPC TRAC Projects for CY2021

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

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

In an effort to provide the TRAC a project priority list, the MVRPC Board adopted its *Policies and Procedures for Considering Major New Capacity Projects* (available at www.mvrpc.org) and MVRPC staff is working on completing its review and evaluation of three CY2021 TRAC projects submitted this year in accordance with the Policy. Draft results will be returned to the project sponsors and we will work with them to establish the final project recommendations list. All three are excellent projects and the entire Miami Valley strongly supports the completion of these projects. MVRPC staff will forward the final list of projects to the MVRPC Board of Directors for final approval prior to submittal to the TRAC.

Based upon the process summarized above, staff will recommend the approval of the CY2021 MVRPC Recommended TRAC projects as shown in Exhibit 1 once we are finish reviewing the projects.

Exhibit 1

MVRPC's Recommended TRAC Projects for CY2021	
	<i>Project Status</i>
<p>GRE-35-5.84 US 35 Valley/Trebein Interchange - The elimination of the existing at-grade intersection at US 35 and Valley/Trebein Road through the construction of a new interchange to improve safety.</p>	
<p>I-675/Wilmington Pike Interchange Project - Conduct necessary safety studies for interchange modifications & improvements to increase capacity of the I-675/Wilmington Pike interchange. The corridor serves major employment and commercial centers, residential and recreational users in the vicinity of the interchange and surrounding roadway network supporting the multiple jurisdictions and the counties of Greene and Montgomery. The request includes the studies to explore improvements, prioritize projects and begin design development.</p>	
<p>North Dixie Drive/Northwoods Blvd/Lightner Road Improvements - The project will improve roadways to accommodate increased traffic, particularly heavy truck traffic, servicing regional industrial parks containing large logistics & distribution facilities near the I-70/I-75 Interchange & the Dayton International Airport. The improvements proposed would significantly enhance the logistical capabilities in and around the area, while providing better access for new facilities built by Proctor & Gamble, Chewys, Crocs and future development.</p>	



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**RESOLUTION
APPROVING THE MVRPC PRIORITIES FOR MAJOR NEW
CAPACITY PROJECTS FOR CY2021**

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

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

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

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

WHEREAS, staff has evaluated the three MVRPC area CY2021 TRAC applications based upon the adopted policy.

NOW, THEREFORE, BE IT RESOLVED, that MVRPC's Board of Directors hereby adopts the CY2021 major new capacity project list as shown in Exhibit 1.

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

Brian O. Martin, AICP
Executive Director

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

Date

MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: April 5, 2021
Subject: Adoption of the 2050 Long Range Transportation Plan Update and Summary of Public Participation Meeting (April 14, 2021)

Public Participation Efforts

As part of the ongoing 2050 Long Range Transportation Plan (Plan) Update and following a nine month process of working with local jurisdictions, the public, and other interested parties to identify multimodal Congestion Management Strategies, MVRPC held a final public participation meeting to present the results of the transportation plan update and solicit public input. A virtual public participation meeting via zoom is scheduled on:

- Wednesday, April 14, 2021
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 a ¼ page ad on the Dayton Daily News.
- Purchasing ads on You Tube
- 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/instagram, including 2 boosted posts.

- Posting the information, which was to be presented at the meeting, on plan2050.mvrpc.org along with an online comment card.
- Making the information to be presented at the meetings and online available at the MVRPC offices along with comment cards.

The following are comments and suggestions received through the online comment tools.

ROADWAY

- **Montgomery County - Expand the Steve Whalen Connector** - Interesting story behind this short corridor. With the soap factory slowly being demolished this presents a new opportunity similar to what happened with James H. Mcgee Blvd. The current Linden/Hamilton/Railroad interchange is horrendous. Let's update this!!!!. The Steve Whalen Blvd should be expanded to Linden/Huffman Street. Interchange running from the current end, through the soap factory property and connect with Linden just south of the Burlap Company. Could possibly incorporate Torrance St. into this. Would be a 1000x improvement over the current cluster of roads and clutter!!!! Trucks and emergency vehicles could actually move through this area. It would open the door for future connections with the Findlay/Stanley connector. If the railroad trail is still useful or is considered for a bicycle trail a bridge could be erected over the BLVD.
- **Project 832 North Main.** Wow, the plan is to NARROW N. Main St??? I do realize it's a high pedestrian area due to the poverty. I also notice people racing up and down it. Possibly this is a plan to slow them down! It will all move to Riverside drive though. A few suggestions to assist this - Connect eastbound Great Miami Blvd to Riverside Dr. by installing a traffic signal. This would cut down a lot of the cross traffic to go north. You're aligning Hudson, what about Fairview by the Fire Station? The neighborhood association could move their plot right next to the station and install a lovely aligned four way there!
- **Rip Rap Road.** This is an idea to do a future realignment for Rip-Rap Road in the Huber Heights/Vandalia area. As Rip-Rap moves north of Little York to where it connects with Taylorsville it is in the flood basin of the Great Miami River and essentially should be a protected watershed area. This area constantly floods and is a burden to taxpayers and city personnel. 5 Rivers Metroparks runs the Taylorsville Dam park directly north. My idea would be to completely shut down this portion of Rip-Rap and protect this area under the 5 Rivers Metroparks. Keep the entrance to Valley Asphalt and dedicate the remaining pavement by connecting with the bicycle path across the Great Miami. Where it meets Taylorsville Rd. Huber Heights would be smart to connect the bicycle path with the city. Currently there are no sidewalks/paths that connect the city to the north/south bicycle path. This could correct that. Replace this portion of Rip-Rap by extending Bridgewater Rd. south of Taylorsville along the property lines behind Valley Asphalt. This could be 3 lane road with a turn lane median and open up the east portion for future Huber Heights development. It would connect with Chambersburg Rd. about half a mile from the current Rip-Rap Rd. Chambersburg intersection. Possibly they could tighten it in around the south lake for one intersection of Rip-Rap/Chambersburg/Little York and place a roundabout here. An added benefit if additional open land could be given to the current sports parks in the area. I feel this would benefit traffic and congestion in this area, benefit Huber Heights for future development by a Bridgewater extension and connect them to the Metroparks, and benefit natural conservation by giving back the east bank to nature. Thank you for your consideration!

BIKEWAY/PEDESTRIAN

- **Montgomery County/Dayton. Brandt Pike/Harshman Road Crossing.** Could you please address this horrible corner? Apparently, it falls under Dayton's jurisdiction even though it's between Riverside and Huber Heights. There isn't a single crosswalk or crosswalk sign anywhere at this mega intersection of Harshman and Brandt. With bus stops on both corners, a pedestrian basically has to navigate traffic by sprinting across the street as the turn signals keep traffic constantly moving. Not once do they stop for anything besides a vehicle. I especially feel sorry for the handicapped or elderly. With stores and restaurants dotted around this busy corner, pedestrian consideration is definitely needed!
- **Project 676 I-75 / Needmore Road Interchange.** This project is quite some years from now but I would hope you will definitely consider pedestrian access to this bridge! Sidewalks are needed ideally on both but at least on one side of this bridge to connect to Payne and Wadsorth Ave. Bus stops are on both ends of the bridge and there are many near accidents as pedestrians attempt to cross over!

2050 Long Range Transportation Plan

Since the adoption of the current Transportation Plan in May 2016, MVRPC staff has worked on the data collection, analysis, and program development necessary to update its Long Range Transportation Plan with a plan that continues to meet federal planning requirements and reflects regional priorities.

The new plan entitled the 2050 Long Range Transportation Plan, follows the requirements established under the Fixing America's Surface Transportation Act (FAST Act) and public outreach efforts were incorporated into every step of the update process by using various tools and methods designed to engage the general public and special interest groups.

The Long Range Transportation Plan multimodal projects and strategies, which form the basis for the 2050 LRTP, are attached. The 2050 LRTP plan meets federal planning mandates, is fiscally constrained, and demonstrates conformity to applicable air quality standards. The [complete Plan Report](#) is available at plan2050.mvrpc.org/oureach.

A resolution to adopt the May 2021 - 2050 Long Range Transportation Plan is attached and staff recommends its adoption.

Attachments:

1. 2050 Long Range Transportation Plan Congestion Management Strategies (Highway, Transit, and Alternative Modes)
2. Resolution Adopting the 2050 Long Range Transportation Plan

CONGESTION MANAGEMENT STRATEGIES – HIGHWAY

Following the Long Range Transportation Plan kick-off meeting in August 2020, MVRPC worked with stakeholders in the Region to develop Congestion Management (CM) highway projects desired between SFY 2021 and 2050, including all roadway capacity expansion projects and other projects not covered under the operations and maintenance/reconstruction program. MVRPC began by hosting a jurisdictional project sponsor webinar, followed by public participation meetings. The process continued by identifying future revenue capacity and conducting a systematic evaluation of projects.

As a result, the 2050 LRTP includes 212 projects with a total cost of \$2,326.29 million. The congestion management list is fiscally constrained with a projected revenue of \$2,959.46 million. As required by the FAST Act, both costs and revenues are expressed in year of expenditure dollars.

Fiscal Constraint of the 2050 LRTP Projects (in millions of 2020 / Year of Expenditure dollars)

Costs / Revenues	Short Term Plan I (2021-2025)	Short Term Plan II (2026-2030)	Long Term Plan I (2031-2040)	Long Term Plan II (2041-2050)	For Full 30 Year Plan
2020					
– Cost	\$78.29	\$326.27	\$647.34	\$541.13	\$1,593.03
– Revenues	\$244.84	\$357.94	\$715.88	\$715.88	\$2,034.54
YOE					
– Cost	\$79.43	\$376.91	\$912.75	\$957.80	\$2,326.89
– Revenues	\$253.43	\$429.53	\$1,009.39	\$1,267.11	\$2,959.46

Source: MVRPC

Final Draft Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

5 GRE	I-675 / Grange Hall Road	Feasible: 2041-2045	Mileage: NA	Cost: \$30.00 / \$53.10	TIP: No
Add full movements at Grange Hall Road interchange.					
9A GRE	US 35 — Phase I	Feasible: 2041-2045	Mileage: 1.50	Cost: \$79.70 / \$141.07	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.					
9B GRE	US 35 — Phase II	Feasible: 2026-2030	Mileage: 1.00	Cost: \$30.07 / \$30.07	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.					
10B GRE	US 42	Feasible: 2036-2040	Mileage: 0.62	Cost: \$1.65 / \$2.33	TIP: No
Widen from 2 to 3 lanes from Bickett Road to Hickman Road.					
10D GRE	US 42	Feasible: 2031-2035	Mileage: 0.81	Cost: \$2.16 / \$3.05	TIP: No
Widen US 42 from E. Church Street to City Corporation Limits from 2 to 3 lanes.					
17B GRE	SR 72	Feasible: 2021-2025	Mileage: 4.80	Cost: \$7.17 / \$7.17	TIP: Yes
Widen at intersections, safety upgrades and roadway realignment as needed from north of Klontz Road to southern Cedarville corporation limit.					
21 GRE	SR 235	Feasible: 2026-2030	Mileage: 1.00	Cost: \$3.90 / \$4.68	TIP: No
Widen from 2 to 3 lanes from I-675 to Byron Road.					
24B GRE	SR 444 — Phase III	Feasible: 2021-2025	Mileage: 1.00	Cost: \$3.27 / \$3.27	TIP: NF
Narrow the western portion and widen the eastern portion to create a uniform 3-lane section from Central Avenue to Sandhill Road.					
24C GRE	SR 444 — Phase IIA	Feasible: 2021-2025	Mileage: 0.51	Cost: \$3.69 / \$3.69	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 Koogler Street.					
24D GRE	SR 444 — Phase IIB	Feasible: 2026-2030	Mileage: 0.55	Cost: \$1.78 / \$2.14	TIP: No
Narrow the roadway from 4 to 3 lanes and install bike lanes and access management techniques from Koogler Street to Central Avenue.					
50 GRE	Garland Extension - West	Feasible: 2036-2040	Mileage: 0.70	Cost: \$3.00 / \$4.23	TIP: No
Extend as 2 lanes from its eastern terminus at Maple Avenue to Meadowlands Drive.					
53B GRE	Grange Hall Road	Feasible: 2026-2030	Mileage: 1.63	Cost: \$8.61 / \$10.33	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.					

Final Draft Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

53C GRE	Grange Hall Road	Feasible: 2021-2025	Mileage: 0.67	Cost: \$3.70 / \$3.70	TIP: Yes
Widen from Summerfield Drive to Kemp Road from 2 to 3 lanes, and add pedestrian and bicycle amenities.					
58D GRE	Kemp Road	Feasible: 2026-2030	Mileage: 1.00	Cost: \$5.30 / \$6.36	TIP: No
Widen from North Fairfield Road to Hidden Woods Boulevard from 2 to 3 lanes, and add bicycle and pedestrian amenities.					
58E GRE	Kemp Road	Feasible: 2031-2035	Mileage: 1.55	Cost: \$3.73 / \$5.26	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.					
66C GRE	New Germany-Trebein Road	Feasible: 2026-2030	Mileage: 0.35	Cost: \$1.95 / \$2.34	TIP: No
Widen from 3 to 5 lanes from Lillian Lane to Big Woods Drive.					
74 GRE	Shakertown Road	Feasible: 2031-2035	Mileage: 2.02	Cost: \$10.64 / \$15.00	TIP: No
Widen from 2 to 3 lanes from Autumn Leaf Drive to relocated Shakertown Road with bicycle and pedestrian amenities.					
78C GRE	Trebein Road	Feasible: 2036-2040	Mileage: 2.00	Cost: \$6.20 / \$8.74	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.					
345 GRE	Industrial Boulevard Extension	Feasible: 2031-2035	Mileage: 0.47	Cost: \$0.93 / \$1.31	TIP: No
Extend as 3 lanes from Bellbrook Avenue to W. Second Street.					
407 GRE	I-675/Shakertown Rd.	Feasible: 2046-2050	Mileage: NA	Cost: \$0.75 / \$1.33	TIP: No
Feasibility study to construct new interchange on I-675 at Shakertown Road to improve job access to land in Beavercreek and Kettering.					
411A GRE	North Fairfield Road	Feasible: 2021-2025	Mileage: 0.49	Cost: \$3.25 / \$3.25	TIP: Yes
Widen from 2 to 3 lanes from Plantation Place to Shakertown Road including installation of bicycle and pedestrian amenities.					
411B GRE	North Fairfield Road	Feasible: 2021-2025	Mileage: 0.18	Cost: \$2.12 / \$2.12	TIP: NF
Widen from 2 to 3 lanes from Plantation Place to Fairbrook Elementary School including installation of bicycle and pedestrian amenities.					
411C GRE	North Fairfield Road	Feasible: 2026-2030	Mileage: 0.36	Cost: \$2.90 / \$3.48	TIP: No
Widen from 2 to 3 lanes from Fairbrook Elementary School to Indian Ripple Road including installation of bicycle and pedestrian amenities.					
414 GRE	Funderburg Road	Feasible: 2031-2035	Mileage: 1.30	Cost: \$3.40 / \$4.79	TIP: No
Widen from 2 to 3 lanes from Colonel Glenn Road to Dayton Yellow Springs Road.					

Final Draft Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

415 GRE	Garland Avenue Extension	Feasible: 2036-2040 Extend as 2 lanes from Trebein Road to SR 235.	Mileage: 0.90	Cost: \$4.50 / \$6.35	TIP: No
417 GRE	Schwerman Drive	Feasible: 2036-2040 Widen from 2 to 3 lanes from Adams Street to SR 444 including improvements to the Sandhill Road intersection.	Mileage: 1.00	Cost: \$2.70 / \$3.81	TIP: No
425 GRE	Upper Bellbrook Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from Colorado Drive to Progress Drive including a pedestrian path.	Mileage: 0.38	Cost: \$1.44 / \$1.73	TIP: No
431 GRE	Valley Springs Connector Road	Feasible: 2026-2030 Provide a 3-lane connector road from Orchard Lane to the proposed Valley Road / US 35 interchange.	Mileage: 0.82	Cost: \$2.50 / \$3.00	TIP: No
433 GRE	US 35	Feasible: 2031-2035 Reconfigure the US 35 and Business 35 interchange located on the west side of Xenia for safety and operational purposes.	Mileage: 1.00	Cost: \$9.00 / \$12.69	TIP: No
443 GRE	Indian Ripple Road	Feasible: 2031-2035 Widening from 2 to 3 lanes from Grange Hall Road to Alpha Bellbrook Road including installation of bicycle and pedestrian amenities.	Mileage: 1.69	Cost: \$8.90 / \$12.55	TIP: No
451 GRE	Fairborn Schools Street Upgrades	Feasible: 2031-2035 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.	Mileage: 2.00	Cost: \$5.20 / \$7.33	TIP: No
452 GRE	Maple Avenue — Phase II	Feasible: 2021-2025 Widen from 2 lanes to 3 and add bike lanes from Doris Drive to Dayton-Yellow Springs Road.	Mileage: 1.10	Cost: \$3.53 / \$3.53	TIP: Yes
453 GRE	Kauffman Avenue	Feasible: 2026-2030 Left turn lanes and right turn drop lanes will be added at intersections from National Road to Colonel Glenn Highway.	Mileage: 2.00	Cost: \$5.20 / \$6.24	TIP: No
454 GRE	Garland Avenue Bike Path	Feasible: 2026-2030 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.	Mileage: 1.05	Cost: \$0.92 / \$1.10	TIP: No
455 GRE	Van Eaton Road / Hedges Road Intersection	Feasible: 2041-2045 Intersection realignment to eliminate offset intersection.	Mileage: NA	Cost: \$1.32 / \$2.34	TIP: No
456 GRE	East Main Street / North Patton Street / Jasper Road	Feasible: 2031-2035 Reconstruct a five (5) point intersection with a roundabout.	Mileage: NA	Cost: \$2.25 / \$3.17	TIP: No

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457A GRE	Dayton-Xenia Road Widening	Feasible: 2026-2030	Mileage: 0.30	Cost: \$2.39 / \$2.87	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.					
457B GRE	Dayton-Xenia Road Widening	Feasible: 2031-2035	Mileage: 1.33	Cost: \$8.76 / \$12.35	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.					
458 GRE	Lantz Road Extension	Feasible: 2026-2030	Mileage: 0.35	Cost: \$2.77 / \$3.32	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.					
459 GRE	Dayton-Xenia Road at High School Road	Feasible: 2026-2030	Mileage: 0.20	Cost: \$0.75 / \$0.90	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.					
460 GRE	Hanes Road	Feasible: 2036-2040	Mileage: 2.10	Cost: \$12.20 / \$17.20	TIP: No
Widen Hanes Road from 2 to 3 lanes from Dayton-Xenia Road to Kemp Road with bicycle/pedestrian facilities.					
461 GRE	Kemp Road Widening	Feasible: 2031-2035	Mileage: 1.03	Cost: \$5.42 / \$7.64	TIP: No
Widen Kemp Road from the west corporation line to Grange Hall Road from 2 to 3 lanes with bicycle and pedestrian facilities.					
462 GRE	Alpha-Bellbrook Road	Feasible: 2036-2040	Mileage: 1.23	Cost: \$7.75 / \$10.93	TIP: No
Widen Apha-Bellbrook Road from Indian Ripple Road to Shakertown Road from 2 to 3 laneswith bicycle and pedestrian facilities.					
463 GRE	North Fairfield Road / Swigart Road Roundabout	Feasible: 2036-2040	Mileage: 0.20	Cost: \$0.75 / \$1.06	TIP: No
Reconstruct the intersection of North Fairfield Road and Swigart Road with a roundabout.					
464 GRE	North Fairfield Road Widening	Feasible: 2036-2040	Mileage: 0.56	Cost: \$3.15 / \$4.44	TIP: No
Widen North Fairfield Road from Swigart Road to Indian Ripple Road from 2 to 3 lanes and add bicycle and pedestrian facilities.					
465 GRE	Darst Road	Feasible: 2036-2040	Mileage: 1.12	Cost: \$6.09 / \$8.59	TIP: No
Widen Darst Road from Swigart Road to Indian Ripple Road from 2 to 3 lanes with bicycle and pedestrian facilities.					
466 GRE	Indian Ripple Road/I-675 Sidepath	Feasible: 2036-2040	Mileage: 0.22	Cost: \$0.74 / \$1.04	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.					
467 GRE	New Germany-Trebein Road Sidepath	Feasible: 2036-2040	Mileage: 1.35	Cost: \$3.56 / \$5.02	TIP: No
Extend existing bicycle and pedestrian facilities along New Germany-Trebein Road from Big Woods Drive to Varner Drive.					

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468 GRE	Grange Hall Road	Feasible: 2041-2045	Mileage: 2.41	Cost: \$12.70 / \$22.48	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.					
469 GRE	Lantz Road Sidepath	Feasible: 2041-2045	Mileage: 1.33	Cost: \$3.87 / \$6.85	TIP: No
Add bicycle and pedestrian facilities along Lantz/McKay Roads from Hanes Road to Beaver Valley Road.					
470 GRE	Lantz Road Widening	Feasible: 2041-2045	Mileage: 0.64	Cost: \$3.36 / \$5.95	TIP: No
Widen Lantz Road between North Fairfield Road and Hanes Road from 2 to 3 lanes with bicycle and pedestrian facilities.					
471 GRE	Kemp Road	Feasible: 2046-2050	Mileage: 1.28	Cost: \$6.75 / \$11.95	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.					
472 GRE	Patterson Road Widening	Feasible: 2046-2050	Mileage: 1.88	Cost: \$9.93 / \$17.58	TIP: No
Widen Patterson Road from County Line Road to SR 835 from 2 to 3 lanes with bicycle and pedestrian facilities.					
473 GRE	Swigart Road Sidepath	Feasible: 2046-2050	Mileage: 0.83	Cost: \$2.19 / \$3.88	TIP: No
Install bicycle and pedestrian facilities along Swigart Road from Darst Road to North Fairfield Road.					
474 GRE	Research Blvd (SR 835)/Seajay Drive Sidepath	Feasible: 2046-2050	Mileage: 0.75	Cost: \$1.98 / \$3.50	TIP: No
Extend the City bicycle and pedestrian facilities from Patterson Road to North Fairfield Road along SR 835 and Seajay Drive.					
475 GRE	Beaver Valley Road Sidepath	Feasible: 2046-2050	Mileage: 1.45	Cost: \$4.22 / \$7.47	TIP: No
Extend bicycle and pedestrian facilities along Beaver Valley Road from Dayton-Xenia Road to Lantz Road.					
476 GRE	GRE-235	Feasible: 2026-2030	Mileage: 0.75	Cost: \$2.00 / \$2.40	TIP: No
Construct adjacent roundabouts at the intersections of GRE-235 with Byron and Trebein Roads.					
477 GRE	GRE-675	Feasible: 2031-2035	Mileage: 1.00	Cost: \$2.00 / \$2.82	TIP: No
Widen exit ramp from I-675 to WPAFB, Colonel Glenn Highway from 2 to 3 lanes.					
478 GRE	GRE-42	Feasible: 2031-2035	Mileage: 0.30	Cost: \$5.00 / \$7.05	TIP: No
Change intersection of US 42 and Brush Row Road and US 42 and N. Bickett Road into adjacent roundabouts.					
479 GRE	GRE-68	Feasible: 2031-2035	Mileage: N/A	Cost: \$2.00 / \$2.82	TIP: No
Construct a roundabout at the intersection of US 68 and Hyde Road.					
480 GRE	GRE-235	Feasible: 2031-2035	Mileage: 1.25	Cost: \$1.50 / \$2.12	TIP: No
Reduce SR 235 from 4 lanes to 2 from SLM 9.00-10.30.					

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481 GRE	GRE-42	Feasible: 2026-2030	Mileage: 0.17	Cost: \$2.00 / \$2.40	TIP: No
Construct sidewalk and crossing between Cedarville Meadows subdivision and Cedarville High School.					
482 GRE	S. Detroit, Miami and Home Intersection Improvements	Feasible: 2026-2030	Mileage: NA	Cost: \$2.02 / \$2.42	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.					
483 GRE	Hospitality Drive	Feasible: 2026-2030	Mileage: 0.40	Cost: \$1.98 / \$2.38	TIP: No
Widening Hospitality Drive from W. Main Street to S. Progress Drive from 3 to 5 lanes.					
484 GRE	Progress Drive	Feasible: 2026-2030	Mileage: 0.97	Cost: \$3.25 / \$3.90	TIP: No
Widen Progress Drive from W. Second Street to Dayton Xenia Road from 3 to 5 lanes.					
485 GRE	N. Progress Drive / Greene Way Boulevard Intersection	Feasible: 2026-2030	Mileage: NA	Cost: \$0.50 / \$0.60	TIP: No
Add a mast arm signal to the intersection of N. Progress Drive and Greene Way Boulevard.					
486 GRE	Valley-Bell Connector Road	Feasible: 2031-2035	Mileage: 1.20	Cost: \$4.12 / \$5.81	TIP: No
New road to connect Indian Ripple Road and Valley Road at the Lewis A. Jackson Greene County Regional Airport.					
89A MIA	I-75 — Phase I	Feasible: 2036-2040	Mileage: 2.89	Cost: \$41.15 / \$58.02	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).					
89B MIA	I-75 — Phase II	Feasible: 2041-2045	Mileage: 4.04	Cost: \$37.75 / \$66.82	TIP: No
Rehabilitate and widen from 4 to 6 lanes from 0.42 miles north of CR 15 (Piqua Troy Road) to CR 25A.					
96 MIA	SR 41	Feasible: 2026-2030	Mileage: 0.60	Cost: \$2.03 / \$2.44	TIP: No
Widen from 2 to 5 lanes from just west of Kings Chapel Drive to Washington Road.					
103 MIA	Commerce Boulevard — Phase III	Feasible: 2031-2035	Mileage: 0.60	Cost: \$3.60 / \$5.08	TIP: No
Extend Commerce Center Boulevard from its eastern terminus to intersect SR 718 at Barnhard Road.					
105B MIA	County Road 25A — Phase V	Feasible: 2036-2040	Mileage: 1.51	Cost: \$6.04 / \$8.52	TIP: No
Widen from 2 to 4/5 lanes from the Montgomery County line to Evanston Road.					
108 MIA	Donn Davis Way Connection	Feasible: 2036-2040	Mileage: 1.00	Cost: \$4.30 / \$6.06	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.					
112 MIA	Evanston Road	Feasible: 2026-2030	Mileage: 0.50	Cost: \$4.90 / \$5.88	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.					

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113 MIA	Experiment Farm Road	Feasible: 2031-2035	Mileage: 0.33	Cost: \$1.56 / \$2.20	TIP: No
Widen from 2 to 5 lanes from just north of Corporate Drive to Eldean Road.					
113A MIA	Eldean Road / Experiment Farm Road	Feasible: 2026-2030	Mileage: 0.33	Cost: \$1.75 / \$2.10	TIP: No
Realign the offset intersection.					
121 MIA	McKaig Road	Feasible: 2026-2030	Mileage: 1.40	Cost: \$2.02 / \$2.42	TIP: No
Widen from 2 to 3 lanes from Dorset Road to Cartwright Court.					
139A MIA	Washington Road / Wilson Road	Feasible: 2026-2030	Mileage: 0.74	Cost: \$1.35 / \$1.62	TIP: No
Realign Washington Road to intersect Wilson Road at McKaig Road.					
371 MIA	SR 41	Feasible: 2026-2030	Mileage: 0.51	Cost: \$1.13 / \$1.36	TIP: No
Widen from 5 to 7 lanes from Experiment Farm Road to I-75.					
501 MIA	Tipp-Cowlesville Road	Feasible: 2026-2030	Mileage: 1.31	Cost: \$3.50 / \$4.20	TIP: No
Widen from 2 to 3 lanes from Crane Road to CR 25A.					
507 MIA	Swailes Road Extension	Feasible: 2036-2040	Mileage: 0.70	Cost: \$1.35 / \$1.90	TIP: No
New roadway extension from the western termini of Swailes Road at Nashville Road to Wilson Road at SR 55.					
508A MIA	Peters Road — Phase I	Feasible: 2026-2030	Mileage: 0.41	Cost: \$1.24 / \$1.49	TIP: No
Widen from 2 to 3 lanes from Dickerson Drive to Premwood Road.					
508B MIA	Peters Road — Phase II	Feasible: 2031-2035	Mileage: 0.80	Cost: \$1.96 / \$2.76	TIP: No
Widen from 2 to 3 lanes from Premwood Road to Swailes Road.					
512A MIA	Eldean Road — Phase I	Feasible: 2026-2030	Mileage: 1.20	Cost: \$3.00 / \$3.60	TIP: No
Widen from 2 to 3 lanes from Experiment Farm Road to CR 25A.					
512B MIA	Eldean Road — Phase II	Feasible: 2026-2030	Mileage: 1.03	Cost: \$2.57 / \$3.08	TIP: No
Widen from 2 to 3 lanes from Washington Road to Experiment Farm Road.					
512C MIA	Eldean Road — Phase III	Feasible: 2031-2035	Mileage: 1.14	Cost: \$2.85 / \$4.02	TIP: No
Widen from 2 to 3 lanes from SR 41 to Washington Road.					
514 MIA	Piqua-Troy Road	Feasible: 2031-2035	Mileage: 1.19	Cost: \$2.98 / \$4.20	TIP: No
Widen from 2 to 3 lanes from the Troy north corporation limit to Troy-Sidney Road.					

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516A MIA	Washington Road — Phase I	Feasible: 2026-2030	Mileage: 1.87	Cost: \$4.68 / \$5.62	TIP: No
Widen from 2 to 3 lanes from SR 718 to 0.6 miles south of SR 41.					
516B MIA	Washington Road — Phase II	Feasible: 2031-2035	Mileage: 0.81	Cost: \$2.03 / \$2.86	TIP: No
Widen from 2 to 3 lanes from SR 41 to Eldean Road.					
516C MIA	Washington Road — Phase III	Feasible: 2036-2040	Mileage: 1.94	Cost: \$4.85 / \$6.84	TIP: No
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.					
517B MIA	Farrington Road — Phase II	Feasible: 2026-2030	Mileage: 1.03	Cost: \$2.58 / \$3.10	TIP: No
Widen Farrington Road from 2 to 3 lanes from Washington Road to Experiment Farm Road.					
518B MIA	Kinna Drive — South	Feasible: 2031-2035	Mileage: 0.50	Cost: \$2.20 / \$3.10	TIP: No
Construct a 3-lane extension from the current south terminus of Kinna Drive to Evanston Road.					
520A MIA	Peters Road — Phase I	Feasible: 2026-2030	Mileage: 2.09	Cost: \$5.23 / \$6.28	TIP: No
Widen from 2 to 3 lanes from Kessler-Cowlesville Road to Swailes Road.					
520B MIA	Peters Road — Phase II	Feasible: 2031-2035	Mileage: 1.10	Cost: \$2.75 / \$3.88	TIP: No
Widen from 2 to 3 lanes from SR 571 to Kessler-Cowlesville Road.					
528 MIA	I-75 / SR 571	Feasible: 2036-2040	Mileage: NA	Cost: \$1.61 / \$2.27	TIP: No
Interchange modification to improve capacity of existing ramps and replace structure with 5-lane capacity structure.					
530 MIA	Riverside Drive	Feasible: 2021-2025	Mileage: 0.46	Cost: \$1.94 / \$2.17	TIP: No
Widen from 2 to 3 lanes from 600 feet north of Adams Street to the Duke Park north boundary.					
531D MIA	Main Street — Streetscape	Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.50 / \$1.80	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.					
532 MIA	Experiment Farm Road	Feasible: 2036-2040	Mileage: 1.96	Cost: \$4.90 / \$6.91	TIP: No
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.					
537A MIA	SR 41 Traffic Signal Interconnect	Feasible: 2021-2025	Mileage: NA	Cost: \$0.41 / \$0.41	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.					
546 MIA	CR 25A/Looney Road Intersection Improvement Project	Feasible: 2026-2030	Mileage: NA	Cost: \$2.04 / \$2.45	TIP: No
Construction of a roundabout at the intersection of Looney Road and CR 25A.					

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547 MIA	Tipp City I-75 Pedestrian Bridge	Feasible: 2036-2040	Mileage: 0.30	Cost: \$10.00 / \$14.10	TIP: No
Construct a pedestrian bridge over I-75 at Kessler-Cowlesville Road.					
643 MIA	SR 201 — Phase VIII	Feasible: 2026-2030	Mileage: 0.16	Cost: \$1.70 / \$2.04	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.					
144C MOT	I-70	Feasible: 2031-2035	Mileage: 7.70	Cost: \$53.31 / \$75.17	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.)					
147E MOT	I-75	Feasible: 2046-2050	Mileage: 8.80	Cost: \$225.43 / \$399.01	TIP: No
Safety upgrade and modernization of I-75 from I-675 to Edwin C. Moses Boulevard including widening from 6 to 8 lanes.					
147F MOT	I-75	Feasible: 2046-2050	Mileage: 2.70	Cost: \$79.21 / \$140.20	TIP: No
Safety upgrade and modernization of I-75 from Wagner Ford Road to Benchwood Wyse Road including widening from 6 to 8 lanes.					
154F MOT	US 35 — Phase III	Feasible: 2021-2025	Mileage: 0.78	Cost: \$11.07 / \$11.07	TIP: Yes
US 35 at Woodman Drive / SR 835 interchange modification.					
155D MOT	US 35	Feasible: 2036-2040	Mileage: 2.00	Cost: \$5.95 / \$8.39	TIP: No
Widen from 2 to 3 lanes from Union Road to Lutheran Church Road.					
155E MOT	US 35	Feasible: 2036-2040	Mileage: 1.00	Cost: \$2.73 / \$3.85	TIP: No
Widen from 2 to 3 lanes from Lutheran Church Road to Diamond Mill Road.					
167 MOT	SR 48	Feasible: 2031-2035	Mileage: 1.67	Cost: \$3.01 / \$4.24	TIP: No
Widen from 2 to 5 lanes from the Warren County line to Sheehan Road.					
184B MOT	SR 725	Feasible: 2031-2035	Mileage: 1.00	Cost: \$8.00 / \$11.28	TIP: No
Widen from 2 to 5 lanes from Bigger Road to Wilmington Pike.					
202E MOT	Social Row Road — Phase I	Feasible: 2021-2025	Mileage: 0.40	Cost: \$6.11 / \$6.11	TIP: NF
Widen from 2 to 5 lanes from Waterbury Ridge Lane to Paragon Road.					
202F MOT	Social Row Road — Phase II	Feasible: 2026-2030	Mileage: 0.28	Cost: \$3.90 / \$4.68	TIP: No
Widen from 2 to 5 lanes from Paragon Road to Sheehan Road.					
202G MOT	Social Row Road — Phase III	Feasible: 2026-2030	Mileage: 1.00	Cost: \$3.90 / \$4.68	TIP: No
Widen from 2 to 3 lanes from Sheehan Road to SR 48.					

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209A MOT	Arlington Road	Feasible: 2036-2040 Widen from 2 to 3 lanes from I-70 to US 40.	Mileage: 1.20	Cost: \$6.30 / \$8.88	TIP: No
220 MOT	Clyo Road	Feasible: 2036-2040 Widen from 2 to 3 lanes from Spring Valley Road to Social Row Road.	Mileage: 2.42	Cost: \$8.50 / \$11.99	TIP: No
221B MOT	Clyo Road	Feasible: 2031-2035 Widen from 2 to 3 lanes from St. Leonard's Way to south corporation limits.	Mileage: 0.72	Cost: \$3.00 / \$4.23	TIP: No
244C MOT	Hoke Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from Wenger Road to Smith Drive, including intersection improvements and traffic signals at Wenger Road.	Mileage: 0.38	Cost: \$3.89 / \$4.67	TIP: No
244D MOT	Hoke Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from Wenger Road to US 40.	Mileage: 0.9	Cost: \$5.35 / \$6.42	TIP: No
253 MOT	Little Richmond Road / Diamond Mill Road	Feasible: 2046-2050 Correct the split-T intersection at Diamond Mill Road.	Mileage: NA	Cost: \$2.00 / \$3.54	TIP: No
260 MOT	Mad River Road	Feasible: 2036-2040 Improve and realign intersections of Yankee Street and Munger Road.	Mileage: NA	Cost: \$3.50 / \$4.94	TIP: No
272B MOT	North Dixie Drive	Feasible: 2031-2035 Widen from 2 to 3 lanes from the Vandalia north corporation limit to the Miami County line.	Mileage: 0.80	Cost: \$2.50 / \$3.53	TIP: No
298 MOT	Salem Avenue	Feasible: 2036-2040 Widen from 4 to 5 lanes from Hillcrest Avenue to Curundu Avenue.	Mileage: 1.10	Cost: \$9.50 / \$13.40	TIP: No
335B MOT	Yankee Street — Phase III	Feasible: 2031-2035 Widen from 2 to 5 lanes from Winding Green Way to Spring Valley Pike.	Mileage: 0.75	Cost: \$6.00 / \$8.46	TIP: No
335C MOT	Yankee Street — Phase IV	Feasible: 2036-2040 Widen from 3 to 5 lanes from Social Row Road/Austin Pike to Winding Green Way.	Mileage: 0.55	Cost: \$2.45 / \$3.45	TIP: No
336 MOT	Yankee Street	Feasible: 2031-2035 Widen from 2 to 3 lanes from Social Row Road/Austin Boulevard to Warren County Line.	Mileage: 0.60	Cost: \$7.00 / \$9.87	TIP: No
338C MOT	Miamisburg-Springboro Pike, Section 1 — Phase II	Feasible: 2031-2035 Widen from 3 to 5 lanes from Peacock Lane to Medlar Road.	Mileage: 0.50	Cost: \$5.00 / \$7.05	TIP: No

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338D MOT	Miamisburg-Springboro Pike, Section 2 — Phase I	Feasible: 2026-2030	Mileage: 0.90	Cost: \$8.50 / \$10.20	TIP: No
Widen from 2 to 3 lanes from Medlar Road to Benner Road.					
338E MOT	Miamisburg-Springboro Pike, Section 2 — Phase II	Feasible: 2036-2040	Mileage: 0.90	Cost: \$6.00 / \$8.46	TIP: No
Widen from 3 to 5 lanes from Medlar Road to Benner Road.					
338F MOT	Benner Road	Feasible: 2026-2030	Mileage: 1.40	Cost: \$8.53 / \$10.24	TIP: No
Widen from 2 to 3 lanes from Dayton-Cincinnati Pike to Miamisburg-Springboro Pike.					
338G MOT	I-75	Feasible: 2026-2030	Mileage: 2.62	Cost: \$43.00 / \$43.00	TIP: NF
Widen from 6 to 8 lanes from approximately Pennyroyal Lane to I-675.					
372A MOT	Spring Valley Road - Phase I	Feasible: 2036-2040	Mileage: 1.40	Cost: \$4.50 / \$6.35	TIP: No
Widen from 2/3 to 5 lanes from SR 48 to Clio Road.					
372B MOT	Spring Valley Road - Phase II	Feasible: 2036-2040	Mileage: 2.10	Cost: \$9.80 / \$13.82	TIP: No
Widen from 3 to 5 lanes from Yankee Street to SR 48.					
608 MOT	Brookville-Salem Road	Feasible: 2041-2045	Mileage: 2.10	Cost: \$8.00 / \$14.16	TIP: No
Widen from 2 to 3 lanes from SR 49 to Brookville-Phillipsburg Road.					
611A MOT	Hoke Road — South	Feasible: 2031-2035	Mileage: 0.60	Cost: \$1.60 / \$2.26	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.					
613B MOT	Union Road	Feasible: 2041-2045	Mileage: NA	Cost: \$1.42 / \$2.51	TIP: No
Widen from Westbrook Road to US 35 to add left turn lanes at the Shiloh Springs Road and Little Richmond Road intersections.					
613C MOT	Union Road	Feasible: 2036-2040	Mileage: 6.50	Cost: \$7.00 / \$9.87	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.					
628A MOT	Diamond Mill Road	Feasible: 2041-2045	Mileage: 7.80	Cost: \$6.00 / \$10.62	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.					
628B MOT	Diamond Mill Road	Feasible: 2036-2040	Mileage: 8.10	Cost: \$8.00 / \$11.28	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.					

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637 MOT	Little York Road — Phase I	Feasible: 2026-2030	Mileage: 0.45	Cost: \$6.00 / \$7.20	TIP: No
Widen from 2 to 3 lanes from Miller Lane to North Dixie Drive.					
647 MOT	Little York Road — Phase II	Feasible: 2031-2035	Mileage: 1.50	Cost: \$7.00 / \$9.87	TIP: No
Widen from 2 to 3 lanes from North Dixie Drive to Peters Pike.					
648 MOT	Little York Road — Phase III	Feasible: 2036-2040	Mileage: 1.50	Cost: \$8.50 / \$11.99	TIP: No
Widen from 2 to 3 lanes from Peters Pike to Frederick Pike.					
650 MOT	Frederick Pike	Feasible: 2041-2045	Mileage: 2.00	Cost: \$8.00 / \$14.16	TIP: No
Widen from 2 to 3 lanes from Little York Road to US 40.					
654 MOT	Broadway Street	Feasible: 2031-2035	Mileage: 1.00	Cost: \$5.75 / \$8.11	TIP: No
Realign and widen roadway from 2 to 3 lanes from Germantown Street to Edwin C. Moses Boulevard.					
656 MOT	Smithville Road	Feasible: 2026-2030	Mileage: 1.00	Cost: \$6.32 / \$7.58	TIP: No
Widen from 2/4 to 3/5 lanes from US 35 to Fourth Street.					
661 MOT	Washington Street	Feasible: 2026-2030	Mileage: 0.30	Cost: \$3.45 / \$4.14	TIP: No
Widen from 2 to 3 lanes from Perry Street to Veteran's Parkway.					
665 MOT	Sheehan Road	Feasible: 2036-2040	Mileage: 1.50	Cost: \$4.00 / \$5.64	TIP: No
Widen Sheehan Road from Social Row Road to Bonnie Anne Place from 2 to 3 lanes.					
668 MOT	Kitridge Road	Feasible: 2031-2035	Mileage: 0.60	Cost: \$2.88 / \$4.06	TIP: No
Widen from 2 to 3 lanes from Gander Road to the Dayton east corporation limit.					
669 MOT	Spring Valley Pike	Feasible: 2041-2045	Mileage: 1.20	Cost: \$6.00 / \$10.62	TIP: No
Widen from 2 to 3 lanes from Clyo Road to the Greene County Line.					
670A MOT	Centerville Station Road — Phase I	Feasible: 2026-2030	Mileage: 0.61	Cost: \$3.60 / \$4.32	TIP: No
Widen Centerville Station Road from Park East Court to Wilmington Pike from 2 to 3 lanes.					
670B MOT	Centerville Station Road — Phase II	Feasible: 2031-2035	Mileage: 0.45	Cost: \$1.10 / \$1.55	TIP: No
Widen Centerville Station Road from Brainard Woods Drive to Park East Court from 2 to 3 lanes.					
676 MOT	I-75 / Needmore Road Interchange	Feasible: 2036-2040	Mileage: NA	Cost: \$31.99 / \$45.11	TIP: No
Interchange modification to improve capacity of existing ramps; widen Needmore Road bridge over I-75 to 8 lanes.					

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677 MOT	I-75 / Edwin C. Moses Boulevard	Feasible: 2031-2035	Mileage: NA	Cost: \$5.00 / \$7.05	TIP: No
Short term improvements at the interchange and nearby access points to improve traffic flow during special events.					
678 MOT	I-75 / Wagner Ford Road	Feasible: 2031-2035	Mileage: NA	Cost: \$54.46 / \$76.79	TIP: No
Interchange modification to address geometric and operational deficiencies.					
679 MOT	I-75 / SR 725	Feasible: 2021-2025	Mileage: NA	Cost: \$8.24 / \$8.24	TIP: Yes
Convert the existing interchange to a diverging diamond (DDI), upgrade the traffic signal at Byers Road and install sidewalk along SR 725.					
680 MOT	I-75 / US 40 / Northwoods Boulevard	Feasible: 2036-2040	Mileage: NA	Cost: \$38.08 / \$53.69	TIP: No
Interchange modifications to reduce weaving movements.					
800A MOT	West Moraine Connector — Phase I	Feasible: 2031-2035	Mileage: 1.00	Cost: \$8.25 / \$11.63	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.					
800B MOT	West Moraine Connector — Phase II	Feasible: 2031-2035	Mileage: 1.00	Cost: \$2.70 / \$3.81	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.					
803A MOT	US 40	Feasible: 2026-2030	Mileage: 0.30	Cost: \$1.45 / \$1.74	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.					
803B MOT	US 40	Feasible: 2026-2030	Mileage: NA	Cost: \$1.00 / \$1.20	TIP: No
Widen to provide left turn lanes at Arlington Road.					
804 MOT	SR 48	Feasible: 2036-2040	Mileage: 0.50	Cost: \$2.80 / \$3.95	TIP: No
Traffic signal upgrades, street lighting, sidewalks, curb and gutter, and drainage issues on SR 48 from Westbrook Road to Hacker Road.					
808 MOT	SR 4	Feasible: 2036-2040	Mileage: 2.00	Cost: \$4.75 / \$6.70	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.					
810 MOT	Helena Street	Feasible: 2026-2030	Mileage: 0.25	Cost: \$2.88 / \$3.46	TIP: No
Realign and widen from 2 to 3 lanes from Riverside Drive to Forest Avenue.					
815 MOT	Dog Leg Road / Frederick Pike / Meeker Road	Feasible: 2041-2045	Mileage: 0.50	Cost: \$2.50 / \$4.43	TIP: No
Install roundabout to consolidate three intersections.					

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816 MOT	Alex-Bell Road and Mad River Road	Feasible: 2021-2025	Mileage: 0.50	Cost: \$2.14 / \$2.14	TIP: Yes
Installation of roundabout to improve traffic flow.					
822B MOT	Wilmington Pike — Phase III	Feasible: 2026-2030	Mileage: 0.37	Cost: \$2.50 / \$3.00	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.					
823B MOT	I-675 / Wilmington Pike Interchange	Feasible: 2026-2030	Mileage: NA	Cost: \$30.00 / \$36.00	TIP: No
Long term interchange modifications to increase the capacity of the Wilmington Pike, exiting ramps, and entrance ramps.					
830 MOT	East Third Street	Feasible: 2031-2035	Mileage: 2.21	Cost: \$2.30 / \$3.24	TIP: No
Widening of East Third Street at Findlay and Irwin Streets for the installation of left turn lanes.					
832 MOT	North Main Street	Feasible: 2021-2025	Mileage: 3.30	Cost: \$6.06 / \$6.79	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.					
833 MOT	Patterson Boulevard	Feasible: 2026-2030	Mileage: 0.78	Cost: \$2.70 / \$3.24	TIP: No
Installation of left turn lanes on Patterson Boulevard at the intersections with Auto Club Drive, Lincoln Street, Stout Street, and Apple Street.					
835 MOT	Salem Avenue	Feasible: 2026-2030	Mileage: 1.80	Cost: \$4.20 / \$5.04	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.					
837B MOT	First Street	Feasible: 2031-2035	Mileage: 1.40	Cost: \$4.00 / \$5.64	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.					
838 MOT	Wayne Avenue	Feasible: 2021-2025	Mileage: 0.56	Cost: \$2.73 / \$2.73	TIP: Yes
Widening of Wayne Avenue from 4 to 5 lanes from Wyoming Street to Anderson Street for the installation of left turn lanes.					
839 MOT	Webster Street	Feasible: 2031-2035	Mileage: 0.50	Cost: \$2.50 / \$3.53	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.					
844 MOT	County Line Road	Feasible: 2021-2025	Mileage: 0.68	Cost: \$4.34 / \$4.34	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.					

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856 MOT	Springfield Street	Feasible: 2021-2025	Mileage: 1.47	Cost: \$3.42 / \$3.42	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.					
857A MOT	Valley Pike — Phase II	Feasible: 2026-2030	Mileage: 0.36	Cost: \$3.40 / \$4.08	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.					
859 MOT	Dryden Road Multi-Modal Path — Phase I	Feasible: 2031-2035	Mileage: 1.40	Cost: \$0.75 / \$1.06	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.					
860 MOT	Dryden Road Multi-Modal Path — Phase II	Feasible: 2036-2040	Mileage: 1.40	Cost: \$0.85 / \$1.20	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.					
865 MOT	East Third Street	Feasible: 2036-2040	Mileage: 0.65	Cost: \$5.75 / \$8.11	TIP: No
Roadway narrowing on East Third Street from Keowee Street to Springfield Street to reduce travel lanes from 5/4 to 3.					
866 MOT	Germantown Street	Feasible: 2021-2025	Mileage: 0.78	Cost: \$0.49 / \$0.49	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 on Germantown Street from Euclid Avenue to the Great Miami River Bridge.					
867 MOT	Hudson Avenue / Main Street	Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.50 / \$1.80	TIP: No
Realignment of Hudson Avenue at Main Street to create a single intersection.					
868 MOT	Monument Avenue	Feasible: 2026-2030	Mileage: 1.08	Cost: \$4.10 / \$4.92	TIP: No
Installation of a left turn lane on Monument Avenue from Keowee Street to Findlay Street.					
869 MOT	Webster Street	Feasible: 2026-2030	Mileage: 0.83	Cost: \$4.10 / \$4.92	TIP: No
Installation of a left turn lane on Webster Street from Keowee Street to Stanley Avenue.					
870 MOT	West Third Street	Feasible: 2036-2040	Mileage: 3.00	Cost: \$5.00 / \$7.05	TIP: No
Reduce lane configuration from 4 to 3 lanes along West Third Street from Broadway Street to Liscusm Drive.					
872 MOT	Washington Church Road Extension	Feasible: 2021-2025	Mileage: 0.63	Cost: \$1.56 / \$1.75	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.					
875A MOT	Springfield Street	Feasible: 2021-2025	Mileage: 0.77	Cost: \$3.05 / \$3.05	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.					

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875B MOT Springfield Street

Feasible: 2026-2030 Mileage: 0.50 Cost: \$3.85 / \$4.62 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.

879A MOT Woodman Drive Reconstruction — Phase I

Feasible: 2026-2030 Mileage: 0.38 Cost: \$4.50 / \$5.40 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.

879B MOT Woodman Drive Reconstruction — Phase II

Feasible: 2031-2035 Mileage: 0.51 Cost: \$5.20 / \$7.33 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.

879C MOT Woodman Drive Reconstruction — Phase III

Feasible: 2031-2035 Mileage: 0.72 Cost: \$7.10 / \$10.01 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.

879D MOT Woodman Drive Reconstruction — Phase IVA

Feasible: 2026-2030 Mileage: 1.20 Cost: \$4.50 / \$5.40 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.

879E MOT Woodman Drive Reconstruction — Phase IVB

Feasible: 2026-2030 Mileage: 1.20 Cost: \$9.20 / \$11.04 TIP: No
 Subsequent phase of reconstruction of Woodman Drive between Airway and Springfield including full-depth roadway reconstruction and highway/decorative lighting replacement.

880 MOT Byers - Lyons Bikeway Connector

Feasible: 2026-2030 Mileage: 0.50 Cost: \$0.70 / \$0.84 TIP: No
 Construct a 10' ft wide shared used path linking existing shared use path at FedEx facility to existing shared use path on Lyons Road.

881 MOT Patterson Boulevard Bridge

Feasible: 2031-2035 Mileage: 0.15 Cost: \$23.10 / \$32.57 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.

882 MOT Alex-Bell Road

Feasible: 2031-2035 Mileage: 0.50 Cost: \$6.00 / \$8.46 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.

883 MOT I-75 Auxiliary Lane

Feasible: 2026-2030 Mileage: 1.00 Cost: \$5.00 / \$6.00 TIP: No
 Construct an additional entrance ramp lane to southbound I-75 from I-675 to Austin Boulevard exit ramp.

884 MOT I-75 Auxiliary Lane

Feasible: 2026-2030 Mileage: 0.58 Cost: \$7.00 / \$8.40 TIP: No
 Construct an additional entrance ramp lane to southbound I-75 from SR 725 to the I-675 exit ramp.

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885 MOT	Dog Leg Road	Feasible: 2026-2030	Mileage: 1.23	Cost: \$4.80 / \$5.76	TIP: No
Widen Dog leg Road from 9,500 feet east of Union Airpark Boulevard to Old Springfield Road from 2 to 3 lanes.					
886 MOT	Old Springfield Road	Feasible: 2026-2030	Mileage: 1.50	Cost: \$7.00 / \$8.40	TIP: No
Widen Old Springfield Road from 600 feet east of Union Airpark Boulevard to Peters Pike from 2 to 3 lanes.					
887 MOT	Peters Pike	Feasible: 2031-2035	Mileage: 0.70	Cost: \$5.30 / \$7.47	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.					
888 MOT	Old Troy Pike	Feasible: 2026-2030	Mileage: 0.40	Cost: \$1.00 / \$1.20	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.					
889 MOT	Monument Avenue Street Conversion	Feasible: 2026-2030	Mileage: 0.50	Cost: \$0.50 / \$0.60	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.					
890 MOT	Keowee Street	Feasible: 2031-2035	Mileage: 0.75	Cost: \$4.00 / \$5.64	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.					
891 MOT	James H. McGee Boulevard Extension	Feasible: 2031-2035	Mileage: 0.20	Cost: \$1.50 / \$2.12	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.					
892 MOT	Findlay Street	Feasible: 2031-2035	Mileage: 0.40	Cost: \$2.00 / \$2.82	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.					
893 MOT	Edwin C. Moses Boulevard and West Riverview Road	Feasible: 2026-2030	Mileage: 0.50	Cost: \$0.50 / \$0.60	TIP: No
Implement road diet on Riverview Avenue and Edwin C. Moses Boulevard from Monument Avenue to West Third Street from 5/4 lanes to 2/3 lanes with parking, and realign the intersection of Edwin C. Moses Boulevard and West Riverview Avenue.					
710D WAR	SR 73 / I-75 — Phase IV	Feasible: 2031-2035	Mileage: 1.08	Cost: \$1.35 / \$1.90	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.					
715 WAR	Clearcreek Franklin Road	Feasible: 2031-2035	Mileage: 0.70	Cost: \$1.35 / \$1.90	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.					

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716 WAR Traffic Signal System Interconnect

Feasible: 2031-2035 Mileage: N/A Cost: \$1.75 / \$2.47 TIP: No
 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.

717 WAR SR 73 Improvement Project

Feasible: 2046-2050 Mileage: 1.90 Cost: \$3.75 / \$6.64 TIP: No
 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.

718 WAR SR 123 Improvements

Feasible: 2046-2050 Mileage: 1.14 Cost: \$4.30 / \$7.61 TIP: No
 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.

719 WAR SR 123 Improvements

Feasible: 2036-2040 Mileage: 1.14 Cost: \$5.20 / \$7.33 TIP: No
 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.

Source: MVRPC

CONGESTION MANAGEMENT STRATEGIES – TRANSIT

The Region is served by three regional transit agencies. The Greater Dayton Regional Transit Authority (GDRTA) serves the Montgomery County and western Greene County residents with an extensive network of fixed routes covering nearly 1,000 miles of directional roadways serving approximately 9 million passenger trips per year. Further, GDRTA’s Transit Hubs, located throughout Montgomery County, connect the central city and the suburban areas with bus services at centralized locations. Greene County is served by the Greene County Transit Board (Greene CATS Public Transit) on a demand-responsive basis, providing over 120,000 one-way passenger trips per year. Greene CATS has introduced flexed-route service and is currently operating five such routes. The Miami County Transit System which consolidated with the City of Piqua Transit System in 2007, provides demand-responsive transit service for Miami County residents including residents of the City of Piqua, with approximately 62,300 passenger trips per year.

SAFETEA-LU required that proposed projects under three FTA formula programs (the Specialized Needs of Elderly Individuals and Individuals with Disabilities Program — Section 5310, Job Access and Reverse Commute — Section 5316, and the New Freedom — Section 5317) be derived from a locally developed coordinated public transit/human services transportation plan. MAP-21/FAST Act has maintained the coordinated planning requirement, but has changed specific programs governed by that requirement. Specifically, Section 5316 (New Freedom) funding was combined with Section 5310 to create a revamped program now called Enhanced Mobility for Seniors and Individuals with Disabilities Program.

Greene CATS Public Transit 2050 LRTP Expenses Summary (in millions of 2020 / Year of Expenditure dollars)

Major Projects	Cost
<i>Capital</i>	7.68
- Bus Purchase – 150 (Fleet of 45)	6.44
- Shop/Office Equipment	1.24
<i>Operating / Maintenance</i>	81.66
Total (2020 dollars)	89.34
Total (YOE dollars)	127.83

Source: Greene CATS Public Transit

Miami County Transit 2050 LRTP Projects (in millions of Year of Expenditure dollars)

Project	Cost (YOE)
<i>Capital</i>	9.57
- Small Buses - 90 (Fleet of 18)	9.25
- Shop/Office Equipment	0.11
- Security Equipment	0.21
<i>Operating / Maintenance</i>	55.63
Total	65.20

Source: Miami County Transit

GDRTA 2050 LRTP Projects
(in millions of Year of Expenditure dollars)

Project	Cost
Capital Projects	685.15
Revenue Vehicles & Equipment	
- Electric Buses - 45 (Fleet of 45)	95.10
- Diesel Buses - 313 (Fleet of 120)	230.83
- Small Connect Buses- 375 (Fleet of 75)	52.77
- Vehicle Equipment	2.12
Electric System Infrastructure	119.78
Transit Hubs & Facility Improvements	
- Longworth Campus	40.94
- Downtown Campus	24.15
- Countywide Transit Hubs	21.06
- Facility-wide Security Items	14.63
Equipment	
- Maintenance Equipment	13.77
- Office Equipment & Furnishings	7.49
- Computer Equipment & Software	25.53
- Support / Utility Vehicles	3.19
Passenger Amenities	
- General Transit Enhancements	10.56
- Community Specific TE Projects	8.29
Capital Tire Lease	16.94
Operating / Maintenance Projects	2,903.25
Total	3,588.40

Source: GDRTA

2050 Forecasted Cost and Revenues for Human Services Transportation
(in millions of 2020 / Year of Expenditure dollars)

Program	Cost/Revenues					
	Four Year TIP (2021-2024)	Annual Average	Short Term Plan I-5 years (2021-2025)	Short Term Plan II-5 years (2026-2030)	Long Term Plan-10 years (2031-2040)/ (2041-2050)	For Full 30 Year Plan
Total (2020 dollars)	2.70	0.68	3.38	3.38	6.76	20.28
Total (YOE dollars)	2.70	-	3.46	4.05	9.53/11.97	29.02

Source: MVRPC

**CONGESTION MANAGEMENT STRATEGIES –
ALTERNATIVE MODES AND DEVELOPMENT CHOICES**

As the Region grows, it is essential to plan a comprehensive transportation system that serves the needs of travelers using all modes of transportation, allowing for reasonable mobility choices for all residents. The 2050 LRTP addresses future transportation needs by including programs and projects that provide alternatives to traditional forms of transportation and thereby aid in curtailing the demand for single occupancy vehicle travel, reducing congestion, harmful emissions, and the reliance on petroleum-based products. Alternative modes and development choice strategies can also spur economic development in existing communities, create strong places with a sense of community, and help preserve open space and environmentally sensitive areas.

**2050 Forecasted Cost and Revenues for Alternative Modes
(in millions of 2020 / Year of Expenditure dollars)**

Program	Cost/Revenues					
	Four Year TIP (2021-2024)	Annual Average	Short Term Plan I-5 years (2021-2025)	Short Term Plan II-5 years (2026-2030)	Long Term Plan-10 years (2031-2040)/ (2041-2050)	For Full 30 Year Plan
RIDESHARE	1.86	0.47	2.33	2.33	4.66	13.98
Air Quality	1.76	0.44	2.20	2.20	4.40	13.20
Bikeway/Pedestrian	20.25	-	20.25	-	-	20.25
Total (2020/YOE dollars)	8.83	-	24.78	4.53	9.06	47.43

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
Regional Totals for Short Range Projects							15.5	\$20,247,286

Source: MVRPC

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
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 County	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)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C10	From Sackett-Wright Park in Bellbrook to the Little Miami Scenic Trail.	Greene County	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 County	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 County	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)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
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 County	On-Street	6	5.4	\$1,842,903
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 County	On-Street	6	10.4	\$3,506,843

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	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
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

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	U3	Connect Huffman MetroPark and Carriage Hill MetroPark via Union School House, Baker, Kittridge, 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
Regional Totals for Long Range Projects							255.22	\$91,849,382

Source: MVRPC

**RESOLUTION
ADOPTING THE 2050
LONG RANGE TRANSPORTATION PLAN**

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 for the Dayton Metropolitan Area; and

WHEREAS, the MVRPC currently conforming 2040 Long Range Transportation Plan (Plan) was adopted in May 2016; and

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

WHEREAS, the updated 2050 Long Range Transportation Plan is the result of a coordinated effort that reflects federal requirements and regional priorities; and

WHEREAS, the updated 2050 Long Range Transportation Plan is fiscally constrained; and

WHEREAS, the MVRPC current SFY2021-2024 Transportation Improvement Program (TIP) is consistent with the updated 2050 Long Range Transportation Plan; and

WHEREAS, the conformity process completed for Greene, Miami, and Montgomery Counties in the Dayton/Springfield Air Quality Region meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone standard; and

WHEREAS, significant TIP projects in Franklin, Carlisle, Springboro, and Franklin Township have been included in the regional emissions analysis for the Cincinnati Region and found to conform to the 2008 and 2015 8-hour ozone standards; and

WHEREAS, the MVRPC's 2050 Plan conformity determination is made consistent with the April 2012, U.S. EPA Transportation Conformity Regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts the 2050 Long Range Transportation Plan.

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

Brian O. Martin, AICP
Executive Director

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

Date



MIAMI VALLEY

Regional Planning Commission

**Adoption of 2050 Long Range
Transportation Plan**

April TAC / May Board Meeting

Overview – 2021 Update

- **Major Update (every 5 years per FAST Act)**
 - Reaffirm the current LRTP Transportation Goals and Objectives – October 2020
 - Socioeconomic projections (2050 Horizon)
 - New Financial Analysis
 - Adopt Draft Project List – December 2020
 - Analysis and Report Write-up
 - **Adopt Final Plan – May 2021**

Public Meeting on April 14, 2021

- **Attendance and Comments**
 - **Provide pedestrian accommodations on Needmore Road over I-75 and at the intersection of Needmore Road and SR 201**
 - **Extend S. Whalen Blvd. north to the Linden/Huffman intersection**
 - **North Main Street road diet.**
 - **Rip Rap Road Realignment (flooding concerns/open space opportunities)**

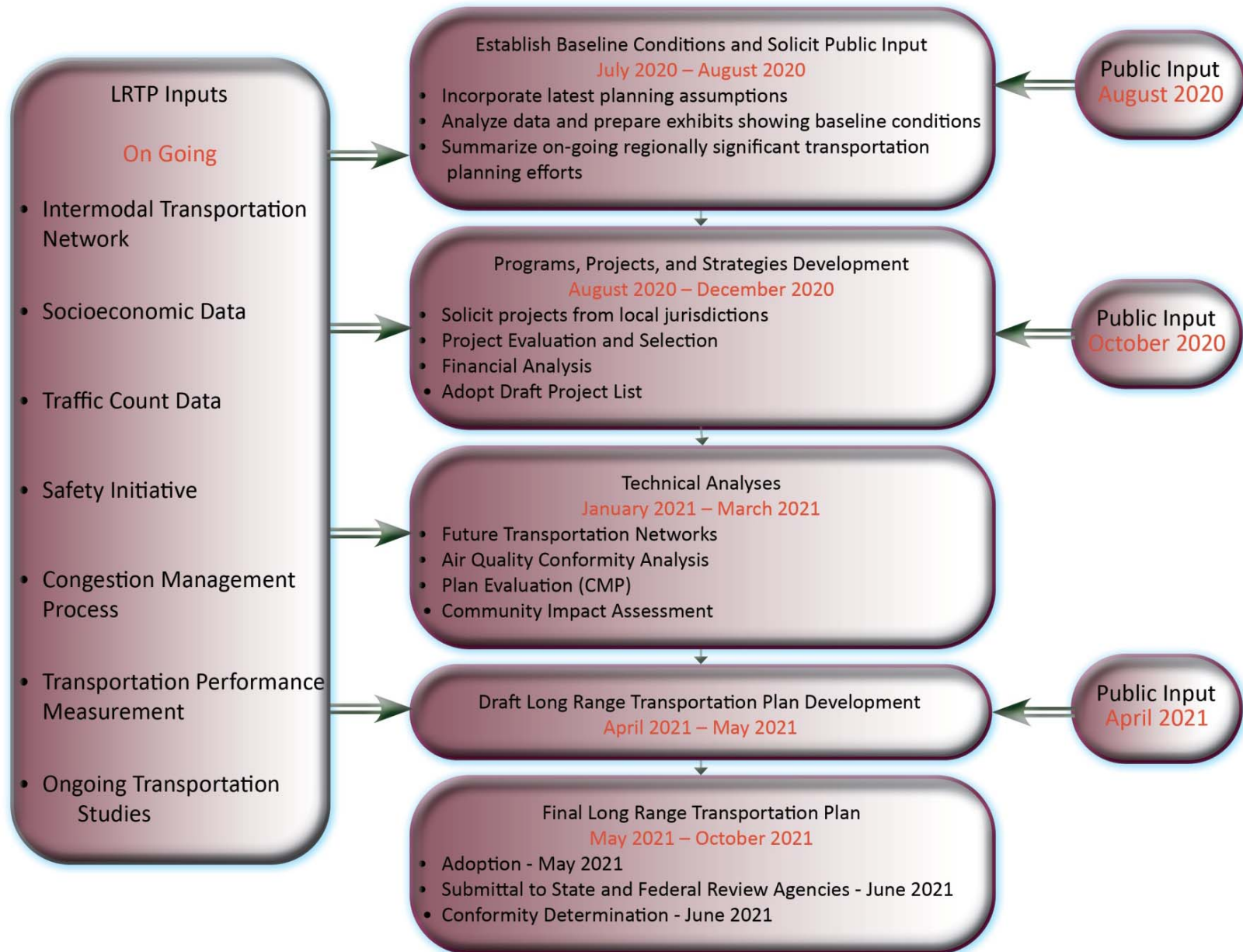
Public Meeting on April 14, 2021

- **Concerns about scope of additional lanes for project 656-Smithville Road and need for bike-ped accommodations.**
- **Need for I-71/I-70 Bypass in Greene County.**
- **Widening Dayton-Yellow Springs Road to 3 lanes with roundabout at W. Enon Rd.**
- **Extending Herr Rd to Yellow Springs Fairfield Rd.**
- **Need for Bikepath between Fairborn and Yellow Springs.**

Public Meeting on April 14, 2021

- **Need for shorter planning and funding timeframes to be able to incorporate new technologies such as autonomous and electric vehicles due to the rapid change in the industry.**
- **Need for better cross-town transit services.**

Update Overview



2050 Long Range Transportation Plan

- **Updated every five years**
- **Has a 20+ year horizon**
- **Includes multi-modal strategies and projects**
- **Is “fiscally constrained”**
- **Demonstrates conformance with State Implementation (Air Quality) Plan**








New Initiatives

- **Connected/Autonomous Vehicles Scenarios – Chapter 4**
- **Pedestrian Crash Risk Assessment – Chapter 4**
- **Updated Project Evaluation System – Chapter 5**
- **Performance Management Approach – Chapter 8**
- **Climate Change Section – Chapter 9**
- **Basic Accessibility Analysis – Chapter 10**

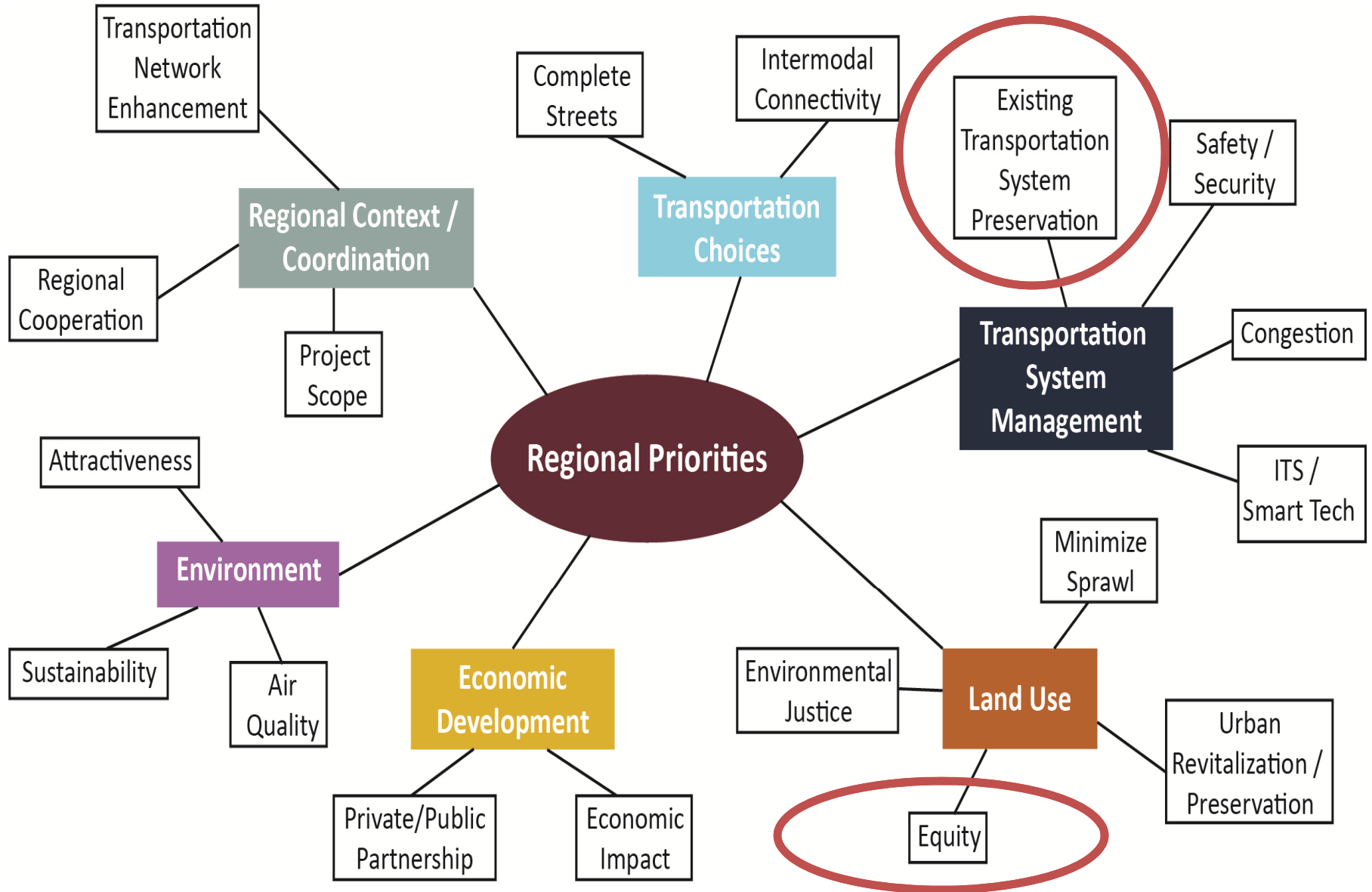
CAV Scenarios

Legend

- neutral
- + impact
- impact

	2050 E+C	2050 E+C (50% CAV)	2050 E+C (100% CAV)	2050 Plan	
Vehicle Person Trips 	2,675,638	2,830,858	2,897,174	2,675,541	Measure
	○	-	--	○	Impact
Percentage SOV Person Trips 	67.3%	73.0%	77.6%	67.3%	Measure
	○	-	--	○	Impact
Percentage Empty Trips 	0.0%	2.5%	4.7%	0.0%	Measure
	○	-	--	○	Impact
Vehicle Miles Traveled (VMT) 	24,357,850	25,319,184	26,056,938	24,315,890	Measure
	○	-	--	○	Impact
Lane Miles 	5,832	5,832	5,832	6,063	Measure
	○	○	○	-	Impact
Peak Hour VMT Exceeding Congestion Threshold-Percentage 	28.9%	17.6%	5.0%	26.2%	Measure
	○	++	+++	+	Impact
Hours of Congestion Delay 	30,768	18,313	8,034	27,109	Measure
	○	++	+++	+	Impact

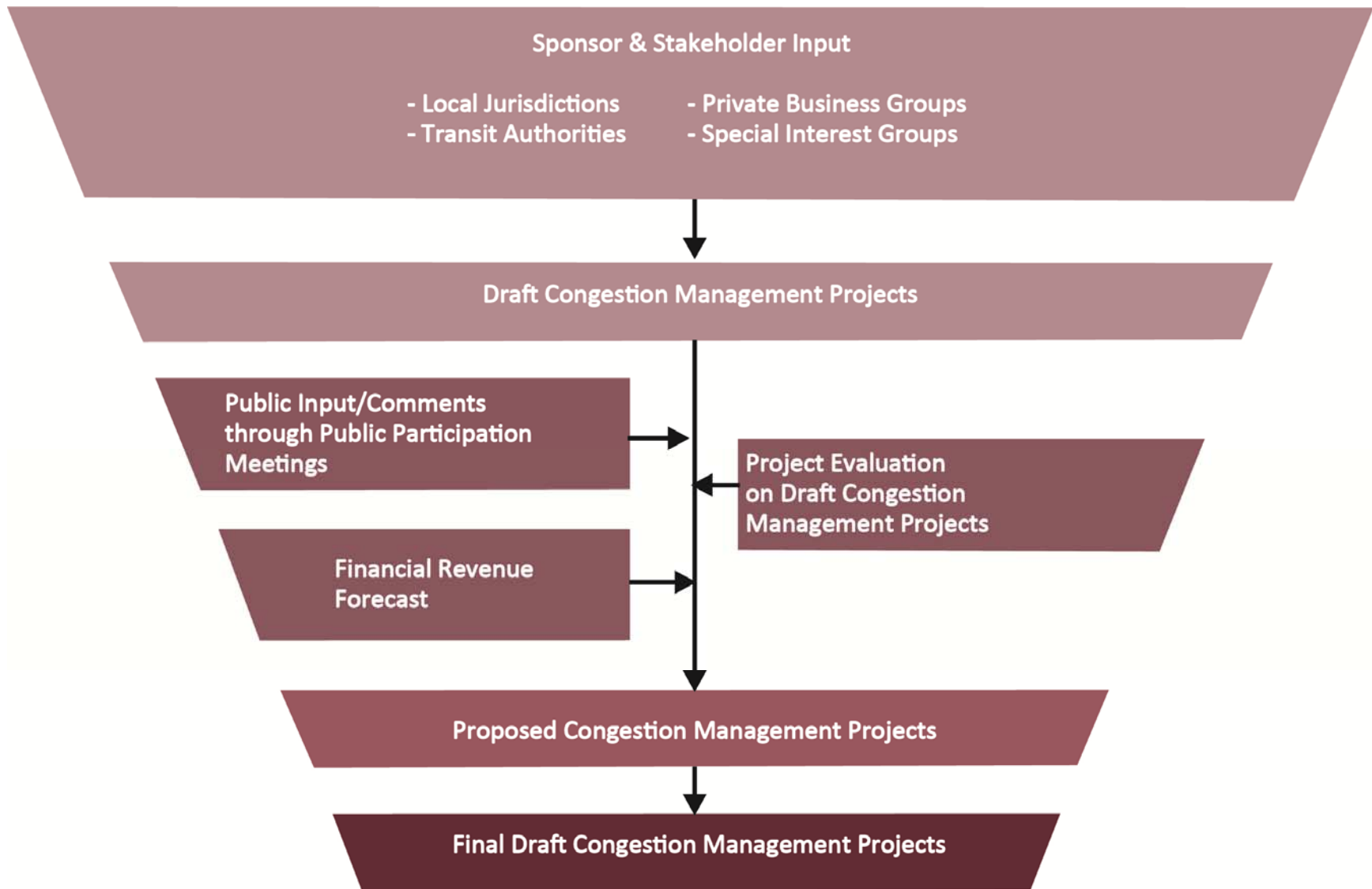
Project Evaluation System Update



Performance Management

Target Areas		Performance Measures	State/Transit Agency Adopted Target	Does MVRPC area meet Target?
PM 1	Safety	Number of Fatalities	1,084	No
		Rate of Fatalities	0.93	No
		Number of Serious Injuries	8,101	Yes
		Rate of Serious Injuries	6.97	Yes
		Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	811	Progress
PM 2	Pavement Condition	Percentage Interstate System in Good Condition	50%	Yes
		Percentage Interstate System in Poor Condition	1%	Yes
		Percentage non-Interstate System in Good Condition	35%	No
		Percentage non-Interstate System in Poor Condition	3%	Yes
	Bridge Condition	Percentage of NHS bridges by deck area in Good condition	50%	Yes
		Percentage of NHS bridges by deck area in Poor condition	5%	Yes
PM 3	NHS Travel Time Reliability	Percent of Person-Miles Traveled on the Interstate System that are Reliable	85%	Yes
		Percent of Person-Miles Traveled on the Non-Interstate System that are Reliable	80%	Yes
	Freight	Truck Travel Time Reliability (TTTR) Index	<1.5	Yes
	Total CMAQ Emissions	Total CMAQ Project Reductions for CO, VOC, <u>Nox</u> , PM2.5 & PM10	VOC: 69 kg/day <u>Nox</u> : 537 kg/day	State Only
TRANSIT	Transit Asset Management Plan	Transit – Capital State of Good Repair	For specific targets see: https://www.mvrpc.org/sites/default/files/transit_asset_management_2017.pdf	Yes
	Public Transportation Agency Safety Plan	Fatalities	For specific targets see: https://www.mvrpc.org/sites/default/files/ptasp_targets_2020.pdf	NA
		Injuries		
		Safety Events		
System Reliability (State of Good Repair)				

Congestion Management Projects-Overview



Roadway Projects

- **Total Projects – 212**
 - Studies – 1
 - Road or Bridge Widening – 28
 - **Interchange, Intersection, Turn Lane Improv. – 127**
 - Road/Bridge Replacement, Realignment, or Reconstruction – 14
 - Signal Improvement or Signal Interconnect – 3
 - Bike/Pedestrian – 12
 - New Road or Interchange, Road Extensions – 12
 - Road Diets – 15
- **Cost \$2,327million -- Revenue \$2,959 million**

Transit and Alternative Modes Strategies

- **Transit**

- Greater Dayton Regional Transit Authority (GDRTA)
- Greene CATS
- Miami County Transit System
- Human Services Transportation

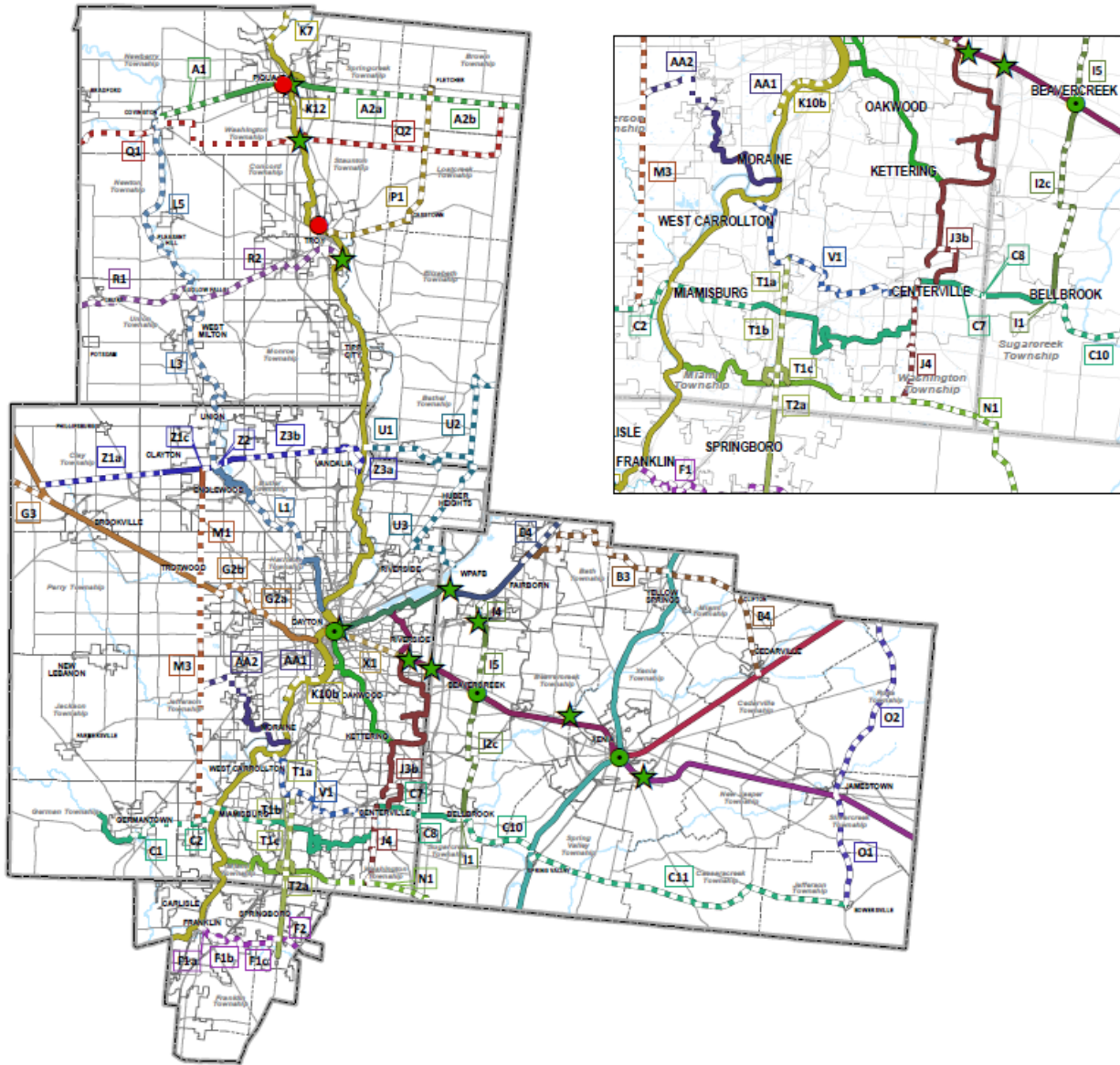


- **Alternative Modes**

- Bikeway and Pedestrian Projects
- RIDESHARE/Air Quality/



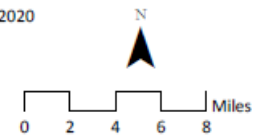
Regional Bikeway & Pedestrian Network



- Bellbrook-Fairborn Connector (I)
- Bowersville-Jamestown-Selma Connector (O)
- Cardinal Trail (Q)
- Carriage Hills Connector (U)
- Creekside Trail
- Dayton-Kettering Connector (J)
- Fairborn-Yellow Springs-Cedarville Connector (B)
- Germantown-Bowersville Connector (C)
- Great Miami River Trail (K - Updated)
- Great Miami River-Centerville Connector (V)
- Great Miami River-Creekside Connector (X)
- Great Miami-Little Miami Connector (F - Updated)
- Great-Little Trail (N)
- Iron Horse Trail (J - Updated)
- Laura-Troy Connector (R)
- Little Miami Scenic Trail
- Mad River Trail
- Ohio to Indiana Trail (A - Updated)
- Ohio-to-Erie Trail
- Old National Road Trail (Z - Updated)
- Possum Creek Jefferson Township Connector (AA - Updated)
- SR 741 Corridor (T)
- Simon Kenton Trail
- Stillwater River Trail (L)
- Troy-Fletcher Connector (P)
- Wolf Creek Connector (M)
- Wolf Creek Trail (G - Updated)
- Wright Brothers-Huffman Prairie Trail (E)
- Xenia-Jamestown Connector

- Existing Bikeway Hub
- Proposed Bikeway Hub
- Existing Bikeway Bridges/Tunnels
- Proposed Bikeway Bridges/Tunnels
- Existing Trail
- Proposed Trail

October 2020

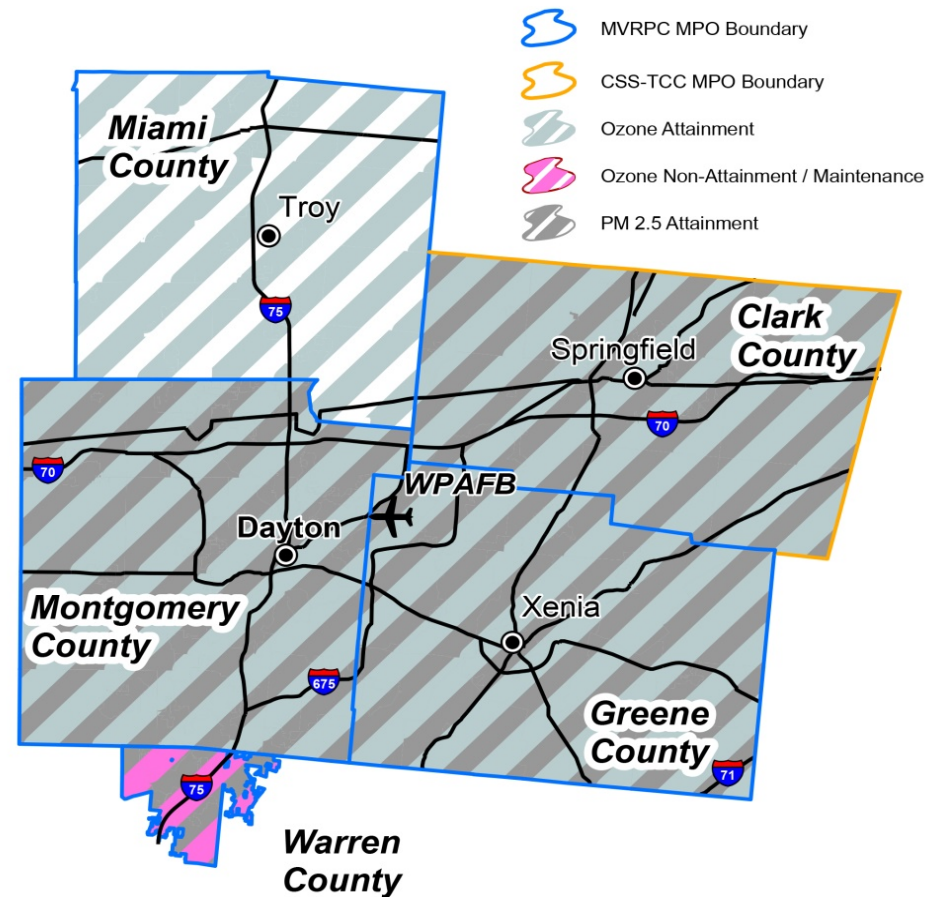


Transit and Alternative Modes–Summary

	Cost/Revenue (millions)
Transit Projects	
Greater Dayton RTA	\$3,588
Greene CATS	\$128
Miami Transit	\$65
Human Services Transportation	\$29
Bikeway and Pedestrian Projects	\$20
Ridesharing/Air Quality Programs	\$27

Air Quality-Transportation Conformity

- Meet all AQ Standards
- Qualitative Analysis
 - The Plan contains no goals, strategies or projects which contradict any requirements or commitments of the State Implementation (“Air Quality”) Plan.



More Information

plan2050.mvrpc.org

- **Contacts**
 - Ana Ramirez – aramirez@mvrpc.org



**RESOLUTION
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LONG RANGE TRANSPORTATION PLAN**

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Brian O. Martin, AICP
Executive Director

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

Date



TOOL K

MIAMI VALLEY
STORY
PROJECT

TOOL A

REGIONAL
GEOGRAPHIC
INFORMATION SYSTEM

TOOL J

NATURAL RESOURCES
PRESERVATION AND
ENHANCEMENT

TOOL B

ECONOMIC
DEVELOPMENT
DATABASE DATA
SUPPORT



MIAMI VALLEY
Regional Planning Commission

**GOING PLACES
IMPLEMENTATION TOOLS**

PROGRESS UPDATES

TOOL C

RETURN ON
INVESTMENT / IMPACT
ANALYSIS TOOL

TOOL I

SUSTAINABLE
DEVELOPMENT AND
REDEVELOPMENT

TOOL D

REGIONAL ASSETS
AND ECONOMIC
ANALYSIS

TOOL H

REGIONAL
COLLABORATION
TRAINING PROGRAM

TOOL G

LOCAL JURISDICTION
COORDINATION ON
SPECIFIC ISSUES

TOOL E

PROJECT FUNDING
COMPETITIVENESS
ANALYSIS

TOOL F

REGIONAL
TRANSFORMATION
AND DEVELOPMENT
FORUM

ELEVEN IMPLEMENTATION TOOLS

PRIORITY #1

**Better Information for
Stronger Decision Making**

TOOL A: Shared Regional
Geographic Information
System (GIS)

PRIORITY #2

**Strengthen Regional
Collaboration**

TOOL G: Targeted Subgroups
to Address Specific Issues of
Local Jurisdiction Coordination

PRIORITY #3

**Build the Region's
Capacity for Solution**

TOOL I: Innovative Solutions
for Sustainable Development
and Redevelopment



Montgomery County Land Bank Thriving Neighborhood Initiative

Strengthen and stabilize low/moderate income neighborhoods through sustainable, comprehensive, and strategic solutions





**Seibert/Riverview/
Curtis
Neighborhood**

**Huffman
Neighborhood**

**Castlewood
Neighborhood**



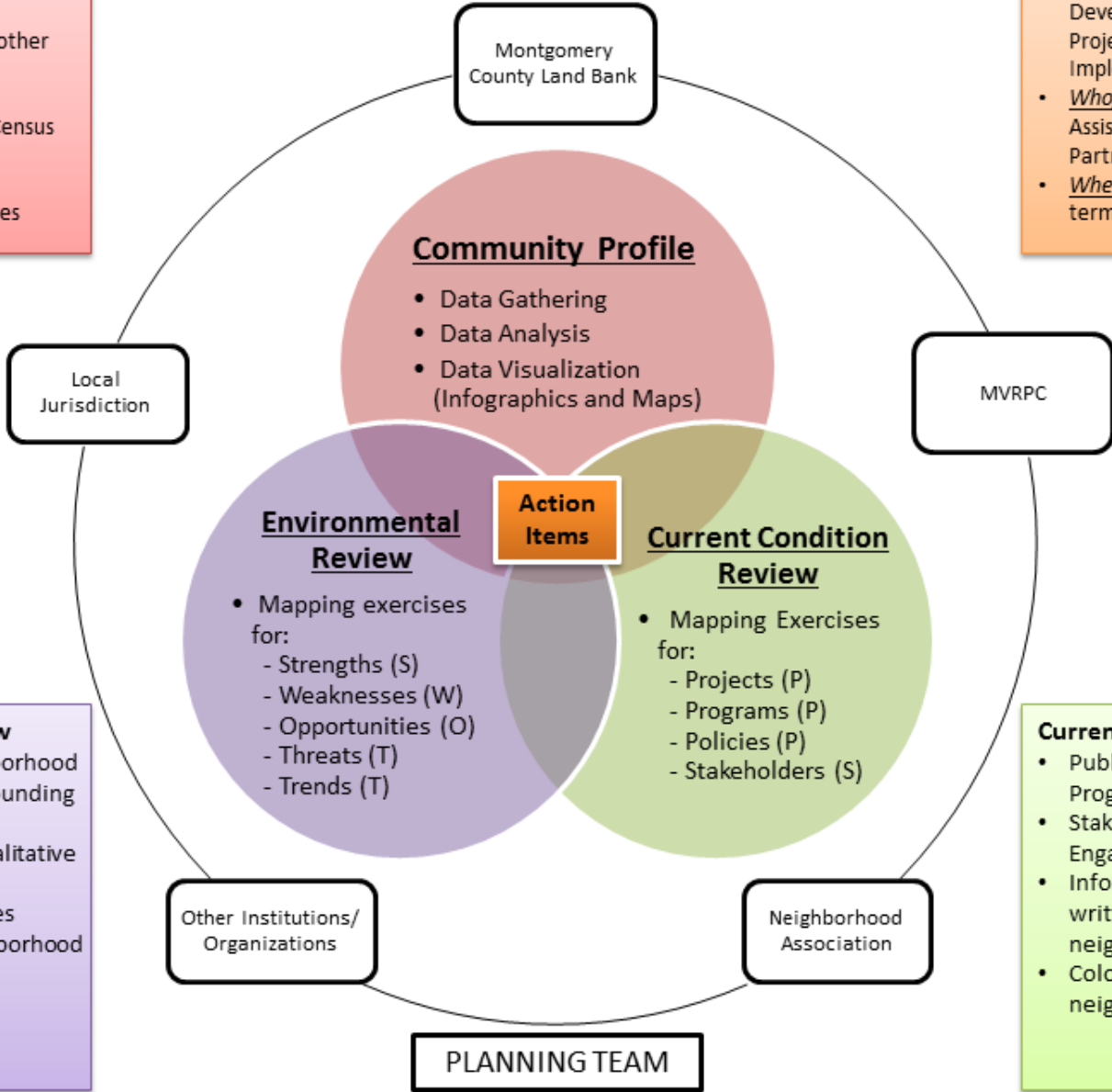
NEIGHBORHOOD ORIENTATION AND PROJECT SCOPE DEVELOPMENT

Community Profile

- Need to develop a Matrix of Data Variables and Maps
- Neighborhood level, benchmarked to the community level, and other communities
- Trends and Snapshot
- Parcel level data and Census data
- Demographics and Socioeconomic variables

Action Items

- Where: Confirm neighborhood project site
- What: Policy/Plan Development and Projects/Programs Implementation
- Who/How: Consultant Assistance and/or Existing Partners
- When: Short term and Long term

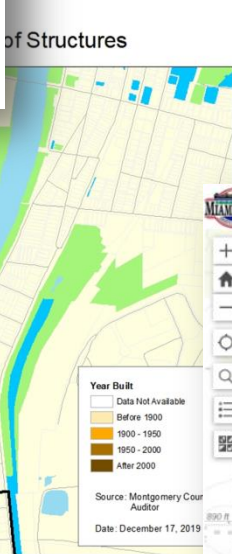
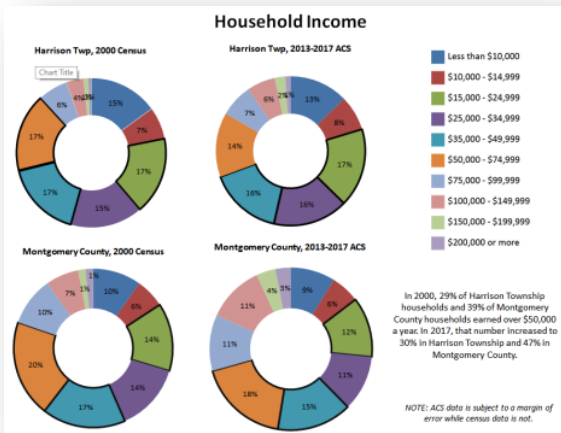


Environmental Review

- SWOTT at the neighborhood project site and surrounding areas
- Quantitative and Qualitative Information
- Information and notes written on the neighborhood map
- Colored dots on the neighborhood map

Current Condition Review

- Public and Private Projects, Programs, and Policies
- Stakeholders for Engagements
- Information and notes written on the neighborhood map
- Colored dots on the neighborhood map



Seibert Riverview Curtis Neighborhood Project

- Strong Places**: A Strong Places Exercise in Seibert Riverview Curtis
- Weak Places**: A Weak Places Exercise in Seibert Riverview Curtis
- Opportunity Places**: An Opportunity Places Exercise in Seibert Riverview

Ranking Improve Housing Stock

Go to www.menti.com and use the code 36 48 22 8

- 8 Focused code enforcement efforts and follow up
- 0 Make list of 2+ property owners in Seibert
- 4 Make list of 5+ violations in recent past
- 4 Advertise Point Program
- 6 Identify repeat code violation properties
- 7 Provide resources and assistance to homeowners
- 1 Create a porch project program-lighting

Planning and Health



Source: County Health Rankings model - University of Wisconsin Population Health Institute (2016)





Land Use & Health Workshop

Miami Valley
 June 19th, 12:30 – 4:30



A microscopic image showing several spherical COVID-19 virus particles. Each particle is covered in red, triangular-shaped surface proteins. The background is a blurred, dark, and somewhat colorful field, possibly representing a cell or tissue.

COVID-19

Coronavirus Disease 2019



**A healthy community
does not happen by
accident**





PUBLIC HEALTH

- Community Health Assessment
- Community Health Improvement Plan



PLANNING

- Comprehensive Plan
- Transportation Plan
- Land Use Plan
- Community Development Plan
- Site Plan





PLAN4Health Miami Valley



Promote and advocate “Health in All Plans and Policies”

Convene and engage partners to improve environments that are known to be key determinants of health

Lead and/or support regional and local planning efforts aimed at providing built environments that result in healthy people and communities





Understanding
Where We Are



Identifying Barriers &
Opportunities



Seeking Solutions &
Building Capacity

PLAN4Health – Miami Valley: A Planning for Health Initiative





Outcome and Output

- Projects and programs intended to promote healthy environments and communities at the regional (5+ counties) and local level.
- Not to develop a Regional Health Plan nor does it intend to duplicate planning efforts undertaken by local public health departments.
- Not a Health Equity initiative. However, this topic will be included as appropriate during each project/program.
- Anticipated outcomes and outputs include data, maps, infographics, information sharing applications, forums for knowledge and information sharing, networking opportunities, and best practices.





PLAN4HEALTH - MIAMI VALLEY

HOME // REGIONAL PLANNING // PLAN4HEALTH MIAMI VALLEY

Planning Services & Resources

Community Plans

Plan4Health Miami Valley

Regional Profiles

Going Places Initiative

A healthy community does not happen by accident. It requires a comprehensive approach covering all aspects social, physical, and economic environments. Creating environments that promote healthy behaviors and improve health outcomes in our communities requires collaboration and partnerships between planning and health professionals.

MVRPC's PLAN4Health - Miami Valley Initiative, launched in spring of 2021, aims to explore how planning can impact health outcomes across the Region. It is a multi-year effort with a focus on projects and programs intended to:

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

PLAN4Health - Miami Valley builds on work that has been done at the national level through the American Planning Association and the American Public Health Association.

A set of concrete projects that are geared towards information sharing, capacity building, and generating collaborative solutions are slated for near-, mid-, and long-term implementation.

To learn more about the PLAN4Health - Miami Valley Initiative and its future projects and programs, please see our PLAN4Health - Miami Valley Informational Brochure. For additional questions, please contact Martin Kim.



PLAN4Health Miami Valley

PLAN4Health An American Planning Association Project



PLAN4Health - Miami Valley

A Planning for Health Initiative

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Proposed Projects

PLAN4Health - Miami Valley achieves the goal of healthy people and communities through a set of projects that are geared towards information sharing, capacity building, and generating collaborative solutions. Projects are slated for near-, mid-, and long-term implementation. Additional projects may be included as the project evolves.

Three circular icons representing: Understanding Where We Are, Identifying Barriers & Opportunities, and Seeking Solutions & Building Capacity. Below them is a banner: PLAN4Health - Miami Valley: A Planning for Health Initiative

Near-Term: Understanding Where We Are

- Using the Social Determinants of Health model, the Health Environment Assessment will examine where the Region stands on key determinants of health.
The Built Environment Assessment will evaluate current conditions for active living. This assessment will identify locations to focus resources to improve active living conditions to improve health outcomes.
In collaboration with local health departments, the Community Health Assessment Mapping project will compile and map out a range of health GIS data at the sub-county level.

Mid-Term: Identifying Barriers and Opportunities

- The Plan Audit and Needs Assessment will review existing plans, such as comprehensive and land use plans, and identify barriers and opportunities for cross-sector collaboration for embedding health into the planning process.

Long-Term: Seeking Solutions and Building Capacity

- The Healthy Communities Planning Toolkit will curate resources for planners and public health professionals to help advance health outcomes throughout the Region.
Building on insights and capacity gained in earlier projects, the Healthy Communities Roundtable series will facilitate connections and seek collaborative working opportunities between health and planning professionals.



Established in 1964, the Miami Valley Regional Planning Commission promotes collaboration among communities, stakeholders, and residents to advance regional priorities. MVRPC is a forum and resource where the Board of Directors identifies priorities and develops public policy and collaborative strategies to improve quality of life throughout the Miami Valley Region. MVRPC performs various regional planning activities, including air quality, water quality, transportation, land use, research and GIS. As the designated Metropolitan Planning Organization (MPO), MVRPC is responsible for transportation planning in Greene, Miami and Montgomery Counties and parts of northern Warren County. MVRPC's areawide water quality planning designation encompasses five (5) counties: Darke, Preble plus the three MPO counties.

For questions, contact: Martin Kim, AICP, GISP, Director of Community & Regional Planning, email: mkim@mvrpc.org, t: 937.223.6323 | TTY/TDD: 800.750.0750, 10 North Ludlow St., Suite 700 | Dayton, Ohio 45402-1855, mvrpc.org





TOOL K

MIAMI VALLEY
STORY
PROJECT

TOOL A

REGIONAL
GEOGRAPHIC
INFORMATION SYSTEM

TOOL J

NATURAL RESOURCES
PRESERVATION AND
ENHANCEMENT

TOOL B

ECONOMIC
DEVELOPMENT
DATABASE DATA
SUPPORT



MIAMI VALLEY

Regional Planning Commission

**GOING PLACES
IMPLEMENTATION TOOLS**

PROGRESS UPDATES

TOOL I

SUSTAINABLE
DEVELOPMENT AND
REDEVELOPMENT

TOOL C

RETURN ON
INVESTMENT / IMPACT
ANALYSIS TOOL

TOOL H

REGIONAL
COLLABORATION
TRAINING PROGRAM

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EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP
mvrpc.org



April 1, 2021

MVRPC Launches Regional Government Job Board Exclusively for Members

MVRPC is pleased to announce the launch of MiamiValleyGovJobs.Org, a one-stop website for candidates seeking a role with a public agency in the Miami Valley. This service is provided to MVRPC member organizations at no cost. Posting your positions on MiamiValleyGovJobs.Org improves visibility of your job postings and expands your candidate pool. Each job post will be displayed with your organization's logo and a link to your website where candidates can find more information. Posting a job is easy! Click on **JOB BOARD** on the MVRPC website for step-by-step guide to post a position. MVRPC staff will ensure all postings are appropriate and current. Contact JobBoard@MVRPC.Org if you have questions.

Undesign the Redline Exhibit

The Miami Valley Regional Planning Commission (MVRPC) is an active sponsor for the Undesign the Redline Exhibit. The exhibit will be premiered at the Dayton Metro Library from August 6, 2021 to September 25, 2021. Following Dayton Metro Library, the exhibit will be featured at the University of Dayton (October 2021); Sinclair College (November 2021); and Wright State University (February 2022).

“Undesign the Redline” is an educational exhibit that traces the roots of government policies to social issues we face. The exhibit encourages discussions about race, wealth, opportunity and power, with the goal of transforming the future. The exhibit will include substantial local history and stories that show the impact of Redlining on Miami Valley families.

MVRPC's staff are participating on the exhibit steering committee; the communications subcommittee; as well as the story collection subcommittee. MVRPC staff completed story collection interviews in March.

Romero Human Rights Award Series

The Miami Valley Regional Planning Commission (MVRPC) is co-sponsoring the Romero Human Rights Award Series. The 2021 Romero Award ceremony and symposium consists of online events celebrating the perseverance and achievements of environmental and climate justice advocates. The University of Dayton will launch the four-part series on Wednesday, March 24, 2021. The award will be issued on Tuesday, April 20, 2021.

On April 7, MVRPC is moderating a 75-minute roundtable discussion entitled “A Movement Takes Flight”. The roundtable will feature environmental justice trailblazers who organized or attended the First National People of Color Environmental Leadership Summit in October 1991. The session will commemorate the 30th anniversary of the summit.

The registration links for all sessions can be accessed at go.udayton.edu/romero21.

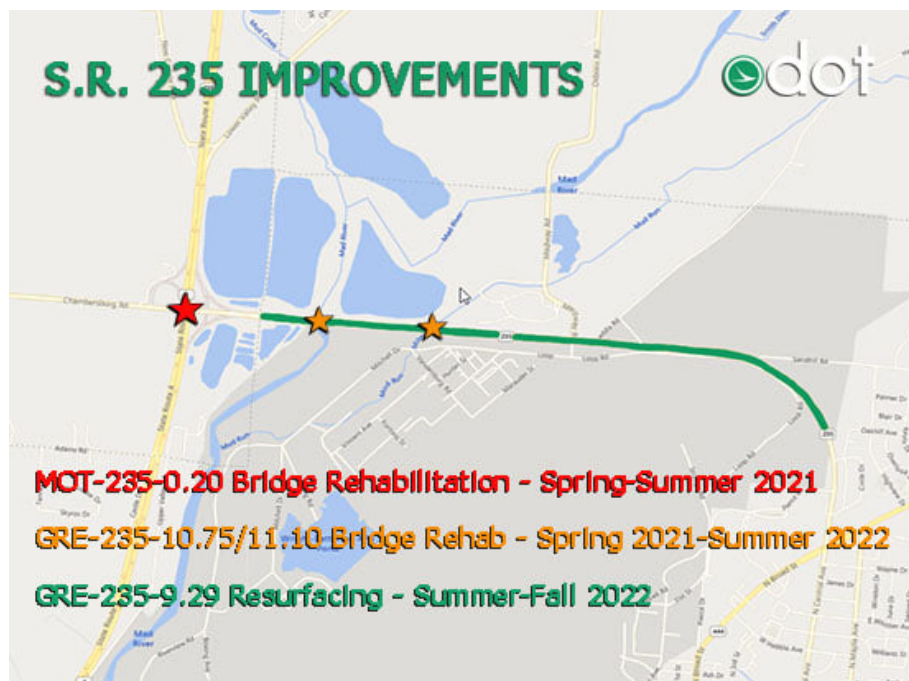
MiamiValleyRoads.org

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

S.R. 235 Bridge Repair Projects: Phase 1 has begun on three separate projects to upgrade the State Route 235 Corridor in Montgomery and Greene Counties.

Montgomery County - The State Route 235 (Chambersburg Rd.)/State Route 4 Interchange will undergo rehabilitation. The project will raise the S.R. 235 (Chambersburg Rd.) Bridge over S.R. 4, replace the driving surface and install new galvanized beams. During construction, the bridge will be closed for up to 150 days through Mid-August. There will also be several ramp closures in coordination with the construction phases. During bridge construction, traffic will be detoured via S.R. 201, I-70, and S.R. 444.

Greene County - S.R. 235 will be reduced to one lane between S.R. 4 and Medway Road, where crews will be rehabilitating the bridges over Mud Run and Mad River in Greene County. The single-lane restriction is in effect through August 2021.



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

Grants & Funding Resources

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

See more at: mvrpc.org/grant-and-funding-opportunities

This month we are featuring information on:

- Environmental Justice Small Grants Program – Deadline: May 7, 2021
- NatureWorks – Deadline: June 1, 2021

COVID-19 Funding Opportunities:

This month we are featuring information on:

- Coronavirus Relief Funds: Adult Day Service and Senior Center Provider Relief – Second Opportunity – Deadline: April 9, 2021
- Shuttered Venue Operators Grant (opening early April) – Deadline: none given

Upcoming MVRPC Meetings

All meetings are being shifted to teleconference. Please check the agency calendar on www.mvrpc.org or contact Teresa Lombardelli at Tlombardelli@mvrpc.org to find out the status of your meeting.

Apr. 1st	8:30 a.m.	Executive Committee Meeting	via Teleconference
Apr. 1st	9:00 a.m.	Board of Directors Meeting	via Teleconference
Apr. 8th	9:30 a.m.	Disaster Recovery Impacted Jurisdictions Meeting	via Teleconference
Apr. 14 th	5:00 p.m.	2050 Long Range Transportation Plan Update	via Teleconference
Apr. 15 th	9:30 a.m.	Technical Advisory Committee Meeting	via Teleconference
Apr. 16 th	10:00 a.m.	Regional Bikeways Committee	via Teleconference
Apr. 21 st	3:00 p.m.	MVRPC DRG Climate Team	via Teleconference
Apr. 27 th	2:30 p.m.	Regional Equity Initiative Meeting	via Teleconference

