



**Miami Valley Regional Planning Commission
Technical Advisory Committee (TAC) Meeting**

**Thursday, March 17, 2016
9:30 AM**

AGENDA

<u>Item</u>	<u>Topic</u>	<u>Page</u>	<u>Est. Time</u>	<u>Presenter</u>
I.	Introductions		9:30	P. Huelskamp
* II.	Approval of February 18, 2016 Meeting Minutes	1	9:33	P. Huelskamp
III.	Public Comment Period on Action Items		9:34	P. Huelskamp
IV.	RPC (REGIONAL PLANNING COMMISSION) ACTION ITEMS			
* A.	Recommended Approval of Resolution Adopting the Regional Open Space Plan	3	9:35	M. Lindsay
V.	MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS			
* A.	Recommended Adoption of Amendment to MVRPC's SFY2016-2019 Transportation Improvement Program (TIP)	7	9:40	P. Arnold
VI.	INFORMATION ITEMS			
* A.	2040 Long Range Transportation Plan Public Participation Meeting and Final Draft Congestion Management (CM) Projects	14	9:50	A. Ramirez
* VII.	EXECUTIVE DIRECTOR'S REPORT	35	9:55	B. Martin
VIII.	ADJOURNMENT		10:00	P. Huelskamp

* Attachment

**Handout

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

****THE NEXT TAC MEETING IS THURSDAY, APRIL 21, 2016****

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
TECHNICAL ADVISORY COMMITTEE
FEBRUARY 18, 2016
MINUTES**

Paul Arnold, MVRPC
Russell Bergman, City of Huber Heights
Steve Bergstresser, City of Kettering
Steve Boeder, Municipality of Germantown
Kent Bryan, CT Consultants
Joe Brzozowski, City of Dayton
Gary Burkholder, City of Brookville
Ann Burns, MVRPC
Kenneth Collier, Greene County Transit
Barry Conway, City of Franklin
Robert Cron, City of Vandalia
Bradley Daniel, MVRPC
John Davies, Washington Township
Anna Deitz, Montgomery Co. TID
Chad Dixon, City of Springboro
Frank Ecklar, Greater Dayton RTA
Andrew Fluegemann, ODOT District 8
Robert Geyer, Greene County Engineer
James Gorman, City of Clayton
Paul Gruner, Montgomery County
Jay Hamilton, Mead & Hunt

Mike Hammes, City of Moraine
Amy Havenar, City of Piqua
Dan Hoying, LJB, Inc.
Paul Huelskamp, Miami County Engineer
Aaron Lee, MVRPC
Tom Long, City of Oakwood
Brian Martin, MVRPC
Dominic Miller, City of Xenia
Richard Oaks, Oaks Engineering
Don O'Connor, City of Fairborn
Gerald Peters, Perry Township
Stephen Schultz, BWSC, Inc.
John Sliemers, City of Kettering
Nick Smith, City of Beavercreek
Christopher Snyder, Miami Township-Mont. Co.
Douglas Spittler, City of Centerville
Richard Splawinski, Montgomery Co. Engineer's
Keith Steeber, City of Dayton
Kathy Streng, DLZ Ohio, Inc.
Brock Taylor, City of Riverside
Larry Weissman, Montgomery County

I. INTRODUCTION

Chair Gruner called the meeting to order. Self-introductions were made.

II. APPROVAL OF JANUARY 21, 2016 MEETING MINUTES

Mr. Conway made a motion to approve minutes. Mr. Ecklar 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 SFY2016-2019 Transportation Improvement Program (TIP)

Mr. Arnold referred to a memo on page 4 of the mailout explaining that numerous modifications to the programming documents for various projects has resulted in the need for a TIP amendment. He referred to the project tables for each county as well as the statewide line item projects.

Mr. Arnold stated that staff does recommend adoption of this TIP amendment, and referred to a resolution on page 14 of the mailout. Mr. Gorman made a motion to recommend adoption. Mr. Peters seconded the motion. The motion passed unanimously.

B. Recommended Approval of CY2016 STP and TA Projects

Mr. Arnold referred to a memo on page 15 of the mailout as well as project tables for both STP and TA projects that are being recommended for funding. He provided background on the solicitation process which included a Public Participation meeting back on November 5th. He reviewed the 27 STP projects totaling \$17.4M as well as the 6 TA projects totaling \$1.5M. Mr. Arnold explained that upon Board approval, staff will be sending approval letters to project sponsors. The mailout also provided a table showing the projects that are not receiving funding at this time. Mr. Arnold encouraged project sponsors to work closely with their ODOT district representatives. He also requested that MVRPC be mentioned in any communications or press releases regarding these projects. Also, in an effort to inform the public about what kinds of services MVRPC provides to our member jurisdiction, he suggested that if project sponsors are already intending to provide some temporary signage at the construction site during the duration of the project, that MVRPC's logo be included. Mr. Arnold stated that staff recommends adoption of the resolution on page 26 of the mailout. Mr. Burkholder made a motion to approve. Mr. Bergstresser seconded. The motion carried.

VI. EXECUTIVE DIRECTOR'S REPORT

Mr. Martin referred to his February report on page 27 of the mailout. He reported that ODOT is investigating a "Superstreet" Design as an alternative to address the crash safety needs along Greene US35. Mr. Martin stated that a stakeholders meeting was held on Wednesday, February 17th and this concept was well received. Right-of-way needs to be acquired for a full interchange but this superstreet design could be an interim solution. Mr. Martin reported that he attended the NARC Conference in Washington DC which featured a legislative focus as well as review of the FAST ACT. It is fortunate that there is a 5 year bill; however, it is not expected to generate any additional funding. The need for a gas tax increase was also discussed. Mr. Martin shared information on the recently updated Traffic Count Viewer mapping application as well as some current grant opportunities. His report also provided a list of upcoming MVRPC meetings.

VII. ADJOURNMENT

Mr. Ecklar made a motion to adjourn. Mr. Gorman seconded the motion. The motion passed unanimously.

MEMORANDUM

To: MVRPC Board of Directors and Technical Advisory Committee
From: MVRPC Staff
Date: March 10, 2016
Subject: Regional Open Space Plan – April 2016

The **Regional Open Space Plan** is presented to the Technical Advisory Committee for consideration and to the Board of Directors for consideration and approval. The Regional Open Space Plan is the latest in a series of such documents from MVRPC (and previous agencies) stretching back to the early 1960's. As with past iterations, this document undertakes a broad effort to inventory open spaces across a (now) seven-county study area, and to categorize and assess trends in open space protection in our region. In addition, the Regional Open Space Plan employs a GIS-based analysis of current open space and other relevant, regional data to highlight priority locations for future open space protection.

Owing to the broad variety of open space categories in the GIS dataset, this report posits a broad definition of open space: "The simplest definition of an open space is a location constrained in some way from traditional residential or commercial development." So, while parks, preserves and trails are included in this rubric, so too are less obvious locations such as airfields, well fields, mineral extraction sites, schools, and cemeteries. Agricultural and conservation easements on private land also offer some form of constraint, and are included in this regional assessment as well.

To one degree or another, these open spaces confer benefits to the residents of the Miami Valley. Recreational and cultural benefits are obvious, but of equal or greater value are the ecological services of filtering water and air, protecting the buried valley aquifer, and providing habitat for native plant and animal species.

The Executive Summary chapter of the plan report is attached for review. The full text of the Regional Open Space plan can be downloaded from the MVRPC web site at the following location: <http://www.mvrpc.org/regional-planning/regional-planning-services/open-space-planning>.

Within the report, you will find information about the current open space inventory, by county and by category, and county-level maps of current open space locations. Trends in open space data are presented going back to 1993. The data-driven analysis of priority locations for future open space conservation highlights sections of the Little Miami River, Stillwater River, Mad River and Twin Creek, as well as locations such as John Bryan State Park and Englewood Reserve. Funding sources and other resources for jurisdictions are presented in the "How to Use This Document" chapter. A public participation summary is provided in the document Appendix.

Staff would like to thank the Greater Dayton Partners for the Environment and specifically the Land Team for consistent participation throughout the inventory and plan development processes. Comments provided in the past month also greatly strengthened this final report.

I. Executive Summary

The simplest definition of an open space is a location constrained in some way from traditional residential or commercial development.

Open space in the Miami Valley confers many benefits to our Region's residents. There are the easily apparent recreational opportunities from active sports to passive enjoyment of nature available at parks, within preserves and along our trails. Open spaces as broadly defined (above) also provide natural benefits in the form of critical ecological services: plant and animal habitat for native species, filtering of air and water, and protection of ground water – the source for drinking water for 99 percent of Miami Valley residents.



This report is the latest in a long line of Open Space assessments and plans developed by the Miami Valley Regional Planning Commission and prior agencies since 1963. By some quantitative metrics, the outcomes of these 52 years of open space planning have been a success. As the report details, designated open space (all categories) now represents roughly eight percent of the land area of the Miami Valley. Open Space per capita is also at an all-time high, though unevenly distributed throughout the Region.

Qualitatively, however, one core purpose of open space planning – to contain the spread of urban sprawl through shaping, managing and softening development – has not been achieved. As other reports from MVRPC have demonstrated, the spread of the urbanized area has continued on a steady march outward from the core city of Dayton, consuming farmland and enclosing streams. The resulting spread of hardscape development (roads, parking lots, buildings) and the accompanying transportation and utility infrastructure, even as population

regionally has held steady, strains community resources. With roughly the same population as in 1970 spread over 83 percent more urbanized area, services like fire and police protection, water and sewer, road maintenance and education must be supported by fewer taxpayers per square mile in many parts of the Region. Even in rapidly growing suburban communities, many local jurisdictions are finding it difficult to fund necessary expansion and maintenance of essential services and



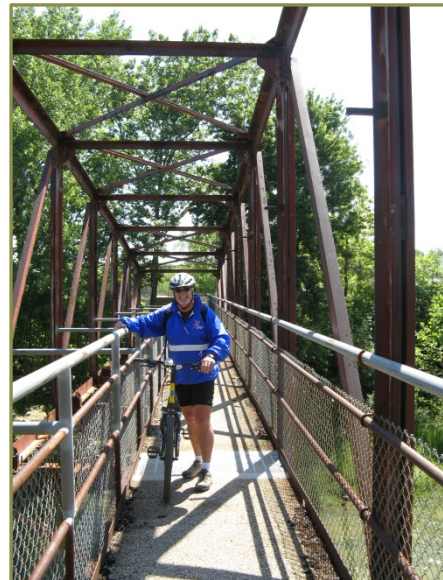
infrastructure.

This report identifies which specific parts of the Region contain high-value open spaces that should be protected to protect water and groundwater, provide recreation, preserve farmland, increase open-space connectivity, and support biodiversity. The report also addresses, from an alternative direction, the need for the Miami Valley to develop more thoughtfully on a macro level so that development reflects the needs of a Region with a stable population, and that development is both environmentally and fiscally sustainable. While it may be true that one person's sprawl is another person's development, it is also true that development adjacent to existing infrastructure usually creates fewer new costs than green field development that requires new roads, sewers, utilities and expansion of safety services.

The tools available to protect open spaces and preserve farmland are different in the rural and urban contexts. Rural landscapes not imminently threatened with commercial or residential development are well suited to a farmland preservation approach. These tools, agricultural or conservation easements have the added strength of keeping the land in private hands, and productively engaged in agriculture while still precluding urban development land uses. Within the urbanized areas of the Region open space conservation, including park development and management, are preferred so that natural and recreational opportunities are provided in locations with high accessibility for users.

Current fiscal realities, including the loss of significant amounts of state funding for local government, the out migration of population and employers and the reluctance of voters to support some local funding initiatives speak to the need for a renewed effort to protect open space, preserve farmland, and to develop more rationally.

This report and plan offers all Miami Valley jurisdictions approaches to management of development from a perspective of open space. Used in concert with other tools that manage development patterns and development form, this plan has the potential to assist communities in reaching their goals.



RESOLUTION ADOPTING THE REGIONAL OPEN SPACE PLAN – APRIL 2016

WHEREAS, the Miami Valley Regional Planning Commission is the Designated Planning Agency (DPA) for Water Quality Management Planning within the Miami Valley Region pursuant to Section 208 of the Federal Water Pollution Control Act Amendments of 1972 (P.L. 92-500) and 1977 (P.L. 95-217); and

WHEREAS, among the many environmental benefits of open space are filtration of air and water, protection of ground water resources, and habitat for native plant and animal species; and

WHEREAS, among the many societal benefits of open space are recreational and cultural opportunities for residents of the Miami Valley; and

WHEREAS, open space conservation serves to protect and enhance both urban and rural landscapes; and

WHEREAS, MVRPC, in partnership with the Greater Dayton Partners for the Environment and other interested parties from across the Region, has undertaken to update the regional inventory of open spaces and to develop a Regional Open Space Plan on the basis of that data; and

WHEREAS, the draft Regional Open Space Plan was the subject of an appropriate Public Participation process and thirty-day comment period.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts the **Regional Open Space Plan – April 2016**.

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

Brian O. Martin, AICP
Executive Director

Carol Graff, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date

MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: March 10, 2016
Subject: SFY2016-SFY2019 Transportation Improvement Program (TIP) Amendment #9

Over the last few months MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for an SFY2016-SFY2019 TIP amendment. The attached TIP Tables 4.1 and 4.3 reflect the updated information for each specific project. Modifications to Statewide Line Item projects are shown on Table 4.6 and are provided for information only. A TIP terminology explanation chart of key abbreviations used in the highway/bikeway tables precedes Table 4.1. A resolution adopting the proposed TIP amendment is attached for your review and consideration.

These TIP amendments will not affect the regional air quality emission analysis.

The MVRPC staff recommends your approval.

Attachments:

- (1) TIP Abbreviation Table
- (2) Amended MVRPC TIP tables: 4.1 and 4.3.
- (3) Statewide Line Item Project table 4.6 (For information only)
- (4) Resolution Adopting Amendments to the SFY2016-2019 TIP

EXPLANATION OF ABBREVIATIONS USED IN TABLES 4.1 – 4.8

Project I.D.

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

PID

ODOT "Project Identification Number"

Air Quality Status

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

Phase of Work

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

LRTP Goal

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

FUND CODES, DESCRIPTION AND TYPICAL FUNDING SPLIT

Federal Allocation of ODOT or County Engineer Association Controlled Funds

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

Federal Allocation of MVRPC Funds

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

Other Funding Sources

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

Table 4.1 RECOMMENDED SFY2016-SFY2019 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Greene County Projects

		COUNTY, ROUTE, SECTION, LOCATION AND TERMINI			TOTAL COST (000)	PROJECT SPONSOR	COMMENTS			
MVRPC #	1696.3	GRE042-11.23 US 42 from the north corp. line of Xenia to the Clark County line-Resurfacing and pavement repair.			\$983	ODOT District-8	Project cancelled and will be removed from the TIP. Work limits from this project added to PID 96533.			
ODOT PID #	84611									
Let Type:	Traditional									
A.Q.	Exempt									
LRTP Goal	G2-2									
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	STATE				\$105				
	CON	NHPP						\$7		
	CON	STATE						\$176		
	CON	STD						\$695		
MVRPC #	1812.7	GRE068-09.43 In the City of Xenia: Detroit St. from Home Ave. to Church St.-Road diet to provide dedicated on-street bicycle facilities, new signals at Main and Church, high intensity activated crosswalk near Market St., flasher beacons with median refuge near Hill St., redesign SB right turn at Church, remove Detroit			\$1,838	ODOT District-8	Added Local construction funds to reflect changes in Ellis.			
ODOT PID #	101212									
Let Type:	Traditional									
A.Q.	Exempt									
LRTP Goal	G2-1									
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	HSIP		\$98						
	ENG	STATE		\$177						
	CON	HSIP			\$1,299					
	CON	LOCAL			\$120					
	CON	STATE			\$144					
MVRPC #	1762.3	GRE675-00.00 I-675 from the Montgomery/Greene County Line to approximately 4,600' west of North Fairfield Road-Resurfacing and pavement repair. Project also includes bridge overlays, approach slabs, and joint work on mainline and overhead bridges within these limits.			\$17,278	ODOT District-8	Increased Federal and State construction funds to reflect changes in Ellis.			
ODOT PID #	94254									
Let Type:	Traditional									
A.Q.	Exempt									
LRTP Goal	G2-2									
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	NHPP			\$640					
	ENG	STATE			\$160	\$166				
	CON	NHPP					\$14,681			
	CON	STATE					\$1,631			

Table 4.3 RECOMMENDED SFY2016-SFY2019 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)

Montgomery County Projects

		COUNTY, ROUTE, SECTION, LOCATION AND TERMINI			TOTAL COST (000)	PROJECT SPONSOR	COMMENTS			
MVRPC #	074.3	MOT070-00.00 I-70 from the Preble/Montgomery County Line to SR49-Microsurfacing.			\$998	ODOT District-7	Decreased Federal and State construction funds to reflect changes in Ellis.			
ODOT PID #	75941									
Let Type:	Traditional									
A.Q.	Exempt									
L RTP Goal	G2-2									
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	STATE	\$167							
	CON	IM			\$748					
	CON	STATE			\$83					

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

		COUNTY, ROUTE, SECTION, LOCATION AND TERMINI			TOTAL COST (000)	PROJECT SPONSOR	COMMENTS			
MVRPC #	1795.5	CLI/GRE/PRE - Culverts FY18 - SLI-032 SR 133 north of Irvin Rd., SR 343 west of SR 370 and US 127 south of Old Camden Pike-Replace culverts.; US 42 east of Stover Drive-Pave invert for small culvert.			\$824	ODOT District-8	Decreased Federal and State construction funds to reflect changes in Ellis.			
ODOT PID #	94208									
Let Type:	Traditional									
A.Q.	Exempt									
L RTP Goal	G2-2									
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	STATE	\$256							
	ROW	STATE	\$57							
	CON	STATE				\$102				
	CON	STD				\$409				

MVRPC #	1677.4	D07 - FDPM FY16 - SLI-032 Districtwide-Fast Dry Pavement Marker Program.			\$2,098	ODOT District-7	Increased State construction funds to reflect changes in Ellis.			
ODOT PID #	99013									
Let Type:	Traditional									
A.Q.	Exempt									
L RTP Goal	G2-2									
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	STATE	\$23							
	CON	STATE		\$2,075						

MVRPC #	1875.4	D07/D08 - LG FY18/19 - SLI-012 Districtwide-Highway lighting maintenance project construction.			\$2,884	ODOT District-7	New project.			
ODOT PID #	102777									
Let Type:	Traditional									
A.Q.	Exempt									
L RTP Goal	G2-2									
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	STATE		\$129						
	CON	STATE				\$2,755				

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

		COUNTY, ROUTE, SECTION, LOCATION AND TERMINI			TOTAL COST (000)	PROJECT SPONSOR	COMMENTS			
MVRPC #	1873.3	D08 - GPS FY2019 - SLI-032 District wide including routes in Butler and Preble Counties and US 42 from the north corp. line of Xenia to the Clark County Line-Preventive maintenance/resurfacing.			\$2,773	ODOT District-8	New project.			
ODOT PID #	96533									
Let Type:	Traditional									
A.Q.	Exempt									
LRTP Goal	G2-2									
	PHASE	FUND	PRIOR	SFY2016	SFY2017	SFY2018	SFY2019	Future		
	ENG	STATE		\$38						
	CON	NHPP					\$641			
	CON	STATE					\$547			
	CON	STD					\$1,547			

**RESOLUTION AMENDING THE
SFY2016-SFY2019 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

WHEREAS, the SFY2016-SFY2019 Transportation Improvement Program was adopted on May 7, 2015; and

WHEREAS, MVRPC and ODOT have made numerous modifications to the programming documents for various projects resulting in the need for a SFY2016-SFY2019 TIP amendment; and

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

WHEREAS, this TIP amendment will not affect the regional air quality emission analysis of the SFY2016-SFY2019 TIP; and

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

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

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts **Amendment #9** to the SFY2016-SFY2019 Transportation Improvement Program as shown on the attached TIP Tables.

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

Brian O. Martin, AICP
Executive Director

Carol Graff, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date



Regional Planning Commission

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MEMORANDUM

To: Technical Advisory Committee, Board of Directors
From: MVRPC Staff
Date: March 7, 2016
Subject: 2040 Long Range Transportation Plan Public Participation Meeting and Final Draft Congestion Management (CM) Projects

The Miami Valley Regional Planning Commission (MVRPC) will hold a final Public Participation Meeting to present the Final Draft 2040 Long Range Transportation Plan and to solicit comments from the general public and special interest groups. The Public Participation Meeting will be held on:

Wednesday, April 6, 2016
Miami Valley Regional Planning Commission
10 North Ludlow Street – Suite 700
Courthouse Square
4:00 p.m. – 6:00 p.m.

Also enclosed, the Final Draft Congestion Management Projects for your review. Projects costs have been inflated to Year of Expenditure using the FY 2016 U.S. Office of Management and Budget U.S. Budget Economic Assumptions for Consumer Price Index for FY 2019 and beyond of 2.3 percent per year.

Following the public comment period (March 15-April 12), the 2040 Long Range Transportation Plan will be adopted by the MVRPC Board of Directors at its May 2016 meeting.

Attachments:

- (1) Final Draft 2040 Long Range Transportation Plan Congestion Management Projects

Final Draft Congestion Management Projects
(Cost is in Millions of 2015 / Year of Expenditure Dollars)

5 GRE	I-675 / Grange Hall Road	Feasible: 2031-2035	Mileage: NA	Cost: \$24.37 / \$38.49	Proposed: Yes	TIP: No
Add full movements at Grange Hall Road interchange.						
9A GRE	US 35 — Phase I	Feasible: 2021-2025	Mileage: 1.50	Cost: \$82.80 / \$104.54	Proposed: Yes	TIP: YP
Eliminate the existing at grade intersections at Factory Road, Alpha Road and, Orchard Lane and replace them with full access interchange at Factory Road. Preliminary engineering is partially funded in the SFY 2016-2019 TIP.						
9B GRE	US 35 — Phase II	Feasible: 2021-2025	Mileage: 1.00	Cost: \$24.60 / \$31.06	Proposed: Yes	TIP: YP
Eliminate the existing at grade intersection at Trebein/Valley Road and replace with full access interchanges at Trebein/Valley Road. Preliminary engineering is partially funded in the SFY 2016-2019 TIP.						
9C GRE	Shakertown Road	Feasible: 2016-2020	Mileage: NA	Cost: \$3.41 / \$3.41	Proposed: Yes	TIP: NF
Relocation and extension of Shakertown Road and realignment of Alpha Bellbrook Road to intersect Shakertown Road, west of Factory Road to eliminate the intersection of Shakertown Road and US 35.						
10A GRE	US 42	Feasible: 2026-2030	Mileage: 1.40	Cost: \$3.75 / \$4.73	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Stevenson Road to Bickett Road.						
10B GRE	US 42	Feasible: 2026-2030	Mileage: 0.62	Cost: \$1.65 / \$2.08	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Bickett Road to Hickman Road.						
10C GRE	US 42	Feasible: 2036-2040	Mileage: 0.98	Cost: \$2.60 / \$4.11	Proposed: Yes	TIP: No
Upgrade to standard 2-lane width from Hickman Road to Nash/Charleton Road.						
10D GRE	US 42	Feasible: 2026-2030	Mileage: 1.57	Cost: \$5.33 / \$6.73	Proposed: Yes	TIP: No
Widen US 42 from Church Street to Stevenson Road from 2 to 3 lanes.						
17B GRE	SR 72	Feasible: 2026-2030	Mileage: 4.20	Cost: \$4.04 / \$5.10	Proposed: Yes	TIP: No
Widen at intersections, safety upgrades and roadway realignment as needed from north of Klontz Road to one mile north of Federal Road.						
21 GRE	SR 235	Feasible: 2026-2030	Mileage: 1.00	Cost: \$3.90 / \$4.92	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from I-675 to Byron Road.						
24A GRE	SR 444	Feasible: 2016-2020	Mileage: 0.60	Cost: \$1.75 / \$1.75	Proposed: Yes	TIP: Yes
Widen from 2 to 3 lanes from Sandhill Road to I-675.						

Final Draft Congestion Management Projects
(Cost is in Millions of 2015 / Year of Expenditure Dollars)

24B GRE SR 444 — Phase III

Feasible: 2026-2030 Mileage: 1.00 Cost: \$3.80 / \$4.80 Proposed: Yes TIP: No
 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 II

Feasible: 2021-2025 Mileage: 1.10 Cost: \$4.70 / \$5.93 Proposed: Yes TIP: No
 Narrow the roadway to 3 lanes and install bike lanes and access management techniques from Dayton Drive to Central Avenue.

32A GRE Bickett Road

Feasible: 2026-2030 Mileage: 1.25 Cost: \$17.68 / \$22.32 Proposed: Yes TIP: No
 Relocate from just north of Little Miami Scenic Trail to just north of Wilberforce-Switch Road; including a roundabout at the Campus Drive/US 42 intersection, an extension of Brush Row Road to Wilberforce-Switch Road, and a roundabout at the new intersection.

34C GRE Dayton Drive

Feasible: 2016-2020 Mileage: 0.29 Cost: \$1.20 / \$1.20 Proposed: Yes TIP: Yes
 Widen from 2 to 3 lanes from SR 235 to Maple Avenue.

39A GRE Dayton-Xenia Road

Feasible: 2016-2020 Mileage: 1.50 Cost: \$3.58 / \$3.58 Proposed: Yes TIP: Yes
 Widen from E. Lynn Drive to Woods Drive to provide a center two way left turn lane, add sidewalks along both sides of the roadway, install curb and gutter and storm sewer improvement, possibly add on-street parking.

39B GRE Dayton-Xenia Road

Feasible: 2016-2020 Mileage: 1.50 Cost: \$3.79 / \$3.79 Proposed: Yes TIP: Yes
 Widen from 2 to 3 lanes from Woods Drive to Wallaby Drive to provide a center two-way left turn lane. In addition, the project will add an 8' wide sidepath on both sides of the roadway, improved shoulders, and installation of curb and gutter and storm sewer improvements.

48 GRE Grange Hall Road / Shakertown Road

Feasible: 2016-2020 Mileage: NA Cost: \$1.40 / \$1.58 Proposed: Yes TIP: No
 Improve intersection by adding left and right turn lanes and installing a signal.

50 GRE Garland Extension - West

Feasible: 2036-2040 Mileage: 0.70 Cost: \$3.00 / \$4.74 Proposed: Yes 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: 2.30 Cost: \$6.90 / \$8.71 Proposed: Yes TIP: No
 Widen from Kemp Road to Southview Drive and SR 835 to Patterson Road from 2 lanes to 3 lanes and add pedestrian and bicycle amenities; bikeway from SR 835 to Patterson is currently funded.

54D GRE Hawkins-Schoolhouse Road

Feasible: 2031-2035 Mileage: 0.40 Cost: \$1.03 / \$1.63 Proposed: Yes TIP: No
 Widen Hawkins-Schoolhouse Road from Fairground Road to western terminus from 2 to 3 lanes with turning lanes to serve as the future extension of Progress Drive.

54E GRE Hollywood Boulevard Extension

Feasible: 2026-2030 Mileage: 0.40 Cost: \$1.44 / \$1.82 Proposed: Yes TIP: No
 Extend Hollywood Boulevard as 2 lanes with turn lanes from western terminus to Fairground Road; include traffic signals at Fairground Road.

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58C GRE	Kemp Road	Feasible: 2016-2020	Mileage: 0.45	Cost: \$1.84 / \$1.84	Proposed: Yes	TIP: NF
Widen from 2 to 3 lanes from Grange Hall Road to Meadowcourt Road.						
58D GRE	Kemp Road	Feasible: 2021-2025	Mileage: 1.00	Cost: \$2.40 / \$3.03	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from N. Fairfield Road to Hidden Woods Boulevard.						
58E GRE	Kemp Road	Feasible: 2026-2030	Mileage: 1.55	Cost: \$3.56 / \$4.50	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Meadowcourt Drive to Gerspacher Road, then transition to meet existing 5 lane section at N. Fairfield Road.						
66C GRE	New Germany-Trebein Road	Feasible: 2026-2030	Mileage: 0.35	Cost: \$1.80 / \$2.27	Proposed: Yes	TIP: No
Widen from 3 to 5 lanes from Lillian Lane to Big Woods Drive.						
70B GRE	Progress Drive Extension-North	Feasible: 2031-2035	Mileage: 1.00	Cost: \$3.57 / \$5.64	Proposed: Yes	TIP: No
Extend Progress Drive from Dayton-Xenia Road to Hawkins Schoolhouse Road as 3 lanes.						
74 GRE	Shakertown Road	Feasible: 2031-2035	Mileage: 3.80	Cost: \$12.00 / \$18.95	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from County Line Road to relocated Shakertown Road, see project 9A.						
78C GRE	Trebein Road	Feasible: 2036-2040	Mileage: 2.00	Cost: \$6.20 / \$9.79	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Dayton-Yellow Springs Road to Xenia Drive; add bike and pedestrian facilities, widen culverts, and improve safety of vertical and horizontal curves.						
340A GRE	US 42 Access Road	Feasible: 2021-2025	Mileage: 1.00	Cost: \$3.73 / \$4.71	Proposed: Yes	TIP: No
Extend Regency Drive from Country Club Drive to US 42 as 2 lanes; including connecting Regency Drive with Wilson Drive and Marshall Drive.						
343 GRE	US 42 / East Church Street	Feasible: 2016-2020	Mileage: NA	Cost: \$1.44 / \$1.44	Proposed: Yes	TIP: Yes
Reconstruct a skewed intersection into a perpendicular intersection with a new traffic signal.						
344 GRE	Sheelin / Massie Drive Connector	Feasible: 2021-2025	Mileage: 0.38	Cost: \$1.44 / \$1.82	Proposed: Yes	TIP: No
Extend 2 lanes of Sheelin Drive across US 35 from Reid Avenue to June Drive; including traffic signals at W. Main Street.						
345 GRE	Industrial Boulevard Extension	Feasible: 2021-2025	Mileage: 0.47	Cost: \$0.93 / \$1.17	Proposed: Yes	TIP: No
Extend as 3 lanes from its northern terminus at Lower Bellbrook Road to W. Second Street.						
407 GRE	I-675	Feasible: 2026-2030	Mileage: NA	Cost: \$0.50 / \$0.63	Proposed: Yes	TIP: No
Feasibility study to construct new interchange on I-675 in the vicinity of Shakertown Road to improve job access to land in Beaver Creek and Kettering.						

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411 GRE	North Fairfield Road	Feasible: 2021-2025	Mileage: 1.00	Cost: \$3.30 / \$4.17	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Shakertown Road to Indian Ripple Road.						
414 GRE	Funderburg Road	Feasible: 2031-2035	Mileage: 1.30	Cost: \$3.40 / \$5.37	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Colonel Glenn Road to Dayton Yellow Springs Road.						
415 GRE	Garland Avenue Extension	Feasible: 2036-2040	Mileage: 0.90	Cost: \$4.50 / \$7.11	Proposed: Yes	TIP: No
Extend as 2 lanes from Trebein Road to SR 235.						
417 GRE	Schwerman Drive	Feasible: 2036-2040	Mileage: 1.00	Cost: \$2.70 / \$4.26	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Adams Street to SR 444; including improvements to the Sandhill Road intersection.						
418 GRE	Beaver Valley Road Extension	Feasible: 2031-2035	Mileage: 0.30	Cost: \$1.50 / \$2.37	Proposed: Yes	TIP: No
Extension of Beaver Valley Road to bypass intersection of Dayton-Xenia Road with Factory Road.						
425 GRE	Upper Bellbrook Road	Feasible: 2021-2025	Mileage: 0.38	Cost: \$1.44 / \$1.82	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Colorado Drive to Progress Drive; including a pedestrian path.						
426 GRE	Greene County Industrial Park Road Extension	Feasible: 2021-2025	Mileage: 0.41	Cost: \$1.76 / \$2.22	Proposed: Yes	TIP: No
Extend 3-lane road from Greene County Industrial Park south of US 35 By-pass to US 68; including appropriate turning lanes on US 68.						
431 GRE	Valley Springs Connector Road	Feasible: 2021-2025	Mileage: 0.82	Cost: \$2.50 / \$3.16	Proposed: Yes	TIP: No
Provide a three lane connector road from Orchard Lane to the proposed Valley Road / US 35 interchange.						
433 GRE	US 35	Feasible: 2026-2030	Mileage: 1.00	Cost: \$9.00 / \$11.36	Proposed: Yes	TIP: No
Reconfigure the US 35 and Business 35 interchange located on the west side of Xenia for safety and operational purposes.						
434 GRE	West Main Street / Hospitality Drive	Feasible: 2016-2020	Mileage: 0.20	Cost: \$0.79 / \$0.79	Proposed: Yes	TIP: Yes
Construction of a "T" intersection at By-pass 35 and US 35 along with the construction of a traffic signal at the intersection of Hospitality Dr. and W. Main St. to allow for all turning movements.						
443 GRE	Indian Ripple Road	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Widening from 3 to 5 lanes from Darst to Grange Hall Roads and widening from 2 to 3 lanes from Grange Hall to N. Fairfield Roads and extension of sidepath system from Darst to N. Fairfield Roads.						
451 GRE	Fairborn Schools Street Upgrades	Feasible: 2021-2025	Mileage: 2.00	Cost: \$5.20 / \$6.57	Proposed: Yes	TIP: No
Widening Garland and Trebein Roads from 2 to 3 lanes, and adding turn lanes on Commerce Center for future school expansion on the adjacent property.						

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452 GRE	Maple Avenue — Phase II	Feasible: 2021-2025	Mileage: 1.10	Cost: \$2.90 / \$3.66	Proposed: Yes	TIP: No
Widen from 2 lanes to 3 and add bike lanes from Doris Drive to Dayton-Yellow Springs Road.						
453 GRE	Kauffman Avenue	Feasible: 2026-2030	Mileage: 2.00	Cost: \$5.20 / \$6.57	Proposed: Yes	TIP: No
Left turn lanes and right turn drop lanes will be added at intersections from National Road to Colonel Glenn Highway.						
454 GRE	Garland Avenue Bike Path	Feasible: 2021-2025	Mileage: 1.05	Cost: \$0.92 / \$1.16	Proposed: Yes	TIP: No
Install a bike path on City-owned property from the proposed bike lanes on Maple Avenue to the existing path on Garland near I-675.						
455 GRE	Van Eaton Road / Hedges Road Intersection	Feasible: 2036-2040	Mileage: NA	Cost: \$1.32 / \$2.08	Proposed: Yes	TIP: No
Intersection re-alignment to eliminate offset intersection.						
456 GRE	East Main Street / North Patton Street / Jasper Road	Feasible: 2031-2035	Mileage: NA	Cost: \$1.67 / \$2.64	Proposed: Yes	TIP: No
Reconstruct a five (5) point intersection with a roundabout.						
89A MIA	I-75 — Phase I	Feasible: 2031-2035	Mileage: 2.89	Cost: \$41.15 / \$64.98	Proposed: Yes	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: 2036-2040	Mileage: 4.04	Cost: \$37.75 / \$59.61	Proposed: Yes	TIP: No
Rehabilitate and widen from 4 to 6 lanes from 0.42 miles north of CR 15 (Piqua Troy Road) to CR 25A.						
92B MIA	US 36 Reconstruction	Feasible: 2036-2040	Mileage: 0.70	Cost: \$5.75 / \$9.08	Proposed: Yes	TIP: No
Reconstruction and widening from 2 to 3 lanes and upgrade from rural cross section to urban cross section with curb and gutter and utility upgrades from Sunset Drive to RM Davis Parkway.						
96 MIA	SR 41	Feasible: 2021-2025	Mileage: 0.60	Cost: \$2.03 / \$2.56	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from just west of Kings Chapel Drive to Washington Road.						
98 MIA	SR 48	Feasible: 2031-2035	Mileage: 1.30	Cost: \$8.00 / \$12.63	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes beginning at Pinewood Drive, going south to the Montgomery County line; improve the intersections at Frederick-Garland Rd and Emerick Road.						
103 MIA	Commerce Boulevard — Phase III	Feasible: 2026-2030	Mileage: 0.60	Cost: \$3.60 / \$4.55	Proposed: Yes	TIP: No
Extend Commerce Center Boulevard from its eastern terminus to intersect SR 718 at Barnhard Road.						
105A MIA	County Road 25A	Feasible: 2016-2020	Mileage: 0.70	Cost: \$4.30 / \$4.30	Proposed: Yes	TIP: Yes
Widen from 2 to 4/5 lanes from SR 571 to Michaels Road.						

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105B MIA	County Road 25A — Phase V	Feasible: 2031-2035	Mileage: 1.51	Cost: \$6.04 / \$9.54	Proposed: Yes	TIP: No
Widen from 2 to 4/5 lanes from the Montgomery County line to Evanston Road.						
105C MIA	County Road 25A	Feasible: 2016-2020	Mileage: 0.50	Cost: \$3.05 / \$3.05	Proposed: Yes	TIP: Yes
Widen from 2 to 4/5 lanes from Michaels Road to Evanston Road to coordinate with Miami County project 105B and Montgomery County project 272B.						
108 MIA	Donn Davis Way Connection	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.30 / \$6.79	Proposed: Yes	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: 2021-2025	Mileage: 1.82	Cost: \$4.90 / \$6.19	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from CR 25A to Tipp-Canal Road; including a proposed bike/pedestrian crossing over I-75 (attached to existing overpass) and construction of either an on- or off-street bike/pedestrian path.						
113 MIA	Experiment Farm Road	Feasible: 2031-2035	Mileage: 0.33	Cost: \$1.56 / \$2.46	Proposed: Yes	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: 2021-2025	Mileage: 0.33	Cost: \$1.75 / \$2.21	Proposed: Yes	TIP: No
Realign the offset intersection.						
121 MIA	McKaig Road	Feasible: 2021-2025	Mileage: 1.40	Cost: \$2.02 / \$2.55	Proposed: Yes	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 / \$1.70	Proposed: Yes	TIP: No
Realign Washington Road to intersect Wilson Road at McKaig Road.						
351 MIA	SR 571	Feasible: 2021-2025	Mileage: 1.50	Cost: \$7.50 / \$9.47	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Main Street to Davis Road; including intersection and signal improvements at Stone Meadows Boulevard.						
354 MIA	Railroad Overpass / New Connector Road	Feasible: 2036-2040	Mileage: 0.70	Cost: \$8.00 / \$12.63	Proposed: Yes	TIP: No
Construct new 2/3 lane roadway from Donn Davis Way to North Third Street in Tipp City; including a railroad grade separation at the CSX railroad line.						
371 MIA	SR 41	Feasible: 2021-2025	Mileage: 0.51	Cost: \$1.13 / \$1.43	Proposed: Yes	TIP: No
Widen from 5 to 7 lanes from Experiment Farm Road to I-75.						
501 MIA	Tipp-Cowlesville Road	Feasible: 2021-2025	Mileage: 1.31	Cost: \$3.50 / \$4.42	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Crane Road to CR 25A.						

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503A MIA	Statler Road — Phase I	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Reconstruction and widening from 2 to 3 lanes and upgrade from rural cross section to urban cross section with curb and gutter and utility upgrades from the Great Miami River to I-75 (west side).						
503B MIA	Statler Road — Phase II	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.60 / \$7.26	Proposed: Yes	TIP: No
Reconstruction and widening from I-75 to Troy-Sidney Road to industrial development standards with curb and gutter and utility extensions.						
506A MIA	Garbry Road — Phase I	Feasible: 2026-2030	Mileage: 0.90	Cost: \$4.60 / \$5.81	Proposed: Yes	TIP: No
Reconstruction and widening from 2 lanes to 3 lanes and upgrade from rural cross section to urban cross section with curb and gutter, sidewalks, and utility upgrades from CSX Railroad Crossing to Kienle Drive.						
506B MIA	Garbry Road — Phase II	Feasible: 2026-2030	Mileage: 0.50	Cost: \$2.30 / \$2.90	Proposed: Yes	TIP: No
Reconstruction, widening, and upgrade from rural cross section to urban cross section with curb and gutter, sidewalks, and utility upgrades from Kienle Drive to US 36.						
506C MIA	Looney Road / Garbry Road Intersection	Feasible: 2016-2020	Mileage: NA	Cost: \$1.63 / \$1.63	Proposed: Yes	TIP: Yes
Construction of a roundabout at the intersection of Garbry Road and Looney Road.						
507 MIA	Swailes Road Extension	Feasible: 2036-2040	Mileage: 0.70	Cost: \$1.35 / \$2.13	Proposed: Yes	TIP: No
New roadway extension from the western termini of Swailes at Nashville to Wilson Road at SR 55.						
508A MIA	Peters Road — Phase I	Feasible: 2026-2030	Mileage: 0.41	Cost: \$1.24 / \$1.57	Proposed: Yes	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 / \$3.10	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Premwood Road to Swailes Road.						
509A MIA	Northern Connector — Phase I	Feasible: 2036-2040	Mileage: 1.30	Cost: \$3.49 / \$5.51	Proposed: Yes	TIP: No
New 3-lane roadway from CR 25A to Troy-Sidney Road.						
509B MIA	Northern Connector — Phase II	Feasible: 2036-2040	Mileage: 1.70	Cost: \$3.60 / \$5.69	Proposed: Yes	TIP: No
New 3 lane roadway from Troy Sidney Road to Troy Urbana Road.						
509C MIA	Northern Connector — Phase III	Feasible: 2036-2040	Mileage: 1.68	Cost: \$3.94 / \$6.22	Proposed: Yes	TIP: No
New 3 lane roadway from Troy Urbana Road Crossing SR 55 to SR 202.						
512A MIA	Eldean Road — Phase I	Feasible: 2021-2025	Mileage: 1.20	Cost: \$3.00 / \$3.79	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Experiment Farm Road to CR 25A.						

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512B MIA	Eldean Road — Phase II	Feasible: 2026-2030	Mileage: 1.03	Cost: \$2.57 / \$3.24	Proposed: Yes	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 / \$4.50	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from SR 41 to Washington Road.						
514 MIA	Piqua-Troy Road	Feasible: 2026-2030	Mileage: 1.19	Cost: \$2.98 / \$3.76	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from the Troy north corporation limit to Troy-Sidney Road.						
516A MIA	Washington Road — Phase I	Feasible: 2021-2025	Mileage: 1.87	Cost: \$4.68 / \$5.91	Proposed: Yes	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 / \$3.21	Proposed: Yes	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 / \$7.66	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.						
517B MIA	Farrington Road — Phase II	Feasible: 2021-2025	Mileage: 1.03	Cost: \$2.58 / \$3.26	Proposed: Yes	TIP: No
Widen Farrington Road from 2 to 3 lanes from Washington Road to Experiment Farm Road.						
518B MIA	Kinna Drive — South	Feasible: 2021-2025	Mileage: 0.70	Cost: \$2.20 / \$2.78	Proposed: Yes	TIP: No
Construct a 3-lane extension from SR 571 to Evanston Road.						
520A MIA	Peters Road — Phase I	Feasible: 2026-2030	Mileage: 2.09	Cost: \$5.23 / \$6.60	Proposed: Yes	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 / \$4.34	Proposed: Yes	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 / \$2.54	Proposed: Yes	TIP: No
Interchange modification to improve capacity of existing ramps and replace structure with 5-lane capacity structure.						
530 MIA	Riverside Drive	Feasible: 2016-2020	Mileage: 0.46	Cost: \$1.94 / \$2.19	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from 600 feet north of Adams Street to the Duke Park north boundary.						

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531C MIA	Main Street — Streetscape	Feasible: 2021-2025	Mileage: 0.20	Cost: \$1.70 / \$2.15	Proposed: Yes	TIP: No
Rehabilitate and improve East Main Street / SR 571 from First Street eastward to and including the crossing of the Great Miami River Bikeway (GMRB).						
531D MIA	Main Street — Streetscape	Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.50 / \$1.89	Proposed: Yes	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 / \$7.74	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.						
533 MIA	Northern Access Interchange Feasibility Study	Feasible: 2021-2025	Mileage: NA	Cost: \$0.42 / \$0.53	Proposed: Yes	TIP: No
Traffic study to look at future improvements needed to improve vehicular access between SR 41 and CR 25A including potential for an Eldean Road Interchange at I-75.						
535 MIA	SR 571	Feasible: 2036-2040	Mileage: 1.50	Cost: \$10.00 / \$15.79	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from Peters Road to CR 25A.						
537A MIA	SR 41 Traffic Signal Interconnect	Feasible: 2021-2025	Mileage: NA	Cost: \$0.75 / \$0.95	Proposed: Yes	TIP: No
Extend communication backbone to allow traffic signals to operate as a closed loop system at the intersections with Dorset Road and Marybill Drive.						
540 MIA	Troy-Sidney Road	Feasible: 2021-2025	Mileage: 1.00	Cost: \$4.00 / \$5.05	Proposed: Yes	TIP: No
Reconstruction and widening of Troy-Sidney Road from US 36 to Statler Road. The project will consist of roadway reconstruction to industrial development standards with curb and gutter and utility extensions.						
541 MIA	Kyle Park Drive	Feasible: 2021-2025	Mileage: 0.33	Cost: \$2.00 / \$2.53	Proposed: Yes	TIP: No
Construct Kyle Park Drive as a 3-lane roadway from S. Hyatt Street easterly to S. First Street including a sidewalk on one side of Kyle Park Drive and a 10' wide bikeway on the other.						
542 MIA	CR 25A - YMCA Bikeway	Feasible: 2021-2025	Mileage: 1.00	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
Construct a new 10' bikeway from the Robinson Branch YMCA southerly to and crossing at the intersection of Donn Davis Way and CR 25A, connecting to the existing bikeway on Donn Davis Way, and continuing from existing bikeway on Donn Davis Way at Tipp-Cowlesville Road easterly on Crane Road to the Great Miami River Bike Trail, just east of North Third Street.						
543 MIA	County Road 25A	Feasible: 2021-2025	Mileage: 0.50	Cost: \$1.10 / \$1.39	Proposed: Yes	TIP: No
Upgrade and widen from 4 to 5 lanes, and enhance CR 25A between the Meijer Distribution Center northerly to Exit 69 at I-75.						
544 MIA	Crane Road Bikeway	Feasible: 2021-2025	Mileage: 0.40	Cost: \$0.90 / \$1.14	Proposed: Yes	TIP: No
Construct a new 10' bikeway/multi-use recreational trail from intersection of N. Hyatt Street and Crane Road easterly crossing the CSX railroad tracks to the Great Miami River Bikeway.						

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545 MIA	CSX Rail Spur	Feasible: 2036-2040	Mileage: 0.38	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Construct a 2000 foot rail spur on the west side of the CSX railroad tracks within and proximate to the 113 acre Prill property bounded on the north by Crane Road, on the south by Parkwood Drive, N. Hyatt Street on the west and the CSX tracks on the east.						
643 MIA	SR 201 — Phase VIII	Feasible: 2021-2025	Mileage: 0.16	Cost: \$1.70 / \$2.15	Proposed: Yes	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 / \$84.19	Proposed: Yes	TIP: No
Rehabilitate and widen 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.)						
154E MOT	US 35 — Phase IIB	Feasible: 2021-2025	Mileage: 3.16	Cost: \$30.39 / \$38.37	Proposed: Yes	TIP: No
US 35 from Livingston Avenue to I-675, major rehabilitation of existing pavement, construction of an additional lane in each direction and bridge work. Construction plans for the project are complete.						
154F MOT	US 35 — Phase III	Feasible: 2021-2025	Mileage: 0.78	Cost: \$16.36 / \$20.65	Proposed: Yes	TIP: No
US 35 at Woodman Drive / SR 835 interchange modification. Construction plans for the project are complete.						
154G MOT	US 35 — Phase IV	Feasible: 2026-2030	Mileage: 0.73	Cost: \$15.41 / \$19.46	Proposed: Yes	TIP: No
US 35 at Smithville Road interchange modification. Construction plans for the project are complete.						
155D MOT	US 35	Feasible: 2026-2030	Mileage: 2.00	Cost: \$5.95 / \$7.51	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Union Road to Lutheran Church Road.						
155E MOT	US 35	Feasible: 2026-2030	Mileage: 1.00	Cost: \$2.73 / \$3.45	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Lutheran Church Road to Diamond Mill Road.						
166 MOT	SR 48	Feasible: 2026-2030	Mileage: 1.10	Cost: \$5.55 / \$7.01	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from Phillisburg-Union Road to Miami County line.						
167 MOT	SR 48	Feasible: 2031-2035	Mileage: 1.67	Cost: \$3.01 / \$4.75	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from the Warren County line to Sheehan Road.						
184B MOT	SR 725	Feasible: 2021-2025	Mileage: 1.00	Cost: \$7.20 / \$9.09	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from Bigger Road to Wilmington Pike.						
202E MOT	Social Row Road	Feasible: 2021-2025	Mileage: 1.70	Cost: \$11.00 / \$13.89	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from 2000' east of Yankee Street to SR 48.						

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209A MOT	Arlington Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from I-70 to US 40.	Mileage: 1.20	Cost: \$6.30 / \$7.95	Proposed: Yes	TIP: No
209C MOT	Arlington Road	Feasible: 2016-2020 Replace and widen bridge over I-70 from 2 to 3 lanes.	Mileage: NA	Cost: \$10.93 / \$10.93	Proposed: Yes	TIP: Yes
220 MOT	Clyo Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from Spring Valley Road to Social Row Road.	Mileage: 2.42	Cost: \$8.50 / \$10.73	Proposed: Yes	TIP: No
221B MOT	Clyo Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from St. Leonard's Way to Spring Valley Pike.	Mileage: 1.00	Cost: \$3.00 / \$3.79	Proposed: Yes	TIP: No
229 MOT	Edwin C. Moses Boulevard	Feasible: 2031-2035 Widen from 2 to 5 lanes from Broadway Street to I-75.	Mileage: 0.59	Cost: \$50.00 / \$78.96	Proposed: Yes	TIP: No
238 MOT	Harshman Road	Feasible: 2021-2025 Widen from 4 to 5 lanes from Eastwood Metropark entrance to SR 4.	Mileage: 0.40	Cost: \$7.25 / \$9.15	Proposed: Yes	TIP: No
244C MOT	Hoke Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from US 40 to Smith Drive; including intersection improvements and traffic signals at Wenger Road.	Mileage: 1.28	Cost: \$6.50 / \$8.21	Proposed: Yes	TIP: No
248B MOT	Dayton-Keowee Street Bridge	Feasible: 2016-2020 Rehabilitate/replace and widen bridge over Great Miami River.	Mileage: 0.10	Cost: \$13.40 / \$13.40	Proposed: Yes	TIP: Yes
253 MOT	Little Richmond Road / Diamond Mill Road	Feasible: 2036-2040 Correct the split-T intersection at Diamond Mill Road.	Mileage: NA	Cost: \$1.15 / \$1.82	Proposed: Yes	TIP: No
260 MOT	Mad River Road	Feasible: 2026-2030 Improve and realign intersections of Yankee Street and Munger Road.	Mileage: NA	Cost: \$3.50 / \$4.42	Proposed: Yes	TIP: No
272B MOT	North Dixie Drive	Feasible: 2021-2025 Widen from 2 to 3 lanes from the Vandalia north corporation limit to the Miami County line.	Mileage: 0.80	Cost: \$2.50 / \$3.16	Proposed: Yes	TIP: No
293A MOT	Phillisburg-Union Road	Feasible: 2031-2035 Widen from 2 to 3 lanes from SR 48 to Haber Road.	Mileage: 1.80	Cost: \$3.00 / \$4.74	Proposed: Yes	TIP: No
298 MOT	Salem Avenue	Feasible: 2031-2035 Widen from 4 to 5 lanes from Hillcrest Avenue to Curundu Avenue.	Mileage: 1.10	Cost: \$8.00 / \$12.63	Proposed: Yes	TIP: No

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301 MOT	Seybold Road / Crestway	Feasible: 2026-2030 Realign the split T-intersection at Westbrook Road.	Mileage: 1.00	Cost: \$1.13 / \$1.43	Proposed: Yes	TIP: No
335A MOT	Yankee Street — Phase II	Feasible: 2016-2020 Widen from 2 to 3 lanes from Social Row Road/Austin Boulevard to Winding Green Way.	Mileage: 0.55	Cost: \$3.40 / \$3.40	Proposed: Yes	TIP: Yes
335B MOT	Yankee Street — Phase III	Feasible: 2021-2025 Widen from 2 to 5 lanes from Winding Green Way to Spring Valley Pike.	Mileage: 0.75	Cost: \$6.00 / \$7.58	Proposed: Yes	TIP: No
335C MOT	Yankee Street — Phase IV	Feasible: 2026-2030 Widen from 3 to 5 lanes from Social Row Road/Austin Pike to Winding Green Way.	Mileage: 0.55	Cost: \$2.45 / \$3.09	Proposed: Yes	TIP: No
336 MOT	Yankee Street	Feasible: 2021-2025 Widen from 2 to 3 lanes from Social Row Road/Austin Boulevard to Warren County Line.	Mileage: 0.60	Cost: \$2.20 / \$2.78	Proposed: Yes	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: \$1.85 / \$2.92	Proposed: Yes	TIP: No
338D MOT	Miamisburg-Springboro Pike, Section 2 — Phase I	Feasible: 2021-2025 Widen from 2 to 3 lanes from Medlar Road to Benner Road.	Mileage: 0.90	Cost: \$8.70 / \$8.70	Proposed: Yes	TIP: No
338E MOT	Miamisburg-Springboro Pike, Section 2 — Phase II	Feasible: 2036-2040 Widen from 3 to 5 lanes from Medlar Road to Benner Road.	Mileage: 0.90	Cost: \$3.50 / \$5.53	Proposed: Yes	TIP: No
338F MOT	Benner Road	Feasible: 2021-2025 Widen from 2 to 3 lanes from Dayton-Cincinnati Pike to Miamisburg-Springboro Pike.	Mileage: 1.40	Cost: \$8.53 / \$10.77	Proposed: Yes	TIP: No
338G MOT	I-75	Feasible: 2036-2040 Widen from 6 to 8 lanes from approximately Pennyroyal Lane to I-675.	Mileage: 2.62	Cost: \$22.18 / \$35.03	Proposed: Yes	TIP: No
368 MOT	Webster Street Bridge Replacement	Feasible: 2016-2020 Replace and widen from 4 to 5 lanes.	Mileage: 0.13	Cost: \$10.00 / \$10.00	Proposed: Yes	TIP: Yes
369 MOT	Helena Street Bridge Replacement	Feasible: 2016-2020 Replace and widen from 2 to 3 lanes.	Mileage: 0.09	Cost: \$7.80 / \$7.80	Proposed: Yes	TIP: Yes
372A MOT	Spring Valley Road	Feasible: 2031-2035 Widen from 2/3 to 5 lanes from SR 48 to Clio Road.	Mileage: 1.40	Cost: \$4.50 / \$7.11	Proposed: Yes	TIP: No

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372B MOT	Spring Valley Road	Feasible: 2031-2035 Widen from 3 to 5 lanes from Yankee Street to SR 48.	Mileage: 2.10	Cost: \$9.80 / \$15.48	Proposed: Yes	TIP: No
603B MOT	Wolf Creek Pike / Lutheran Church Road / Seybold Road	Feasible: 2026-2030 Realign the offset intersection.	Mileage: 1.00	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
603D MOT	Lutheran Church Road / Little Richmond Road	Feasible: 2026-2030 Realign the offset intersection.	Mileage: 1.00	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
608 MOT	Brookville-Salem Road	Feasible: 2031-2035 Widen from 2 to 3 lanes from SR 49 to Brookville-Phillipsburg Road.	Mileage: 2.10	Cost: \$7.20 / \$11.37	Proposed: Yes	TIP: No
611A MOT	Hoke Road — South	Feasible: 2031-2035 Widen Hoke Road to three (3) lanes from south of Career drive to Westbrook Road and add traffic signals at the Westbrook intersection.	Mileage: 0.60	Cost: \$1.60 / \$2.53	Proposed: Yes	TIP: No
613B MOT	Union Road	Feasible: 2031-2035 Widen from Westbrook Road to US 35 to add left turn lanes at the Shiloh Springs Road and Little Richmond Road intersections.	Mileage: NA	Cost: \$1.42 / \$2.24	Proposed: Yes	TIP: No
613C MOT	Union Road	Feasible: 2036-2040 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.	Mileage: 6.50	Cost: \$4.19 / \$6.62	Proposed: Yes	TIP: No
614A MOT	Basore Road	Feasible: 2021-2025 Widen and extend from 2 to 3 lanes from Turner Road to Shiloh Springs Road; including curb.	Mileage: 0.50	Cost: \$1.06 / \$1.33	Proposed: Yes	TIP: No
615A MOT	Westbrook Road	Feasible: 2031-2035 Widen from 2 to 3 lanes from SR 48 to Diamond Mill Road.	Mileage: 6.30	Cost: \$24.00 / \$37.90	Proposed: Yes	TIP: No
626 MOT	Olive Road / Taywood Road Connector	Feasible: 2026-2030 New roadway connecting the southern terminus of Taywood Road at Westbrook Road to the northern terminus of Olive Road at Salem Bend Road.	Mileage: 0.36	Cost: \$2.00 / \$2.53	Proposed: Yes	TIP: No
628A MOT	Diamond Mill Road	Feasible: 2036-2040 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.	Mileage: 7.80	Cost: \$5.86 / \$9.25	Proposed: Yes	TIP: No

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628B MOT	Diamond Mill Road	Feasible: 2036-2040	Mileage: 8.10	Cost: \$3.55 / \$5.61	Proposed: Yes	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.						
631 MOT	Upper Lewisburg-Salem Rd	Feasible: 2026-2030	Mileage: 1.4	Cost: \$6.60 / \$8.33	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Arlington Road to Brookville-Salem Road.						
633 MOT	Farmersville-West Carrollton Road	Feasible: 2026-2030	Mileage: 1.50	Cost: \$3.75 / \$4.73	Proposed: Yes	TIP: No
Widen from 2 to 4 lanes from Central Avenue to Infirmary Road, including dedicated right and left turn lanes at intersections.						
635 MOT	Farmersville-West Carrollton Road	Feasible: 2026-2030	Mileage: 0.90	Cost: \$4.75 / \$6.00	Proposed: Yes	TIP: No
Provide grade separation over CSX Railroad tracks, including a relocation of approximately 1,500 feet of Infirmary Road to the west of the CSX Railroad tracks.						
636 MOT	Central Avenue/Miami Avenue	Feasible: 2016-2020	Mileage: 0.25	Cost: \$0.85 / \$0.96	Proposed: Yes	TIP: No
Upgrade existing intersection by improving turning radii for westbound to northbound traffic, including a dedicated left turn lane for southbound to eastbound traffic.						
637 MOT	Little York Road — Phase I	Feasible: 2021-2025	Mileage: 0.45	Cost: \$5.00 / \$6.31	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Miller Lane to North Dixie Drive.						
647 MOT	Little York Road — Phase II	Feasible: 2026-2030	Mileage: 1.50	Cost: \$5.40 / \$6.82	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from North Dixie Drive to Peters Pike.						
648 MOT	Little York Road — Phase III	Feasible: 2031-2035	Mileage: 1.50	Cost: \$7.30 / \$11.53	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Peters Pike to Frederick Pike.						
650 MOT	Frederick Pike	Feasible: 2036-2040	Mileage: 2.00	Cost: \$6.60 / \$10.42	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Little York Road to US 40.						
654 MOT	Broadway Street	Feasible: 2026-2030	Mileage: 1.00	Cost: \$5.75 / \$7.26	Proposed: Yes	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 / \$7.98	Proposed: Yes	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 / \$4.36	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Perry Street to Veteran's Parkway.						

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665 MOT	Sheehan Road	Feasible: 2036-2040	Mileage: 1.50	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Widen Sheehan Road from Social Row Road to Bonnie Anne Place from 2 to 3 lanes.						
668 MOT	Kittridge Road	Feasible: 2026-2030	Mileage: 0.60	Cost: \$2.88 / \$3.64	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Gander Road to the Dayton east corportation limit.						
669 MOT	Spring Valley Pike	Feasible: 2031-2035	Mileage: 1.20	Cost: \$4.60 / \$7.26	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Clys Road to Greene County Line.						
670A MOT	Centerville Station Road — Phase I	Feasible: 2026-2030	Mileage: 0.61	Cost: \$3.60 / \$4.55	Proposed: Yes	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 / \$1.74	Proposed: Yes	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 / \$50.52	Proposed: Yes	TIP: No
Interchange modification to improve capacity of existing ramps; widen Needmore Road bridge over I-75 to 8 lanes.						
677 MOT	I-75 / Edwin C. Moses Boulevard	Feasible: 2031-2035	Mileage: NA	Cost: \$19.80 / \$31.27	Proposed: Yes	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 / \$86.00	Proposed: Yes	TIP: No
Interchange modification to address geometric and operational deficiencies.						
679 MOT	I-75 / SR 725	Feasible: 2026-2030	Mileage: NA	Cost: \$5.00 / \$6.31	Proposed: Yes	TIP: No
Modify the ramp terminals to improve traffic flow and safety.						
680 MOT	I-75 / US 40 / Northwoods Boulevard	Feasible: 2036-2040	Mileage: NA	Cost: \$38.08 / \$60.14	Proposed: Yes	TIP: No
Interchange modifications to reduce weaving movements.						
800A MOT	West Moraine Connector — Phase I	Feasible: 2026-2030	Mileage: 1.00	Cost: \$8.25 / \$10.42	Proposed: Yes	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 / \$4.26	Proposed: Yes	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.						

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803A MOT	US 40	Feasible: 2021-2025	Mileage: 0.30	Cost: \$1.45 / \$1.83	Proposed: Yes	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 / \$1.26	Proposed: Yes	TIP: No
Widen to provide left turn lanes at Arlington Road.						
804 MOT	SR 48	Feasible: 2036-2040	Mileage: 0.50	Cost: \$2.80 / \$4.42	Proposed: Yes	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: 2026-2030	Mileage: 2.00	Cost: \$7.09 / \$8.95	Proposed: Yes	TIP: No
Upgrade intersections at Manning Road/Jamaica Road, Union Road, and Infirmary Road in the communities of Moraine and Germantown; including turn lanes and traffic signals.						
810 MOT	Helena Street	Feasible: 2021-2025	Mileage: 0.25	Cost: \$2.88 / \$3.64	Proposed: Yes	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: 2031-2035	Mileage: 0.50	Cost: \$1.75 / \$2.76	Proposed: Yes	TIP: No
Install roundabout to consolidate three intersections.						
816 MOT	Alex-Bell Road and Mad River Road	Feasible: 2021-2025	Mileage: 0.50	Cost: \$1.50 / \$1.89	Proposed: Yes	TIP: No
Install roundabout or traffic signal.						
818 MOT	US 35 / SR 49	Feasible: 2026-2030	Mileage: NA	Cost: \$0.87 / \$1.10	Proposed: Yes	TIP: No
Improve the intersection by adding turn lanes and improving signal timing and progression.						
820 MOT	Farmersville-Johnsville Road	Feasible: 2036-2040	Mileage: 10.50	Cost: \$3.49 / \$5.51	Proposed: Yes	TIP: No
Improve roadway geometry from the Farmersville north corporation limit to Westbrook Road; including improvements at the Westbrook Road, Brookville-Pyrmont Pike, and US 35 offset interections, with new turn lanes at US 35.						
821 MOT	Alex Road	Feasible: 2021-2025	Mileage: 0.25	Cost: \$0.85 / \$1.07	Proposed: Yes	TIP: No
Widen to add southbound right turn lane on Alex Road from Watertower Lane to SR 725.						
822A MOT	Wilmington Pike — Phase II	Feasible: 2016-2020	Mileage: 0.68	Cost: \$3.20 / \$3.61	Proposed: Yes	TIP: No
Widen Wilmington Pike from I-675 to Brown Road from 4 to 6 through lanes with turn lanes as needed.						
822B MOT	Wilmington Pike — Phase III	Feasible: 2026-2030	Mileage: 0.37	Cost: \$2.50 / \$3.16	Proposed: Yes	TIP: No
Widen Wilmington Pike from Clyo Road to I-675 from 4 to 6 through lanes with turn lanes as needed.						

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823B MOT	I-675 / Wilmington Pike Interchange	Feasible: 2026-2030	Mileage: NA	Cost: \$30.00 / \$37.88	Proposed: Yes	TIP: No
Long term interchange modifications to increase the capacity of Wilmington Pike and the existing ramps.						
830 MOT	East Third Street	Feasible: 2031-2035	Mileage: 2.21	Cost: \$2.30 / \$3.63	Proposed: Yes	TIP: No
Widening of East Third Street at Findlay and Irwin Streets for the installation of left turn lanes.						
831 MOT	Keowee Street	Feasible: 2016-2020	Mileage: 0.78	Cost: \$5.00 / \$5.00	Proposed: Yes	TIP: Yes
Widening of Keowee Street from 4 to 5 lanes from SR 4 to Helena Street for the installation of left turn lanes.						
832 MOT	North Main Street	Feasible: 2021-2025	Mileage: 2.15	Cost: \$3.50 / \$4.42	Proposed: Yes	TIP: No
Widening of North Main Street from 4 to 5 lanes at the intersections with Ridge Avenue, Parkwood Drive, and Santa Clara Avenue for the installation of left turn lanes.						
833 MOT	Patterson Boulevard	Feasible: 2026-2030	Mileage: 0.78	Cost: \$2.70 / \$3.41	Proposed: Yes	TIP: No
Installation of left turn lanes on Patterson Boulevard at the intersections with Auto Club Drive, Lincoln Street, Stout Street, and Apple Street.						
834 MOT	Riverview Avenue	Feasible: 2021-2025	Mileage: 0.38	Cost: \$1.40 / \$1.77	Proposed: Yes	TIP: No
Widening to 5 lanes from Edwin C. Moses Boulevard to Great Miami Boulevard for the installation of left turn lanes.						
835 MOT	Salem Avenue	Feasible: 2026-2030	Mileage: 1.80	Cost: \$4.20 / \$5.30	Proposed: Yes	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: 2021-2025	Mileage: 1.12	Cost: \$5.76 / \$7.27	Proposed: Yes	TIP: No
Installation of left turn lanes on East First Street from Keowee Street to Springfield Street.						
837C MOT	Springfield Street	Feasible: 2016-2020	Mileage: 1.80	Cost: \$2.65 / \$2.65	Proposed: Yes	TIP: Yes
Installation of left turn lanes on Springfield Street from First Street to Lonoke Avenue.						
837D MOT	Washington Street	Feasible: 2016-2020	Mileage: 0.35	Cost: \$2.43 / \$2.43	Proposed: Yes	TIP: Yes
Installation of left turn lanes and bike lanes on Washington Street from Perry Street to Jefferson Street.						
837E MOT	Springfield Street	Feasible: 2016-2020	Mileage: 1.80	Cost: \$2.33 / \$2.33	Proposed: Yes	TIP: Yes
Installation of left turn lanes on Springfield Street from Lonoke Avenue to McFadden Avenue.						
837F MOT	Springfield Street	Feasible: 2016-2020	Mileage: 1.80	Cost: \$2.00 / \$2.00	Proposed: Yes	TIP: Yes
Installation of left turn lanes on Springfield Street from McFadden Avenue to Smithville Road.						

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838 MOT	Wayne Avenue	Feasible: 2021-2025	Mileage: 0.56	Cost: \$2.00 / \$2.53	Proposed: Yes	TIP: No
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 / \$3.95	Proposed: Yes	TIP: No
Widening of Webster Street to 5 lanes from Deeds Park Drive to Keowee Street for the installation of left turn lanes.						
840 MOT	Harshman Road Bridge	Feasible: 2016-2020	Mileage: 0.50	Cost: \$10.00 / \$10.00	Proposed: Yes	TIP: Yes
Replace bridge over the Mad River. Provide left turn lanes and bikeway on the bridge.						
841 MOT	Dayton - Third Street Bridge	Feasible: 2016-2020	Mileage: 0.25	Cost: \$20.00 / \$20.00	Proposed: Yes	TIP: NF
Replace bridge over the Great Miami River. Provide left turn lane and shared use path on the bridge.						
842 MOT	Multi-Modal Rail Extension	Feasible: 2016-2020	Mileage: 4.54	Cost: \$19.80 / \$22.35	Proposed: Yes	TIP: YP
Multiphase project to connect CSXT mainline to Dayton International Airport. Phase I will include the improvement of existing track spur and Phase II will include the construction of new track from the I-75 bridge travelling west to the eastern property boundary line of the Dayton International Airport. The Environmental Study for this project is funded in the TIP.						
844 MOT	County Line Road	Feasible: 2021-2025	Mileage: 0.68	Cost: \$3.00 / \$3.79	Proposed: Yes	TIP: No
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 4-lane section, with 2 southbound lanes, a single northbound lane, 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.						
849 MOT	S. Elm Street Intersection Improvements	Feasible: 2021-2025	Mileage: 0.90	Cost: \$2.25 / \$2.84	Proposed: Yes	TIP: No
Realign four poorly designed intersections along S. Elm Street to correct intersection sight distance deficiencies at Hazelwood Circle, Blossom Hill Road, Ironwood Drive, and Black Forest Drive.						
851 MOT	Washington Church Road	Feasible: 2031-2035	Mileage: 1.02	Cost: \$2.84 / \$4.48	Proposed: Yes	TIP: No
Widen to 3 lanes from Austin Boulevard to 500 feet north of Spring Valley Pike with combination curb and gutter, concrete walk, and a multi-use path.						
855 MOT	SR 4 / Harshman Road Interchange	Feasible: 2021-2025	Mileage: NA	Cost: \$4.24 / \$5.35	Proposed: Yes	TIP: No
Reconfigure SR 4 exit ramps at Harshman Road to improve safety.						
856 MOT	Springfield Street	Feasible: 2016-2020	Mileage: 1.30	Cost: \$1.52 / \$1.72	Proposed: Yes	TIP: No
Reconstruction of Springfield Street to add a dedicated turn lane to the proposed Air Force Museum entrance gate, with combined curb and gutter, sidewalks, storm sewer system and utility relocations/adjustments.						
857A MOT	Valley Pike — Phase II	Feasible: 2016-2020	Mileage: 0.28	Cost: \$1.80 / \$2.03	Proposed: Yes	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 to Pleasant Valley.						

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858 MOT	Wolf Creek Pike Improvements	Feasible: 2021-2025	Mileage: 2.00	Cost: \$6.00 / \$7.58	Proposed: Yes	TIP: No
Wolf Creek Pike from Little Richmond Road to SR 49, construct concrete curb and gutter, storm drainage, sidewalk, and pavement for bike lanes on both sides.						
859 MOT	Dryden Road Multi-Modal Path — Phase I	Feasible: 2021-2025	Mileage: 1.40	Cost: \$0.75 / \$0.95	Proposed: Yes	TIP: No
Construct multimodal (bike, skate, walk) path along Dryden 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: 2026-2030	Mileage: 1.40	Cost: \$0.85 / \$1.07	Proposed: Yes	TIP: No
Construct multimodal (bike, skate, walk) path along Dryden from Arbor to East River Road to loop through industrial areas and connect to the River Corridor bikepath.						
862 MOT	Wilmington Pike Traffic Signal System Upgrade	Feasible: 2016-2020	Mileage: 2.11	Cost: \$1.89 / \$1.89	Proposed: Yes	TIP: Yes
Provide upgraded communication between traffic signals and include rebuilding or equipment upgrades at the individual intersections as needed to improve safety and operations.						
863 MOT	SR 49	Feasible: 2036-2040	Mileage: 1.27	Cost: \$0.75 / \$1.18	Proposed: Yes	TIP: No
Corridor improvement - alternative will include addressing the SR 49 / I-70 interchange; SR 49 / Brookville-Salem intersection; and the SR 49 / US 40 intersection. Possible road diet.						
864 MOT	I-75 / Austin Boulevard Interchange	Feasible: 2016-2020	Mileage: 0.75	Cost: \$1.00 / \$1.13	Proposed: Yes	TIP: No
Implement findings from current IOS to add an additional right turn lane from Austin Boulevard WB to I-75 NB.						
865 MOT	East Third Street	Feasible: 2036-2040	Mileage: 0.65	Cost: \$5.75 / \$9.08	Proposed: Yes	TIP: No
Roadway narrowing on East Third Street from Keowee Street to Springfield Street to reduce travel lanes from 3/4 to 3.						
866 MOT	Germantown Street	Feasible: 2031-2035	Mileage: 0.78	Cost: \$3.80 / \$6.00	Proposed: Yes	TIP: No
Installation of a left turn lane on Germantown Street from Washington Street to James H. McGee Boulevard.						
867 MOT	Hudson Avenue / Main Street	Feasible: 2026-2030	Mileage: 0.24	Cost: \$1.20 / \$1.52	Proposed: Yes	TIP: No
Realignment of Hudson Avenue at Main Street including widening Main Street from 4 to 5 lanes to install a left turn lane from Santa Clara Avenue to Norman Street.						
868 MOT	Monument Avenue	Feasible: 2026-2030	Mileage: 1.08	Cost: \$4.10 / \$5.18	Proposed: Yes	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 / \$5.18	Proposed: Yes	TIP: No
Installation of a left turn lane on Webster Street from Keowee Street to Stanley Avenue.						
870 MOT	West Third Street	Feasible: 2031-2035	Mileage: 0.72	Cost: \$3.50 / \$5.53	Proposed: Yes	TIP: No
Installation of a left turn lane on West Third Street from Abbey Avenue to Gettysburg Avenue.						

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871 MOT	Lyons Road Pedestrian Path	Feasible: 2016-2020	Mileage: 0.80	Cost: \$1.56 / \$1.56	Proposed: Yes	TIP: NF
Construct new pedestrian pathway from Byers Road east along Lyons Road to approximately 1,200 feet north along Springboro Pike.						
872 MOT	Washington Church Road Extension	Feasible: 2021-2025	Mileage: 0.63	Cost: \$1.56 / \$1.96	Proposed: Yes	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.						
874 MOT	Airway Road	Feasible: 2016-2020	Mileage: 0.86	Cost: \$1.90 / \$2.14	Proposed: Yes	TIP: No
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Woodman Drive east to City Limit. Intersection improvements at Spinning and Airway and traffic signal at Woodman and ASC access drive.						
875 MOT	Springfield Street	Feasible: 2016-2020	Mileage: 0.69	Cost: \$1.44 / \$1.63	Proposed: Yes	TIP: No
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Woodman Drive to west City Limit. Include access management improvements and incorporate bike lane by changing cross section from 4 to 2 lanes with turn lane.						
876 MOT	Needmore Road	Feasible: 2021-2025	Mileage: 0.65	Cost: \$1.36 / \$1.72	Proposed: Yes	TIP: No
Resurface, re-establish ditch line, update storm infrastructure, and provide street lighting between SR 201 and SR 202. Increase road width and accommodate new left turn for NB/WB traffic.						
877 MOT	US 40 Logistics Improvements	Feasible: 2016-2020	Mileage: 1.5	Cost: \$12.71 / \$14.35	Proposed: Yes	TIP: YP
Improve US 40 from Airpark Boulevard to Peters Pike to a five-lane cross section and improve the interchange at the Airport Access Road and US 40. Preliminary engineering, design and right-of-way phases are currently funded in the TIP.						
878 MOT	Shroyer Road Improvements	Feasible: 2016-2020	Mileage: 2.1	Cost: \$1.90 / \$1.90	Proposed: Yes	TIP: Yes
Shroyer Road from the City of Oakwood North Corp. limit to Dorothy Lane Avenue, resurface road and implement road diet to reduce lanes from 4 to 2 lanes with turn lanes and bike lanes to improve safety, then transition to existing 5 lane section at the intersection with Dorothy Lane Avenue. Shroyer Road from Dorothy Lane Avenue to Stroop Road, resurface road using existing configuration.						
710C WAR	SR 73 / I-75 — Phase III	Feasible: 2021-2025	Mileage: 1.04	Cost: \$2.60 / \$3.28	Proposed: Yes	TIP: No
Reconstruct SR 73 with overlay and widening for approximately 4,000 feet; including a new signal at the intersection of SR 73 and Greenwood Lane/Sharts Road and reconstruction of both Greenwood Lane and Sharts Road with overlay and widening for approximately 1,500 feet. Construct a new signal at the intersection of SR 73 and Greenwood/Sharts.						
710D WAR	SR 73 / I-75 — Phase IV	Feasible: 2021-2025	Mileage: 1.08	Cost: \$3.50 / \$4.42	Proposed: Yes	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: 2016-2020	Mileage: 0.70	Cost: \$1.20 / \$1.35	Proposed: Yes	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.						

Source: MVRPC

EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP
mvrpc.org



March 3, 2016

MVRPC Hosts Emerald Ash Borer Lessons Learned

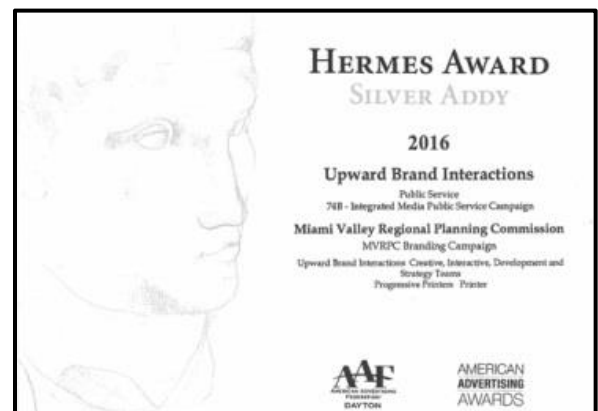
MVRPC hosted *The Emerald Ash Borer: Lessons Learned* on February 25, 2016. This session was part of our *Sustainability Roundtable* series and featured a panel made up of representatives of the Ohio Department of Natural Resources, City of Oakwood, City of Springboro, Five Rivers MetroParks and WPAFB. Speakers shared a variety of strategies, including both treatment and removal of trees, and explained how they were handling such issues as budget, communications with citizens, disposal of wood, and replacement of trees. Thirty-six participants (36) signed in, representing thirteen member jurisdictions, private businesses, and citizens. Also represented were the City of Mason and the Village of Terrace Park from outside of our Region. *Sustainability Roundtables* are an opportunity for front-line experts to share expertise and best practices on issues that have both environmental and fiscal implications for our members. The *Roundtables* are advertised primarily through the members of the MVRPC Technical Advisory Committee. *Roundtables* will be offered approximately twice a year.

Upcoming 2016 Annual Spring Dinner

The Miami Valley Regional Planning Commission's Annual Spring Dinner will be held Thursday, April 14, 2016, at the Marriott at the University of Dayton, 1414 South Patterson Blvd. The reception area opens at 6:00 p.m., a plated dinner will be served at 7:00 p.m., followed by the recognition of MVRPC's outgoing chairperson, Jan Vargo, and the presentation of the coveted Regional Steward Award to this year's recipient. The Danny Voris Duo will provide the musical entertainment and at the end of the evening, there will be a drawing for three (3) gift baskets. If you haven't done so already, please send in your registration form, with entrée choice and \$35 per person payment, to MVRPC by Friday, April 1, 2016. All checks should be made out to MVRPC. Please contact Laura Loges at (937) 223-6323 with any questions.

MVRPC Branding wins Hermes Silver Addy

Congratulations to Upward Brands Interactions, the Miami Valley Regional Planning Commission's communications firm, for winning a Silver Addy at the 2016 Hermes Awards for the MVRPC Branding Campaign/website redesign. The campaign included a new logo, graphic elements and collateral materials. The Hermes awards are presented each year by the American Advertising Federation – Dayton Chapter. Named after a Greek god in mythology, Hermes is known as the messenger god or communication god. MVRPC's components were submitted under the "Public Service" category.



Now Seeking Your Inner Photographer

To showcase all of the Miami Valley, we are looking for area photos for the MVRPC Long Range Transportation Plan April 1st Photo Contest. You may post your photo(s) to the [MVRPC Facebook Page](#), or on Twitter with the tag [@mvrpc](#) and [#planmiamivalley](#). You will be entered into a drawing to win your choice of an annual [Link](#) bikeshare membership, a monthly [RTA](#) bus pass, or a gas card valued at \$50.

Dayton Fly-In April 11-13 to Include Alexandria, VA

The Dayton Region's Fly-In is coming up soon and there is an informative program planned. In addition to the normal Congressional Member Day on Wednesday, the economic development efforts of Alexandria will be highlighted during the Tuesday afternoon segment. In Old Town Alexandria, there will be two panel discussions after lunch on Tuesday, followed by walking tours of specific business sectors (arts, retail establishments, architecture, etc.) There will also be a walking/bus tour added to Tuesday's afternoon agenda that focuses on connecting transit-oriented development to traditional Main Street business. Learn more at: <http://www.daytonregionflyin.com/>.

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: <http://www.mvrpc.org/our-vision/planning-services/grant-and-funding-opportunities>

This month we are featuring information on:

- U.S. Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER) competitive grant program; Deadline April 29, 2016
- Ohio Emergency Management Agency's Hazard Mitigation Assistance (HMA) grants. The application period opens on March 15 and closes at 3:00 p.m. on June 15, 2016.

Upcoming MVRPC Meetings:

03/17/16 9:30 a.m. Technical Advisory Committee - 10 N. Ludlow St.
03/23/16 9:30 a.m. MPO Planning Program Review Meeting – 10 N. Ludlow St.
04/07/16 8:30 a.m. Executive Committee 9:00 a.m. Board of Directors – 1515 S. Main
04/14/16 6:00 p.m. Annual Spring Dinner – Dayton Marriott, 1414 S. Patterson