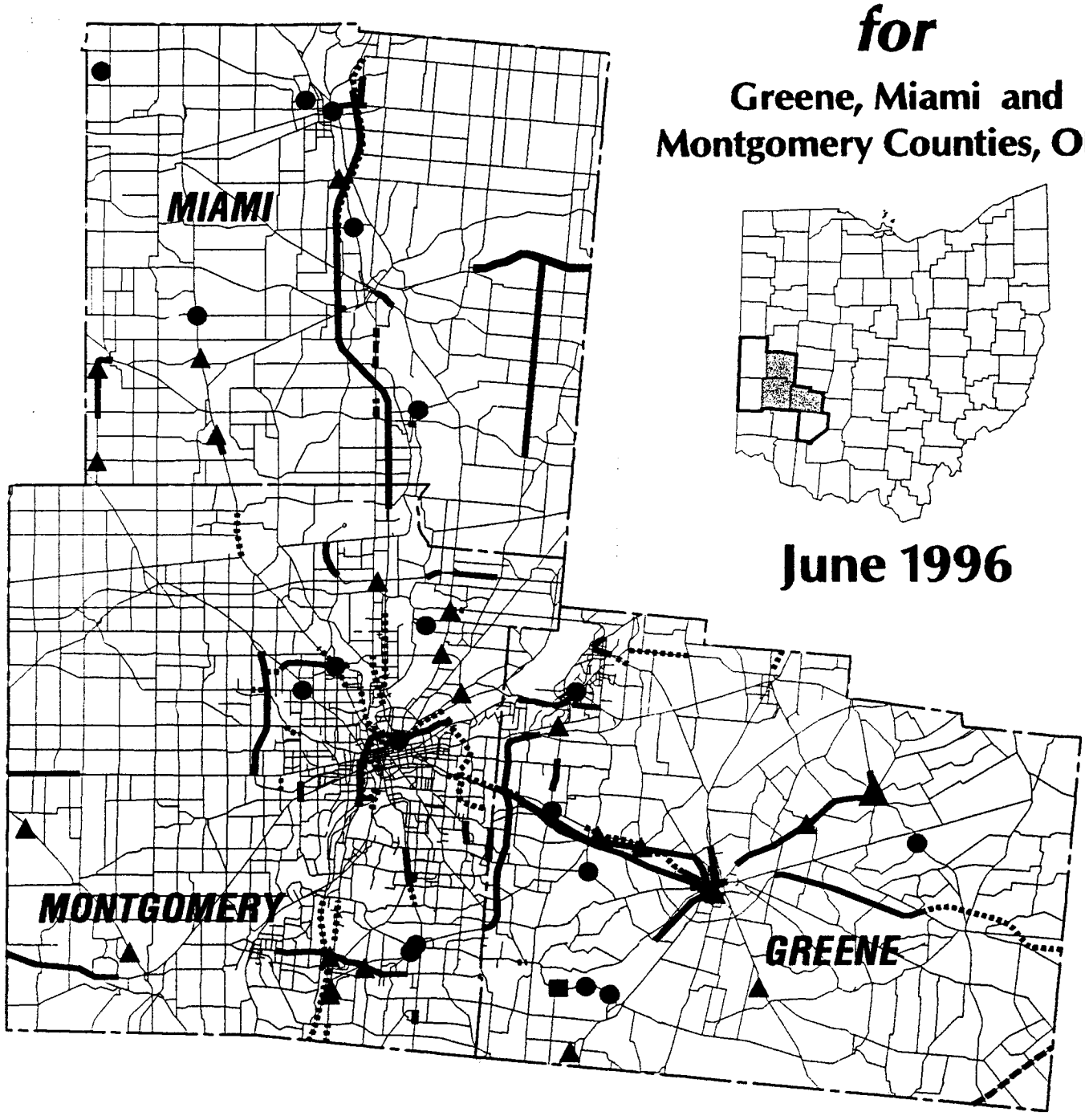
STATE FISCAL YEARS 1997 - 2000

Transportation Improvement Program

for

Greene, Miami and Montgomery Counties, Ohio



June 1996

Miami Valley Regional Planning Commission

Miami Valley Regional
Planning Commission

400 Miami Valley Tower
40 West Fourth Street
Dayton, Ohio 45402-1827
(513) 223-6323
Fax (513) 223-9750
Ohio Relay Service
(1-800-750-0750 TTY/TDD)

Chair
Richard W. Little

Executive Director
Nora E. Lake

June 28, 1996

Gerald B. Eyink, P.E.
District Deputy Director
ODOT District 7
1001 St. Mary's Avenue PO Box 969
Sidney, OH 45365-0969

Dear Mr. Eyink:

Enclosed are 23 copies of the final State Fiscal Years 1997-2000 Transportation Improvement Program (TIP) and accompanying Transportation Committee (TC) resolutions that were adopted on June 6, 1996. The resolutions adopting the TIP and certifying its conformity with the clean air act amendment of 1990 are included in appendix C of the TIP. Also enclosed is a copy of MVRPC's "self certification" resolution. This resolution states that MVRPC is following the metropolitan transportation planning process and procedures that are set forth by Federal and State governments.

Relevant information concerning the TIP conformity determination is contained in Section 2 of the TIP. Support documentation is included in Appendix C of the final TIP. Results of the documentation show that the projected hydrocarbon (HC) and oxides of nitrogen (No_x) are less than the appropriate transportation conformity budgets for the Dayton/Springfield area. Table C-4 shows the results of the TIP air quality conformity analysis. The TIP tables include a column showing if a project was included in the air quality analysis or if it was exempt for all federally funded highway, bikeway, and transit projects. Tables C-1 through C-3, which include **all** federal, state, and local regionally significant projects, detail the previous and current analysis status of **all analyzed projects**

In response to the ISTEA final Metropolitan and Statewide Planning Regulations, the TIP includes a ranked list of projects grouped by year and type of federal funds and a financial capacity determination. MVRPC's ISTEA Program Policies and Procedures were used to rank and program all federally funded highway, bikeway, and transit projects included in the TIP. The final TIP has been revised to reflect current project information and comments received from ODOT and FHWA on the Draft TIP.

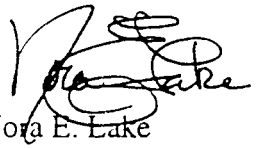
According to final guidance for the FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ), projects that are programmed utilizing this fund type are required to undergo a CMAQ Air Quality Emissions Analysis. The final SFY 1997-2000 TIP includes several CMAQ projects which were subject to this analysis. Copies of these analyses, as performed by MVRPC, are included for informational purposes in Appendix E.

Public comment, which is a key component of ISTEA, was incorporated into development of the TIP. (See appendix A for MVRPC's Public Involvement Process for Transportation Planning). The TIP public involvement process is throughly documented in the final TIP.

MVRPC requests that ODOT, District 7, forward 20 copies of the enclosed TIPs and resolutions to ODOT Central and FHWA offices. MVRPC has sent a copy of the TIP and accompanying resolutions to FTA for their review and approval. A copy of the TIP has also been forwarded to the OEPA.

If you have any questions with respect to these documents, please contact our office.

Sincerely,



Nora E. Lake
Executive Director

NEL/agk

enclosure

cc: Linda Gephart, ODOT District 7 (w/attachments)
Michael Morris, ODOT District 8 (w/attachments)

Miami Valley Regional
Planning Commission

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Dayton, Ohio 45402-1827
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June 28, 1996

Gary M. Ketron, P.E.
District Deputy Director
ODOT District 8
PO Box 272
Lebanon, OH 45036-0272

Dear Mr. Ketron:

Enclosed are 3 copies of the final State Fiscal Years 1997-2000 Transportation Improvement Program (TIP) and accompanying Transportation Committee (TC) resolutions that were adopted on June 6, 1996. The resolutions adopting the TIP and certifying its conformity with the clean air act amendment of 1990 are included in appendix C of the TIP. Also enclosed is a copy of MVRPC's "self certification" resolution. This resolution states that MVRPC is following the metropolitan transportation planning process and procedures that are set forth by Federal and State governments.

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Public comment, which is a key component of ISTEA, was incorporated into development of the TIP. (See appendix A for MVRPC's Public Involvement Process for Transportation Planning). The TIP public involvement process is throughly documented in the final TIP.

We have requested ODOT, District 7, to forward copies of the enclosed TIPs and resolutions to the appropriate ODOT departments and FHWA office. A copy of the TIP and accompanying resolutions have been forwarded to FTA for their review and approval. A copy of the TIP has also been forwarded to the OEPA.

If you have any questions with respect to these documents, please contact our office.

Sincerely,

Nora E. Lake
Executive Director

NEL/agk

enclosure

cc: Linda Gephart, ODOT District 7 (w/attachments)
Michael Morris, ODOT District 8 (w/attachments)

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Chair
Richard W. Little

Executive Director
Nora E. Lake

June 28, 1996

Joel Ettinger, Area Director
Federal Transit Administration
US Department of Transportation
55 E Monroe Street, Suite 1415
Chicago, IL 60603

Dear Mr. Ettinger:

Enclosed is 1 copy of the final State Fiscal Years 1997-2000 Transportation Improvement Program (TIP) and accompanying Transportation Committee (TC) resolutions that were adopted on June 6, 1996. The resolutions adopting the TIP and certifying its conformity with the clean air act amendment of 1990 are included in appendix C of the TIP. Also enclosed is a copy of MVRPC's "self certification" resolution. This resolution states that MVRPC is following the metropolitan transportation planning process and procedures that are set forth by Federal and State governments.

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Sincerely,

Nora E. Lake
Executive Director

NEL/agk

enclosure

cc: Linda Gephart, ODOT District 7 (w/attachments)
Michael Morris, ODOT District 8 (w/attachments)

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Chair
Richard W. Little

Executive Director
Nora E. Lake

June 28, 1996

Donald Schregardus, Director
OEPA Environmental Planning and Management
PO Box 1049, 1800 Watermark Drive
Columbus OH 43266-0149

Dear Mr. Schregardus:

Enclosed is 1 copy of the final State Fiscal Years 1997-2000 Transportation Improvement Program (TIP) and accompanying Transportation Committee (TC) resolutions that were adopted on June 6, 1996. The resolutions adopting the TIP and certifying its conformity with the clean air act amendment of 1990 are included in appendix C of the TIP. Also enclosed is a copy of MVRPC's "self certification" resolution. This resolution states that MVRPC is following the metropolitan transportation planning process and procedures that are set forth by Federal and State governments.

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Sincerely,

Nora E. Lake
Executive Director

NEL/agk

enclosure

cc: Linda Gephart, ODOT District 7 (w/attachments)
Michael Morris, ODOT District 8 (w/attachments)
Harry Judson, OEPA

SFY1997-SFY2000
TRANSPORTATION IMPROVEMENT PROGRAM

FINAL

June 1996

Prepared by: Miami Valley Regional Planning Commission

This report is the product of a project financed in part by the U.S. Department of Transportation, Federal Transit Administration and by the Federal Highway Administration in cooperation with the Ohio Department of Transportation.

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SECTION 1
SYNOPSIS

The Transportation Improvement Program, often referred to as the TIP, is a four-year implementation schedule for transportation projects within the Greene, Miami and Montgomery County Region. The locally developed State Fiscal Year 1997 through Fiscal Year 2000 TIP shows planned projects for which one or more phases will begin within the next four years. It includes highway, bikeway and transit improvements which are within a reasonable estimate of available funds.

Included within the TIP document are federal and state financed transportation improvements as well as other regionally significant transportation projects which are shown for coordination and air quality analysis purposes. This multi-modal program was developed by the Metropolitan Planning Organization (MPO) in cooperation with local and state officials, other agencies and transit operators. It was reviewed and approved by the Council of Citizens (COC) and Transportation Technical Advisory Committee (TTAC). This year the TIP development followed the MVRPC Public Involvement Process for Transportation Planning (See Appendix A) This process included three separate public involvement meetings; a kick-off meeting at the beginning of the TIP Development Process (See Attachment F of Appendix C - MVRPC's ISTEA Program Policies and Procedures), a draft TIP meeting and a final TIP meeting. Appropriate public notices, news releases or press releases stating the meeting time and location as well as announcing the availability of each version of the TIP for public review were prepared and distributed (See Appendix B). Following these reviews, the TIP was then reviewed and approved by elected officials acting through the Metropolitan Planning Organization's transportation policy board--the Miami Valley Regional Planning Commission's (MVRPC) Transportation Committee (TC).

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

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

The final SFY1997-SFY2000 TIP will also include information pertaining to the TIP's conformity with Ohio's State Implementation Plan (SIP) under the 1990 Clean Air Act Amendments. Documentation of the TIP conformity analysis is included in Section 2 of the report. Transit and transportation demand management (TDM) projects listed in Sections 4 and 5 respectively, will also help to improve the air quality of the three-county region.

Transportation efficiency and demand reduction projects are contained in both the highway and transit programs. A discussion of these type of activities will be included in Section 6 of the final report.

Recent airport trends as well as scheduled capital improvements during calendar year 1996 will also be documented in Section 7 of the final TIP.

SECTION 2
INTRODUCTION

ORGANIZATION FOUNDATION

The Miami Valley Regional Planning Commission (MVRPC) is responsible for insuring comprehensive and coordinated development of the regional transportation system which serves the three-county area.

The continuing transportation planning program is carried out under the guidance of the MVRPC's Transportation Committee, which is composed of thirty-five representatives (sixty-four votes) from Greene, Miami and Montgomery Counties (including member communities located therein), three voting governmental organizations (one vote each), three voting non-governmental members (one vote each) and one non-voting member from Clinton County.

PURPOSE

The purpose of the TIP is to ensure a closer relationship between the urban transportation planning process and the program of projects advanced for implementation with federal and state assistance and other regionally significant projects funded with other funds.

Because the TIP spans several modes of transportation, it is extremely important to properly review and coordinate the program development with other agencies, governmental units and transit operators for all federal, state and other regionally significant projects. The enclosed program for State Fiscal Years 1997 through 2000 was developed with input and assistance from various state and local officials. The resulting four-year Transportation Improvement Program is consistent with the region's needs and priorities.

REQUIREMENTS AND REGULATIONS

In 1993, DOT and USEPA issued three separate final rules implementing Clean Air Act Conformity provisions and ISTEA planning and management requirements. On October 28, 1993 the Department of Transportation (Federal Highway Administration and the Federal Transit Administration) released joint Statewide and Metropolitan Planning regulations (23 CFR Part 450 and 49 CFR Part 613). On November 24, 1993 USEPA issued final rules for determining conformity of general federal actions to State and Air Quality Plans. On December 1, 1993 DOT issued an Interim Final Rule on Management and Monitoring System. This section provides a section by section summary of applicable elements of the these new regulations.

Planning Boundaries

The new planning regulations require the boundaries of the metropolitan planning area to include the area classified as nonattainment for ozone or maintenance, which includes Montgomery, Greene, Miami and Clark Counties. Clark County is served by the Clark-Springfield Transportation Coordinating Committee and Greene, Miami and Montgomery Counties are served

by the Miami Valley Regional Planning Commission (MVRPC). MVRPC officially expanded its transportation planning boundary to include Miami County in July 1992.

Priorities and Financial Capacity

The TIP must be consistent with the area's needs and priorities. The final planning regulations require that the TIP include a priority list of projects grouped by year. In December 1991, the MVRPC Transportation Committee adopted ISTEA Program Policies and Procedures which are used to rank and program all federally funded highway, bikeway and transit projects in the TIP. A copy of MVRPC'S ISTEA Program Policies and Procedures is included in Appendix D of this report. Tables 4.6a-4.6d in the highway section-Section 4 and Tables 5.1A-5.2A, 5.3A, 5.4.A1-5.4.A5 in the transit section-Section 5 include a column showing project priority. These tables were revised from the SFY1996-SFY1999 TIP to incorporate new or deleted projects (projects which have sold or were moved into plan status). Other than these modifications, no major changes from last years TIP rankings were made.

The regulations also require a financial capacity determination which realistically assesses available implementation funds for improvements.. Table 4.7 in Section 4 shows fiscal analysis for all MVRPC controlled funding sources. Fiscal analysis for transit is shown in the transit tables (See Section 5) for each individual project sponsor. Consistent with federal regulations for TMA's (urbanized areas greater than 200,000 population), MVRPC limits projects shown in the first two years of the TIP to those with funds available or committed.

Public Involvement

Public involvement is a key component in ISTEA. The main purpose of the ODOT Transportation Development Process (TDP) is to ensure that the social, economic, and environmental effects of projects are identified early in the planning process in order to provide some of the information required to select the most beneficial alternative. Central to the success of the TDP is the early involvement of private citizens, public officials, and interested agencies who represent a wide range of discipline and areas of expertise. Specific project proposals are publicized through the early coordination and Intergovernmental Review process. Affected segments of the community are identified and tentative problems and/or issues concerning the projects are defined. These problems and issues are continuously refined as project development progresses. The TDP involvement is solicited through public meetings held on proposed projects, meetings with affected property owners, and circulating and/or advertising the availability of the draft environmental document. Formal public hearings may also be held in accordance with applicable local, state, and federal laws. Public transit project follow a similar public involvement process.

In addition to the public involvement conducted on individual projects, the Transportation Committee adopted MVRPC Public Involvement Process for Transportation Planning (See Appendix A). This document describes MVRPC's proactive and ongoing public involvement procedures for all major transportation planning activities, including the TIP.

The TIP public input process includes three separate public input meetings throughout the TIP development process (See Attachment F of Appendix D - MVRPC's ISTEA Program Policies and Procedures). The first public meeting was a kick-off meeting at the beginning of the TIP Development Process, the second public meeting was held during the development of the draft TIP and the final meeting was held during the final TIP development. Appropriate public notices, news releases or press releases stating the meeting time and location as well as announcing the availability of each version of the TIP for public review were prepared and distributed (See Appendix B). The public notices were published in one regionally circulated newspaper (Dayton Daily News) and one additional newspaper in each of the three counties (Greene County - Xenia Daily Gazette, Miami County - Troy Daily News and Montgomery County - Kettering-Oakwood Times) prior to TC adoption of the final TIP. A press release and public service announcements were also prepared and distributed.

To increase the participation of citizens and organizations in the transportation planning process, MVRPC has developed and will maintain a mailing list notifying various groups of scheduled public involvement meetings. By announcing scheduled public involvement meetings approximately two weeks before the meeting date, the goal of this mailing list is to include groups not directly involved through the transportation-related committee structure. In addition to groups identified in the ISTEA legislation, MVRPC will add those interested parties requesting placement on this mailing list. A copy of each meeting notices (three separate) for the TIP public involvement meetings is included in Appendix B.

All comments received during the TIP public involvement process and their corresponding responses are summarized and included in Appendix B.

The MVRPC TIP is part of ODOT State Transportation Improvement Program (STIP) and as such was also made available as part of the state public involvement process. Two STIP public involvement meetings were conducted in the MVRPC planning area. ODOT District 8 held a public involvement meeting on April 16 and ODOT District 7 held a public involvement meeting on April 18. Comments received as a result of the state public involvement process are documented in the STIP.

Operation and Maintenance of Exiting Transportation System

TIPs are required to demonstrate that existing transportation facilities are being adequately operated and maintained by showing the operation and maintenance funds. Section 3 Accomplishments includes a discussion on how the region's exiting transportation system is being adequately operated and maintained. We estimate that the region is spending approximately 61% of its total roadway expenditures on operation and maintenance and approximately 83% of its transit expenditures on operation and maintenance. This is an increase from last year's TIP analysis which estimated that approximately 52% of total TIP expenditures were for system preservation type projects. System preservation projects are essential to the long term viability of the region's transportation system.

Air Quality

The Clean Air Act Amendments of 1990 and subsequently the EPA/DOT Conformity Regulations require a Transportation Plan and TIP conformity determination for areas such as the Dayton-Springfield region, which was classified as moderate non-attainment for ozone. SIP submittals were made in 1993 and 1994 for redesignation to attainment, the required 15% VOC reduction, and a 1996 attainment demonstration. Approval of the redesignation was published May 5, 1995 in the Federal Register. No adverse comments wer received, a violation of the ozone standard did not occur, and the redesignation request for Dayton became effective July 5, 1995. A NOx exemption became effective for the Dayton-Springfield area on February 21, 1995. This exemption relieved the area from the requirement for NOx emission reductions in the 1995 submittal, but a change in the law reinstated the necessity of meeting a Nox budget in this years submittal. Copies of the Federal Register documentation can be found in Appendix C.

Quantitative analysis of the entire MVRPC TIP and the Clark County-Springfield TCC TIP/LRP were jointly undertaken by MVRPC, Clark County-Springfield TCC, and ODOT. Based upon the region's current status as a maintenance area, the analysis for the 1997-2000 TIP was conducted as follows: 2005 and TIP/LRP HC budget and NOx budget analyses.

Both MVRPC and TCC maintain regional transportation planning models. Dayton's model covers all of Greene and Montgomery Counties. Miami County is not included in an urban transportation model. Springfield's model covers nine tenths of Clark County. The Miami County emissions burden and one tenth of Clark County's emission burden were generated using the 1990 HPMS data and growth factors were applied to forecast future VMT and pollutant levels. The modeled results were factored and combined with the HPMS results for the entire maintenance area.

MVRPC adopted a new Regional Transportation Plan on July 7, 1994, including a quantitative conformity determination. These results along with the Clark County-Springfield TCC Long Range Plan adopted December 9, 1994 quantitative results are included in Table C-4 in Appendix C.

Results of the documentation show that the projected HC and NOx emissions are less than the appropriate transportation conformity budgets for the Dayton/Springfield area. Results of the TIP conformity analyses are shown on Table C-4 in Appendix C.

The MVRPC list of federal and state (ODOT) funded TIP highway/bikeway projects (Tables 4.1, 4.2 and 4.3) and transit capital projects (See Section 5) include a column showing if a project was included in the air quality analysis or if it was exempt. In addition, Tables C-1, C-2, and C-3 detail the previous and current analysis status of all analyzed roadway projects. Projects transferred from the "build" scenario of previous TIPs to the "no build" scenario of the current TIP as well as projects which have been implemented are identified. These tables include federal, state and local regionally significant transportation projects. Tables C-1 thru C-3 also include regionally significant transportation-related projects not funded under Title 23, USC, or Transit Act, but needing Federal approval.

Documentation of the Mobile 5Ah assumptions used in the analyses are outlined in Appendix C.

Appendix C contains the ODOT recommended conformity documentation.

Status of Major Projects in SFY1996-SFY1999 TIP

Table 3.3 in Section 3 includes SFY1996-SFY1999 projects that experienced significant delays. The table shows the date of construction and reason for delay. Most of the projects listed were delayed due to slow project development. No significant delays were experienced for transit projects. Some projects were delayed due to changes in local jurisdiction priority.

Congestion Management System (CMS)

ISTEA requires urban areas over 200,000 population to prepare Congestion Management Systems (CMS) by 1997. ODOT and the state MPOs have developed a work plan for the final CMS which must be fully operational in non-attainment Transportation Management Areas (TMAs-urbanized areas over 200,000 population) by October 1, 1997. The National Highway System designation legislation made the ISTEA management systems, including the CMS, optional at the State level. However, the ISTEA metropolitan planning rule continues to require a CMS in TMAs. MVRPC will include a line item in its SFY1997 Work Program to address this requirement.

Congestion Mitigation and Air Quality Funded Projects

The final TIP includes eight CMAQ funded projects, all of which have received eligibility determinations from FHWA. In compliance with FHWA's previous request, a copy of the air quality analyses for these projects are included in Appendix E.

Consistency With The Long Range Transportation Plan and Conformance With State Implementation Plan

As previously mentioned, MVRPC'S ISTEA Program Policies and Procedures is included in Appendix D of this report. These policies and procedures state that all projects must meet all of the pre-screening criteria prior to being evaluated for inclusion into the TIP (See Attachment F - TIP Development Process). The three pre-screening criteria are: (1) consistency with Long Range Transportation Plan (LRTP), (2) consistency with management plans, and (3) consistency with ISTEA emphasis areas. Some smaller projects, such as system preservation projects, may not be specifically listed in the LRTP but they are consistent with the LRTP goals and policies. All projects listed in the TIP are consistent with the LRTP.

Results of MVRPC TIP project air quality conformity analysis are documented in Appendix C. The conformity documentation will formally endorsed by the MVRPC Transportation Committee by resolution which will be included in Appendix C.

Certification of the Metropolitan Planning Process

The final planning regulations requires the Secretary of Transportation to certify the metropolitan planning process for TMAs at least every 3 years. In addition, the regulations also require the State and MPO to annually certify the FHWA and FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable federal

the major issues facing the area and is being conducted in accordance with all applicable federal requirements. A separate resolution certifying conformance with applicable federal requirements will be submitted with the final TIP.

SECTION 3
ACCOMPLISHMENTS

Annually, the Miami Valley Regional Planning Commission prepares and updates the TIP in cooperation with state and local officials, local and regional transit operators and other affected transportation and regional planning and implementing agencies. As a result of this cooperative effort, the TIP acts as the primary mechanism for implementation of the new Transportation Vision and Long Range Transportation Plan (LRTP), which was adopted by the MVRPC Transportation Committee on July 7, 1994 as an update of the Regional Transportation Plan (RTP). The area's progress in implementing the highway and transit elements of the new LRTP is summarized in this section as are other highway improvements and calendar year (CY)1995 highway expenditures.

LONG RANGE TRANSPORTATION PLAN (LRTP) PROJECT ACCOMPLISHMENTS

The LRTP serves as a guide indicating when various projects that are required for the optimum functioning of the regional transportation network could be implemented given realistic funding availability. The implementation of the LRTP is a cooperative and continuous process which involves the MVRPC's Transportation Committee, local jurisdictions which are directly involved in project implementation, the Ohio and U.S. Departments of Transportation, and citizens immediately affected by a project.

Highway Accomplishments

The LRTP, which was adopted by MVRPC Transportation Committee on July 7, 1994, includes 176 projects. During CY 1995, six projects (3.4%) of the 176 total projects included in the 20 year span of the LRTP were fully or partially implemented. To date eleven (6.3%) of the 176 total projects in the LRTP are fully completed or under construction.

Table 3.1 lists 158 highway projects completed or under construction in CY1995. Of these projects, 137 were completed in 1995 and 21 were under construction during that year. Six highway LRTP projects were completed or under construction in 1995. Locations of these projects are shown on Map 4.1 through 4.3.

Transit Accomplishments

Progress continued toward implementation of the transit elements of the LRTP. The Miami Valley Regional Transit Authority (MVRTA), the Miami County Transit System and City of Piqua Transit System continues to refine the region's transit systems, which are included in the Regional Plan.

REVIEW OF CY1995 HIGHWAY EXPENDITURES

Since the Transportation Committee's adoption of the FY 1996-1999 TIP, several revisions have been made, with amendments or deletions being initiated by local jurisdictions or ODOT.

Table 3.2, *CY1995 Highway Expenditures*, shows the amount of expenditures which occurred in 1995 within the Interstate Maintenance, National Highway, Surface Transportation, Hazard Elimination and Safety, Congestion Management/Air Quality, and Bridge Replacement/Rehabilitation.

The total amount expended on highway projects in the three-county area totaled $40,935,447. Federal expenditures totaled $9,313,792 (22.8%) of the total expenditures in the region. State funds accounted for $4,404,484 (10.8%) of the total funds expended. Approximately $27,217,171 (66.5%) in local funds were also spent in combination with State and Federal funds.

SFY1996-SFY1999 TIP STATUS

In order to improve the use of the TIP as an effective management tool, the FTA and FHWA TIP guidelines require the TIP to note those projects whose implementation was delayed. In compliance with those guidelines, Table 3.3 includes SFY1996-SFY1999 projects that experienced significant delays. It shows the anticipated construction date and reason for delay. Most of the delays on this list were due to the project's development. Five projects were delayed due to funding shortages, and seven delays were due to a change in priority.

No significant delays were experienced for SFY1996-1999 TIP transit projects. Any minor adjustments to the project implementation schedule were the result of updating the MVRTA Long Range Plan, Capital Plan, Environmental Strategic Plan, Overall Strategic Plan, reinforcement of efforts to modernize and expand the electric trolleybus system, and changes in Federal funding levels.

Operation and Maintenance of Existing Transportation System

TIPs are required to demonstrate that existing transportation facilities are being adequately operated and maintained by showing that operation and maintenance funds. Annually MVRPC surveys all jurisdictions in order to compile a list of highway projects completed during the previous calendar year (See Table 3.1 in Section 3). Expenditures for these projects are then summarized in Table 3.2. From this information, MVRPC is able to generally track the type of projects and the amount of funds being used within the region. Previous analysis estimated that the region was spending approximately 52% of its roadway expenditures on operation and maintenance and approximately 100% of its transit expenditures on operation and maintenance.

This year, as part of our annual jurisdiction project survey we requested each jurisdiction to estimate the amount of funds they spent on operation and maintenance versus capital improvements. Table 3.4 summarizes the results of our survey. For the roadway portion of the survey, 24 jurisdictions provided estimated CY 1995 expenditures. These jurisdictions account for approximately 63% of the region's total roadway mileage. The survey results show that the region is spending approximately 61% of its total roadway expenditures on operation and maintenance.

For the transit portion of the survey, three public transit agencies provided estimated CY 1995 expenditures. These agencies account for 100% of the region's public transit system. Approximately 83% of TIP transit expenditures were for operation and maintenance.

Overall, an average of 70% of total TIP expenditures were used for operation and maintenance. This is an increase from last year's TIP which averaged approximately 52% of total TIP expenditures for system preservation type projects. System preservation projects are essential to the long term viability of the region's transportation system.

TABLE 3.1: CY1995 ACCOMPLISHMENTS

Responsible Agency or Location	Project	Type of Work	Total Costs	Funding	Planning Justification	Status
BROOKVILLE	ARLINGTON RD/ WESTBROOK RD	Resurface	$68,000.00	CAP IMP		Complete 10-01-95
BROOKVILLE	WALL ST - Hay Rd to Vine St	Reconstruction	$150,000.00	LOCAL		Complete 9-30-95
CASSTOWN	LAFAYETTE STREET	Reconstruction	$53,000.00	ISSUE 2, LOCAL		Complete 3-31-95
CEDARVILLE	EAST ST BRIDGE REPAIR	Bridge Replacement/ Rehabilitation	$50,000.00	OPWC		Complete 8-1-95
CENTERVILLE	S MAIN ST PHASE II - Edenhurst to Sheehan Rd.	Reconstruction	$240,000.00	LOCAL		Complete 9-1-95
CENTERVILLE	SOUTH SUBURBAN RD CONNECTOR - S Suburban to Clyo Rd	New Construction	$130,000.00	ED/GE		Complete 12-15-95
DAYTON	BUS LINE REHABILITATION	Reconstruction	$130,000.00	ISSUE 2, LOCAL		U/C 1995
DAYTON	HANDICAPPED RAMP INSTALLATION - Various	Other	$500,000.00	ISSUE 2, LOCAL		Complete 4-1-95
DAYTON	HARSHMAN RD - Dayton SCL to Brant Pike	Resurface	$553,524.85	MAM		Complete 8-31-95
DAYTON	RADIO RD - to Glendean	New Construction	$179,560.00	ED/GE		Complete 6-8-96
DAYTON	SPRINGFIELD ST - Findlay to E Corp Line	Reconstruction	$1,074,000.00	ISSUE 2, LOCAL		Complete 12-01-95
DAYTON	VALLEY ST - Stanley to ECL	Reconstruction	$1,040,000.00	ISSUE 2, LOCAL		Complete 10-31-95
DAYTON	VMS REPLACEMENT - City wide	Miscellaneous	$359,906.00	STP		Completed 1995
GERMANTOWN	SR4/BUTTER ST IMPROVEMENTS	Reconstruction	$235,114.00	ED/GE		U/C 1995
GREENE COUNTY	BEACH HILL - entire lenght	Resurface	$12,000.00	LOCAL		Complete 8-30-95
GREENE COUNTY	GERHARDT CIRCLE - entire lengh	Reconstruction	$60,840.00	LOCAL		Complete 8-30-95
GREENE COUNTY	HELLER DRIVE/N ORCHARD	Reconstruction	$642,900.00	OPWC		U/C 1995
GREENE COUNTY	HOOP RD AND BICKETT	Intersection Improvement	$16,000.00	MVGT		U/C 1995
GREENE COUNTY	LOWER BELLBROOK RD - Glady Run Tributary	Bridge Replacement/ Rehabilitation	$20,000.00	LOCAL BRIDGE		Complete 8-31-95
GREENE COUNTY	UPPER BELLBROOK RD - Feedwater & S Alpha Bellbrook	Reconstruction	$600,000.00	ISSUE 2		Complete 9-01-95
GREENE COUNTY	ROYAL WOODS - entire length	Resurface	$9,000.00	LOCAL		Complete 9-30-95
GREENE COUNTY	VARIOUS	Pavement Marking	$104,327.00	732 FUNDS, 776 FUNDS		Complete 9-15-95
GREENE COUNTY	VARIOUS	Pavement Marking	$72,671.00	STATE		Complete 1995
GREENE COUNTY	VARIOUS	Two-Lane Resurfacing	$504,600.00	STATE		Complete 9-30-95
GREENE COUNTY	WASHINGTON MILL RD - Stewart to Township Line near Sugar Hill Lane	Reconstruction	$523,955.00	OPWC/ LOCAL		Complete 9-01-95
HARRISON TWP	KEENAN AVE AT N DIXIE DR	Reconstruction	$271,415.00	OPWC/GEN		Complete 8-01-95
HARRISON TWP	KEENAN AVE AT WEBSTER ST	Reconstruction	$205,605.00	OPWC/GEN		Complete 10-30-95
HUBER HEIGHTS	BELLEFONTAINE ROAD - Taylorsville Rd to Atrz Rd	Resurface	$120,000.00	LOCAL		U/C 1995
HUBER HEIGHTS	BRANDT PK PHASE V - Longford Rd. to I-70	Reconstruction	$165,000.00	ISSUE 2, LOCAL, PVT ASMT		Complete 12-7-95

TABLE 3.1: CY1995 ACCOMPLISHMENTS

Responsible Agency or Location	Project	Type of Work	Total Costs	Funding	Planning Justification	Status
HUBER HEIGHTS	CENTER POINT-70 BLVD PH V (TEC) - Artz Rd to 1200ft south	New Construction	$403,876.17	LOCAL		Complete 5-31-95
HUBER HEIGHTS	OLD TROY PK & TAYLORSVILLE	Signal Improvement	$1,560.00	LOCAL		Complete 12-15-95
JEFFERSON TWP	BLAIRWOOD - Donlaw east to terminus	Resurface	$500.00	LOCAL		Complete 9-30-95
JEFFERSON TWP	DONLAW - East to end	Resurface	$7,500.00	LOCAL		Complete 9-30-95
JEFFERSON TWP	HEMPLE RD - Diamond Mill Rd east to Lorain CL	Resurface	$22,328.00	LOCAL		Complete 9-30-95
JEFFERSON TWP	LEADALE - Norndave east to terminus	Resurface	$1,500.00	LOCAL		Complete 9-30-95
JEFFERSON TWP	LIBERTY MEADOWS - Dayton Liberty S to Donlaw	Resurface	$1,500.00	LOCAL		Complete 9-30-95
JEFFERSON TWP	NORMDAVE - Donlaw S to end	Resurface	$7,500.00	LOCAL		Complete 9-30-95
JEFFERSON TWP	SCOFIELD - Normdave E to end	Resurface	$1,500.00	LOCAL		Complete 9-30-95
JEFFERSON TWP	WEST THIRD ST - Victory Dr to Lensdale Ave	Reconstruction	$785,000.00	ED/GE		U/C 1995
KETTERING	FORRER AVE/ SMITHVILLE RD	Resurface	$375,000.00	ISSUE 2/CITY		Complete 8-23-95
KETTERING	WOODMAN CENTER DR - Dorothy to terminus	New Construction	$465,000.00	ED/GE		U/C 1995
METRO PARKS	ENGLEWOOD METRO PARK BKWY - Linesch Rd to East Park	Bikeway	$50,000.00	LOCAL		Complete 9-1-95
MIAMI COUNTY	COVINGTON-GETTYSBURG at Greenville Creek	Bridge Replacement/ Rehabilitation	$549,327.00	OPWC, ODOT, LOCAL		Complete 11-15-95
MIAMI COUNTY	CRACK SEAL VARIOUS COUNTY ROADS	Other	$3,368,000.00	ISSUE 2, FEDERAL, LOCAL		Complete 5-31-95
MIAMI COUNTY	KLINGER RD - Rangeline to SR 48	Resurface	$25,026.00	LOCAL		Complete 10-31-95
MIAMI COUNTY	MONROE-CONCORD RD - Peters to Magnolia	Resurface	$24,059.00	LOCAL		Complete 10-31-95
MIAMI COUNTY	NASHVILLE RD - SR 571 to SR 55	Resurface	$72,639.00	LOCAL		Complete 10-31-95
MIAMI COUNTY	PANTHER CREEK - at Panther Creek	Bridge Replacement/ Rehabilitation	$74,485.00	LOCAL		Complete 9-23-95
MIAMI COUNTY	PETERS RD - Swailers to Troy Corp.	Resurface	$23,234.00	LOCAL		Complete 10-31-95
MIAMI COUNTY	RANGELINE - south of SR 185	Bridge Replacement/ Rehabilitation	$26,153.00	LOCAL		Complete 5-12-95
MIAMI COUNTY	REPAIRS TO VARIOUS BRIDGES	Bridge Replacement/ Rehabilitation	$20,304.00	LOCAL		Complete 12-31-95
MIAMI COUNTY	SNYDER RD - E Alcony - Conover Rd	Bridge Replacement/ Rehabilitation	$35,638.00	LOCAL		Complete 7-21-95
MIAMI COUNTY	STRIP SEAL VARIOUS COUNTY ROAD	Other	$35,638.00	LOCAL		Complete 8-31-95
MIAMI COUNTY	SUBER RD - at Sping Creek	Bridge Replacement/ Rehabilitation	$40,921.00	LOCAL		Complete 10-16-95
MIAMI COUNTY	SURFACE SEAL VARIOUS COUNTY ROAD	Other	$68,853.00	LOCAL		Complete 9-30-95
MIAMI COUNTY	TROY-SIDNEY RD - Troy Corp. to Piqua-Troy	Resurface	$28,777.00	LOCAL		Complete 10-31-95
MIAMI COUNTY	VARIOUS BRIDGES AND CULVERTS REPL	Bridge Replacement/ Rehabilitation	$86,583.00	LOCAL		Complete 12-31-95

TABLE 3.1: CY1995 ACCOMPLISHMENTS

Responsible Agency or Location	Project	Type of Work	Total Costs	Funding	Planning Justification	Status
MIAMI PARKS	BIG WOODS RESERVE	Miscellaneous	$53,800.00	STATE, MIA CO. METRO PARK		Complete 6-30-95
MIAMISBURG	ALEXANDERSVILLE RD - Maue-Lyons Rd to Leiter	Reconstruction/Widening	$977,000.00	CAP. IMP. PROG, OPWC	LRTP: #197	U/C 1995
MIAMISBURG	BELVO RD IMPROVEMENT - Byers Rd to Rosina	Reconstruction	$240,000.00	CIP,ED/GE		Complete8-16-95
MIAMISBURG	KOHNLE DR IMPROVEMENT - Byers Rd to Lyons Rd	Reconstruction	$203,000.00	CIP,ED/GE		Complete 5-31-95
MIAMISBURG	RICHARD ST IMPROVEMENT - 4th to 11th	Reconstruction	$1,000,000.00	OPWC		U/C 1995
MONROE TWP	BOONE RD	Reconstruction	$45,004.00	ISSUE 2		U/C 1995
MONTGOMERY COUNTY	DESMOND ST - Knox east to terminus	Resurface	$1,633.00	LOCAL		Complete 9-30-95
MONTGOMERY COUNTY	DIAMOND MILL RD - north to US 35	Reconstruction	$1,137,781.00	ODOT, LOCAL		Complete 8-31-95
MONTGOMERY COUNTY	HEMPLE RD - between Germantown-Liberty and Union	Bridge Replacement/ Relocation	$1,107,191.00	ODOT, BRIDGE CREDIT	LRTP: #241	U/C 1995
MONTGOMERY COUNTY	NEEDMORE ROAD - over Great Miami River	Bridge Replacement/ Rehabilitation	$2,191,260.00	BR, STATE		U/C 1995
MONTGOMERY COUNTY	STACEY RD - Germantown-Liberty to Hemple	Resurface	$21,344.00	LOCAL		Complete 9-01-95
MORAINE	CARDINGTON RD SIGNAL - at SR 741	Signal Improvement	$45,000.00	GENERAL FUND		Complete 8-01-95
MORAINE	DRYDEN RD PHASES I & II - Kreitzer to Broadway St. Bridge	Resurface	$784,000.00	LOCAL, OPWC		Complete 10-01-95
MORAINE	INDUSTRIAL ESTATES SIGNAL UPGR - at SR 741	Signal Improvement	$35,000.00	GENERAL FUND		Complete 8-01-95
MORAINE	SELLARS RD - I 75 bridge to Spriingboro Pk.	Resurface	$125,000.00	LOCAL		Complete 6-01-95
NEW LEBANON	ROAD REPAIR RESURFACE PHASE 8 - Church, Johns, Blosser, Sunset	Resurface	$50,000.00	LOCAL		Complete 8-31-95
OAKWOOD	PARK AND OAKWOOD PAVEMENT REPAIRS - intersection of Oakwood and Park	Reconstruction	$5,100.00	LOCAL		Complete 10-11-95
OAKWOOD	1995 ASPHALT MILL & OVERLAY - ridgewood, Mahrt	Resurface	$223,649.00	LOCAL		Complete 7-25-95
OAKWOOD	1995 ASPHALT REJUVENATION - part of Hathaway	Resurface	$8,118.00	LOCAL		Complete 6-27-95
OAKWOOD	1995 CONCRETE STREET REPAIRS - Shroyer Rd.	Reconstruction	$12,972.00	LOCAL		Complete 11-06-95
OAKWOOD	1995 CURB & SIDEWALK PROGRAM - Aberdeen to Patterson Rd	Reconstruction	$135,223.00	LOCAL		Complete 8-18-95
OAKWOOD	1995 MICRO-SURFACING - Woodview, Ivanhoe	Resurface	$29,959.00	LOCAL		Complete 8-11-95

TABLE 3.1: CY1995 ACCOMPLISHMENTS

Responsible Agency or Location	Project	Type of Work	Total Costs	Funding	Planning Justification	Status
OAKWOOD	TRAF SIGNAL UPGRADE - PH1 - Schantz & Far Hills, Far Hills & Peach Orchard	Signal Improvement	$37,857.00	LOCAL		Complete 5-12-95
OAKWOOD	TRAFFIC SIGNAL UPGRADE PH2 - Oakwood & Far Hills, Patterson & Far Hills	Signal Improvement	$53,872.00	LOCAL		Complete 10-17-95
ODNR	CORWIN TO XENIA BIKEWAY - Greene CL to Hedges Rd	Bikeway	$1,358,895.00	FEDERAL, STP	Bikeway Plan	Complete 9-30-95
ODOT DISTRICT 7	AUG-029-10.01	Other	$370,705.52	LOCAL		Complete 9-15-95
ODOT DISTRICT 7	COX ARBORETUM - various	Resurface	$1,410.00	STATE		Complete 8-31-95
ODOT DISTRICT 7	SR 004-DAYTON EXPRESSWAY - IR 75 to south of Harshman Rd	Resurface	$680,010.00	NH, STP, STATE, LOCAL		U/C 1995
ODOT DISTRICT 7	LYONS RD OUTPOST	Other	$25,163.60	LOCAL		Complete 12-30-95
ODOT DISTRICT 7	US 036 - E form Darke CL to Piqua CL	Resurface	$469,703.00	LOCAL		Complete 7-31-95
ODOT DISTRICT 7	US 036 - at branch of Spring Circle	Bridge Replacement/ Rehabilitation	$149,257.75	STATE		Complete 6-30-95
ODOT DISTRICT 7	SR 041 - IR 75 to SR 48	Resurface	$539,706.00	LOCAL		Complete 7-31-95
ODOT DISTRICT 7	SR 185 - at Bennet and Orr Ditches	Bridge Replacement/ Rehabilitation	$253,762.00	LOCAL		Complete 6-30-95
ODOT DISTRICT 7	MIA-PIQUA HISTORICAL AREA - various	Reconstruction	$34,786.00	LOCAL		Complete 9-31-95
ODOT DISTRICT 7	SR 004 - south of Dayton CL	Bridge Replacement/ Rehabilitation	$216,905.00	FEDERAL, STATE		Complete 6-30-95
ODOT DISTRICT 7	US 035 - Union Rd to Gettysburg	Resurface	$326,174.33	STATE		Complete 10-31-95
ODOT DISTRICT 7	US 035 - east from W 3rd to W of Liscum	New Construction	$6,393,515.33	FEDERAL STATE	LRTP:#156	U/C 1995
ODOT DISTRICT 7	US 035 - east from Liscum to JH McGee	New Construction	$34,395,970.00	FEDERAL STATE	LRTP:#156	Complete 8-11-95
ODOT DISTRICT 7	US 040 - east of Preble CL	Bridge Replacement/ Rehabilitation	$694,477.00	FEDERAL STATE		Complete 11-15-95
ODOT DISTRICT 7	US 040 - east from W of Frederick Pk	Bridge Replacement/ Rehabilitation	$1,326,137.00	HES, STP, STATE	LRTP:#159	U/C 1995
ODOT DISTRICT 7	US 040 - at WCL of Vandalia	Bridge Replacement/ Rehabilitation	$287,922.43	FEDERAL STATE		Complete 10-31-95
ODOT DISTRICT 7	SR 048 - north of Englewood SCL to N of I 70	Resurface	$51,300.00	NH, STATE		U/C 1995
ODOT DISTRICT 7	SR 049 - Curundu to Trotwood S Corp.	Resurface	$264,364.83	STATE		Complete 9-30-95
ODOT DISTRICT 7	I 70 - east for SR 202 to east of SR 4	Resurface	$797,038.00	FEDERAL		Complete 6-30-95
ODOT DISTRICT 7	I 70-22.75/CLA-070-0.22	Reconstruction	$111,342.50	LOCAL		Complete 3-31-95
ODOT DISTRICT 7	I 75 - Dayton S Corp. to north of SR 4	Resurface	$755,935.00	LOCAL		Complete 9-30-95
ODOT DISTRICT 7	SR 202 - north of I 70 to SR 571	Resurface	$236,830.47	LOCAL		Complete 6-30-95
ODOT DISTRICT 7	SR 725 - Miami River to Lawrence	Resurface	$143,507.63	LOCAL		Complete 10-31-95
ODOT DISTRICT 7	SR 741 - Springboro Pk at Lyons Rd	Reconstruction	$372,128.00	LOCAL	LRTP:#191	Complete 10-31-95

TABLE 3.1: CY1995 ACCOMPLISHMENTS

Responsible Agency or Location	Project	Type of Work	Total Costs	Funding	Planning Justification	Status
ODOT DISTRICT 7	N BIKEWAY EXTENSION - Shoup Mill: Riverside	Bikeway	$593,867.28	BWM	Bikeway Plan	Complete 7-31-95
ODOT DISTRICT 8	BUT-027-01.00 - various	Signalization	$66,286.00	STATE		Complete 1995
ODOT DISTRICT 8	SR 004-various	Guardrail Reconstruction	$58,614.00	STATE		Complete 1995
ODOT DISTRICT 8	SR 042 - at Shawnee Creek	Bridge Repair	$820,810.00	STATE		Complete 1995
ODOT DISTRICT 8	SR 048-04.70	Miscellaneous	$51,067.00	STATE		Complete 1995
ODOT DISTRICT 8	US 068 - at tributary of Caesars Creek	Bridge Replacement/ Rehabilitation	$243,234.40	LOCAL		Complete 11-15-95
ODOT DISTRICT 8	SR 725 - Vemco Dr to Little Sugar Creek Rd	Other	$0.00	LOCAL		U/C 1995
ODOT DISTRICT 8	SR 725 - Bellbrook CL to intersection of US 42	Two-Lane Resurfacing	$386,400.00	STATE		Complete 1995
ODOT DISTRICT 8	SR 725 - tributary of Little Miami River--W of US 42	Bridge Replacement/ Rehabilitation	$180,021.60	LOCAL		Complete 6-30-95
ODOT DISTRICT 8	SR 734 - Jamestown E Corp west & on US 35	Resurface	$750,974.00	LOCAL		Complete 7-31-95
ODOT DISTRCIT 8	SEAMAN PARK & NARROWS RESERVE	Resurface	$45,237.72	LOCAL		Complete 7-31-95
PIQUA	ANDERSON AND FOUNTAIN - full length	Resurface	$270,000.00	LOCAL		Complete 8-30-95
PIQUA	WASHINGTON AVE AND PARK AVE - Broadway to SR 66	Reconstruction	$247,222.00	OPWC/ LOCAL		Complete 12-01-95
PIQUA	WEST HIGH ST - Sunset to Westview	Reconstruction	$603,000.00	OPWC/ LOCAL		Complete 12-01-95
TIPP CITY	N HYATT PHASE I - Main St to Park Ave	Reconstruction	$200,000.00	LOCAL	LRTP:#123	Complete 11-31-95
TROTWOOD	BIKEWAY & BW BRIDGE IMPROVEMENT - Broadway to Vickwood	Bikeway	$6,000.00	LOCAL		Complete 10-30-95
TROTWOOD	RESURFACE 1995 - Broadmoor to Plat	Resurface	$46,473.00	LOCAL		Complete 7-15-95
TROTWOOD	SHILOH SPRINGS TURN LANE - Olive Rd to Dry Run Creek	Reconstruction	$56,431.00	LOCAL		Complete 11-17-95
TROTWOOD	STUCKHARDT RECONSTRUCTION - Main St to Burman	Reconstruction	$46,860.00	LOCAL		Complete 9-30-95
TROY	PETERS AVE RECONSTRUCTION - SR 55 to Ridge Ave	Reconstruction	$376,000.00	ISSUE 2, LOCAL		Complete 6-30-95
TROY	S MARKET STREET - SR 55 to Corp. Line	Reconstruction	$800,000.00	ISSUE 2, LOCAL		Complete 8-01-95
UNION	BOITNOTT DR	Resurface	$2,995.00	LOCAL		Complete 10-30-95
UNION	MCCRAW DR	Resurface	$8,015.00	LOCAL		Complete 10-30-95
VANDALIA	HELKE RD WIDENING PHASE II - south of Mariclair to Stonequary	Reconstruction	$329,000.00	LOCAL/ PRIV/ PERM TAX	LRTP: #239	Complete 6-01-95
VANDALIA	LITTLE YORK RD - Brown School Rd and Cassel	Reconstruction	$483,150.38	CI FUND, HES		Complete 7-31-95
VANDALIA	STONEQUARRY WIDENING PHASE II - Stoney Springs to Helke	Reconstruction	$151,600.00	LOCAL/ OPWC		Complete 6-30-95
WASHINGTON TWP	1995 RESURFACING PROGRAM - Township Wide	Resurface	$570,000.00	WASH TWP		Complete 9-01-95

TABLE 3.1: CY1995 ACCOMPLISHMENTS

Responsible Agency or Location	Project	Type of Work	Total Costs	Funding	Planning Justification	Status
WASHINGTON TWP	1995 SIDEWALK PROGRAM Whipp Rd to Bethany Lutheran	New Construction	$70,000.00	LOCAL		Complete 9-01-95
WASHINGTON TWP	PARAGON RD - Congress Park to McEwen	New Construction	$218,821.00	LOCAL	LRTP:#289	U/C 1995
WEST CARROLLTON	ALEX RD - Trina Dr to Alex Court	Reconstruction	$155,000.00	ISSUE 2, LOCAL		U/C 1995
WEST CARROLLTON	ALEX-BELL ROAD - Central Ave to SR 741	Reconstruction/Widening	$3,346,678.35	FEDERAL, LOCAL	LRTP:#195	U/C 1995
WEST CARROLLTON	HYDRAULIC ROAD BIKEWAY - Alex Rd to W Central Ave	Miscellaneous	$558,220.00	STP, LOCAL	Bikeway Plan	U/C 1995
WEST MILTON	LOCUST LANE RECONSTRUCTION	Reconstruction	$70,000.00	LOCAL		Complete 11-01-95
WEST MILTON	POPLAR/ FOREST STREETS	Reconstruction	$169,000.00	ISSUE 2		U/C 1995
XENIA	DAYTON AVE - Allison to W Corp Line	Reconstruction	$250,000.00	OPWC		Complete 9-15-95
XENIA	HILL ST BRIDGE - at Shawnee Creek	Bridge Replacement/ Rehabilitation	$125,000.00	FEDERAL, ISSUE 2		Complete 7-01-95
XENIA	INDUSTRIAL BLVD - terminus to Cincinnati Ave	New Construction	$270,000.00	LOCAL/ ODOD		U/C 1995
XENIA	TRAFFIC SIGNAL - Bellbrook & Allison	Signal Improvement	$18,000.00	LOCAL		U/C 1995

TABLE 3.2: CY 1995 HIGHWAY EXPENDITURES

Funding Type	*Mont.*	*Greene*	*Miami*	*Total*	*Fed.*	*Total*
Federal-Aid Highway Funds						
Bridge Replacement-On	$3,400,620	$559,688	$496,456	$4,456,764	48%	
Hazard Elimination	$99,000	$0	$0	$99,000	1%	
National Highway System	$747,728	$0	$0	$747,728	8%	
Surface Transportation Program	$3,881,268	$0	$129,032	$4,010,300	43%	
TOTAL FEDERAL	$8,128,616	$559,688	$625,488	$9,313,792	100%	23%
State Funds						
State	$2,040,166	$1,725,810	$233,965	$3,999,941		10%
Other Funds (Includes Local, OPWC, and Issue 2 Funds in combination with State & Federal Funds)	$175,500	$104,327	$124,716	$404,543		1%
TOTAL LOCAL STATE	$2,215,666	$1,830,137	$358,681	$4,404,484		11%
FEDERAL & STATE SUBTOTAL	$10,344,282	$2,389,825	$984,169	$13,718,276		34%
Local Funds						
Local (Includes all locally funded projects including ED/GE as well as other Federal Funds, i.e.: CDBG, Revenue Sharing...)	$17,391,742	$3,061,893	$6,763,536	$27,217,171		66%
TOTAL LOCAL	$17,391,742	$3,061,893	$6,763,536	$27,217,171		66%
GRAND TOTAL	**$27,736,024**	**$5,451,718**	**$7,747,705**	**$40,935,447**		**100%**

TABLE 3.3: SFY1996-SFY1999 TIP PROJECTS WHICH HAVE BEEN DELAYED IN THE SFY1997-SFY2000 TIP

Project Name	Project No.	Project Description	FY 1996-1999 TIP	FY 1997-2000 TIP	Reason
GRE-039CR-00.00	None	Resurface	PLAN	Deleted	County Priority Change
GRE-042-06.035 (3.75)	None	Resurface	FY97	Deleted	ODOT District 8 Priority Change
GRE-071-0.00/CLI-071-11.681	12492	Resurface	FY99	LR	ODOT District 8 Priority Change
GRE-120CR-01.713	15272	Bridge Replace/Rehab	FY99	FY00	Project Development
GRE-142CR-02.285 (4.12)	8235	Resurface	FY97	FY98	Project Development
GRE-142CR-10.62 (6.60)	12214	Bridge Replace/Rehab	FY99	FY00	Project Development
GRE-235-03.85	14346	Reconstruction	FY99	PLAN	Funding Shortage
GRE-725-06.357 (3.95)	15278	Bridge Replacement	FY98	LR	ODOT District 8 Priority Change
GRE-Beaver Valley Rd.	None	Reconstruction	PLAN	Deleted	County Priority Change
GRE-National Rd.	None	Reconstruction	PLAN	Deleted	County Priority Change
GRE/CLI071-00.00/07.62	12492	Resurface	FY99	PLAN	Funding Shortage
MIA-025ACR-04.84	15144	Reconstruction	FY99	LR	Funding Shortage
MIA-025ACR-21.597 (13.42)	15080	Reconstruction	FY98	FY00	Project Development
MIA-025ACR-Tipp City	None	Reconstruction/Widening	FY99	LR	Funding Shortage
MIA-075-07.948 (4.94)	11160	Reconstruction	LR	PLAN	Funding Shortage
MIA-075-17.445 (10.84)	11161	Reconstruction	FY99	Deleted	Funding Shortage
MIA-Broadway Ave,	11998	Reconstruction	FY96	FY97	Project Development
MOT-004-29.268 (18.19)	13938	Signal Improvement	FY96	FY97	Project Development
MOT-048-01.754 (1.09)	14060	Reconstruction	FY96	FY97	Project Development
MOT-048-09.735 (6.05)	15081	Reconstruct Curbs	FY98	FY99	Project Development
MOT-048-26.355 (16.38)	12701	Reconstruction/Widening	PLAN	FY99	ODOT District 7 Priority Change
MOT-074CR-00.00 (phase 1)	9949	New Construction	FY96	FY97	Project Development
MOT-075-00.01	15115	Resurface	FY96	Deleted	ODOT District 7 Priority Change
MOT-075-16.766 (10.42)	9815	Other Improvements	FY96	FY97	Project Development
MOT-075-25.717/25.797/28.002	15219	Other Improvements	FY97	FY98	Project Development
MOT-099CR-26.999 (16.78)	4853	Reconstruction/Widening	FY99	FY00	Funding Shortage
MOT-202-08.399	14675	Widening/Hazard Elimination	PLAN	FY98	ODOT District 7 Priority Change
MOT-725-19.421	14128	Transportation Enhancement	FY96	Deleted	Combined with PID# 12301 Below
MOT-725-19.888	12301	Reconstruction/Widening	FY96	FY97	Addition of PID# 14128
MOT-741-00.00/WAR-15.53	7147	Reconstruction	FY97	FY98	Project Development
MOT-741-03.315 (2.06)	13525	Bridge Replace/Rehab	FY99	FY00	Project Development
MOT-Aviation Heritage System	15143	Transportation Enhancement	FY96	FY97	Project Development
MOT-Chambersburg Rd.	7166	Reconstruction	FY97	FY98	Project Development
MOT-Edwin C. Moses Blvd.	14620	Reconstruction	LR	Deleted	City Priority Change
MOT-Gettysburg Ave.	6428	Reconstruction/Widening	FY96	FY97	Project Development
MOT-Liscum Dr.	7320	Reconstruction/Widening	FY99	FY00	Project Development
MOT-Mad River Bikeway Phase I	6446	Bikeway	FY96	FY97	Funding Shortage
MOT-Mad River Bikeway Phase II	13593	Bikeway	FY99	Deleted	To Be Done with Local Funds
MOT-Maue Rd.	None	Reconstruction	PLAN	Deleted	To Be Done With Issue 2 Funds
MOT-Patterson Boulevard	15141	Other Improvements	FY96	FY97	Project Development
MOT-River Corridor Bikeway	14557	Bikeway Enhancement	FY96	FY97	Project Development
MOT-Woodman Dr.	14098	Resurface	FY96	FY97	Project Development

TABLE 3.4
Maintenance, Operation, and Capital Improvement Expenditures for CY 1995

Jurisdiction	Maintenance and Operation	Maintenance and Operation Percent of Total	Capital Improvements	Capital Improvements Percent of Total	Total
Roadway Expenditures					
Brookville	$260,000.00	77%	$77,000.00	23%	$337,000.00
Centerville	$1,800,000.00	64%	$1,000,000.00	36%	$2,800,000.00
Dayton	$8,570,400.00	68%	$4,000,000.00	32%	$12,570,400.00
Fairborn	$628,076.00	38%	$1,041,430.00	62%	$1,669,506.00
Germantown	$426,749.09	100%	$0.00	0%	$426,749.09
Greene County	$4,347,059.16	64%	$2,412,718.24	36%	$6,759,777.40
Harrison Twp	$1,103,000.00	70%	$477,000.00	30%	$1,580,000.00
Huber Heights	$475,000.00	32%	$1,025,000.00	68%	$1,500,000.00
Kettering	$5,615,603.00	62%	$3,434,000.00	38%	$9,049,603.00
Madison Twp	$233,000.00	76%	$73,495.54	24%	$306,495.54
Metro Parks (roadways only)	$500,000.00	100%	$0.00	0%	$500,000.00
Miami County	$3,671,000.00	76%	$1,161,000.00	24%	$4,832,000.00
Miamisburg	$550,000.00	21%	$2,050,000.00	79%	$2,600,000.00
Montgomery County	$7,700,000.00	60%	$5,100,000.00	40%	$12,800,000.00
Moraine	N/A	N/A	N/A	N/A	N/A
Oakwood	$897,000.00	73%	$329,000.00	27%	$1,226,000.00
Phillipsburg	$8,150.00	7%	$107,630.00	93%	$115,780.00
Piqua	$398,000.00	18%	$1,794,000.00	82%	$2,192,000.00
Riverside	$1,093,950.00	92%	$100,000.00	8%	$1,193,950.00
Tipp City	$307,000.00	51%	$293,000.00	49%	$600,000.00
Trotwood	$84,468.00	24%	$262,597.00	76%	$347,065.00
Union	$408,889.00	100%	$0.00	0%	$408,889.00
Vandalia	N/A	N/A	N/A	N/A	N/A
Washington Twp	$3,256,000.00	64%	$1,844,000.00	36%	$5,100,000.00
West Carrollton	$600,000.00	60%	$400,000.00	40%	$1,000,000.00
West Milton	N/A	N/A	N/A	N/A	N/A
Xenia	$250,000.00	59%	$175,000.00	41%	$425,000.00
TOTAL Roadway Expenditures	$43,183,344.25	61%	$27,156,870.78	39%	$70,340,215.03
Transit Expenditures					
City of Piqua Transit	$184,480.00	70%	$78,841.00	30%	$263,321.00
Miami County Transit	$428,810.00	84%	$80,608.00	16%	$509,418.00
MVRTA	$41,492,000.00	83%	$8,410,000.00	17%	$49,902,000.00
TOTAL Transit Expenditures	$42,105,290.00	83%	$8,569,449.00	17%	$50,674,739.00
GRAND TOTAL	**$85,288,634.25**	70%	**$35,726,319.78**	30%	**$121,014,954.03**

SECTION 4

THE HIGHWAY, BIKEWAY AND OTHER IMPROVEMENT PROGRAM

Contained within the State Fiscal Years 1997 through 2000 TIP are transportation improvements resulting from the continuing, comprehensive and coordinated transportation planning program. Shown in this section are highway, bikeway and other projects with anticipated federal, state or local fund usage for the SFY1997 through SFY2000 time period.

Since the highway TIP is a realistic, staged four-year capital improvement program, it was developed with recognition of a reasonable estimate of available federal/state/local funds and priority needs. The program for Greene, Miami and Montgomery Counties lists projects for which some phase of work utilizing federal, state or local funds will be initiated..

For the highway, bikeway and other projects, all Federal funding sources were analyzed and considered in developing the program. The ODOT, through periodic reviews of the current TIP, provides project updates/amendments covering all State/Federal funding sources for highways. Covered in the State's program are improvements to be financed with Federal-Aid Interstate Maintenance, National Highway System, Surface Transportation Program, Bridge Replacement and Rehabilitation, Congestion Mitigation and Air Quality and other highway funding sources.

PLAN COORDINATION

Projects advanced for implementation within the TIP were derived by several methods:

1. The need was established in the Long Range Transportation Plan; or
2. It was described in TSM reports prepared by MVRPC; or
3. The project resulted from inputs received from various agencies in the area and was consistent with the policies of TSM reports and the Long Range Transportation Plan.

Each highway, bikeway or other transportation improvement is specifically identified within the TIP. Project air quality status, limits, cost, length, funding source, phase of work, schedule and responsible jurisdiction are shown in the TIP Tables 4.1, 4.2, 4.3 and 4.4.

Bikeway and pedestrian projects are included in the TIP as part of proposed highway projects or as separately funded projects. Bikeway or pedestrian projects being proposed as separate projects are identified in the TIP tables. In addition, many local communities are implementing bikeways and pedestrian projects with local financing. The TSM section of the report provides additional information on bikeway and pedestrian projects.

The resulting TIP list represents a realistic look at all aspects of transportation planning and is based on the best available information. Many of the projects listed in the TIP are the result of previous actions taken to fulfill TSM or air quality objectives.

FEDERAL-AID STATE FY1997-FY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAYS, BIKEWAYS AND OTHER)

A realistic short-range program showing the region's priority projects for highways, bikeways and other projects has been developed in cooperation with all local governments, various agencies and transit operators, and has been reviewed by the COC and endorsed by the area's elected officials acting through the MVRPC's Transportation Committee. Included within the TIP is a list of improvements for which some activity will be initiated during State Fiscal Years 1997 through 2000.

The MVRPC and ODOT recommended SFY1997-SFY2000 Transportation Improvement Program for Highway, Bikeway and Other projects is shown in Tables 4.1 (Greene County), 4.2 (Miami County), 4.3 (Montgomery County) and 4.4 (Areawide/Statewide and MVRPC Planning Studies). The format of Tables 4.1 through 4.4 follows the ODOT's recommendations. A terminology explanation chart of key abbreviations used in the highway/bikeway/flexible tables proceeds Table 4.1. A separate map showing the project locations appears after each table.

ODOT has upgraded their Project Development Management System (PDMS) which is used as a tool for tracking highway project development milestones and establishing dates when projects will require federal funding authorizations through the STIP/TIP. Projects are entered into and tracked through the PDMS by establishing a Project Identification (PID) number. A project is retained in "planned status" until the project sponsor commits to a date when the project plans will be completed. Once the commitment dates are established, a project moves to "programmed status". ODOT tracks programmed projects to ensure that a project development milestone and project completion dates are met and that the STIP/TIP allocates federal funding as needed for PE, R/W and construction activities. For this reason, ODOT prefers that federal funds be allocated only on "programmed status" projects. However, when necessary, "planned status" projects which anticipate using federal funding for PE or R/W can be included in the fiscally constrained STIP/TIP. All projects classified as "plan status" are shown in Table 4.5. These projects are shown for information purposes and are not part of the fiscally constrained TIP.

Tables 4.6a through 4.6d groups all federally funded projects by fiscal year and type of funds, which are then ranked. Projects are ranked by federal funding type utilizing the two step ranking process included in MVRPC's ISTEA Program Policies and Procedures (See Appendix D). The final planning regulations require this type of grouping in order to demonstrate that funds are expected to be available. These tables were revised from the SFY1996-SFY1999 TIP to incorporate new or deleted projects (projects which have sold or were moved into plan status). Other than these modifications, no major changes from last years TIP rankings were made.

Similar to last year, the STIP/TIP must be fiscally constrained. MVRPC's and ODOT's highway fiscal analysis will be included in the final SFY1997-SFY2000 TIP. For the Highway/Bikeway Program, the fiscal constraint will take the annual federal obligation limitation into account. The obligation limitation is an annual spending ceiling established by Congress to control total federal annual expenditures. For SFY1997-SFY2000, the obligation ceiling will be presumed to equal 100% of apportionments. Table 4.7 - MVRPC'S Funding Plan shows TIP fiscal analysis for MVRPC's controlled funding sources. Consistent with federal regulations for TMA's (urbanized areas greater than 200,000 population), MVRPC limits projects shown in the first two years of the TIP to those with funds available or committed.

EXPLANATION OF ABBREVIATIONS USED IN HIGHWAY/BIKEWAY TABLES

Project ID#
First Character
A-Funded Project
P-Plan Status Project - Project under development but no future phase scheduled during TIP period.
Second-Fourth Character
000=Project Number
Fifth Character - Subtype
.1=New Construction
.2=Reconstruction
.3=Resurface
.4=Safety Improvement
.5=Bridge Replacement/Rehabilitation
.6=Signal Improvement
.7=Bikeway Improvement
.8=Other Improvements

PID No.
ODOT Project Identifier

Air Quality Status
Identifies projects which were included in air quality conformity analysis
1st Row= Project is exempt or was analyzed.
2nd Row= FY96-FY99 TIP Analysis Scenario
3rd Row= FY97-FY2000 TIP Analysis Scenario

FTYPE Rank (For Tables 4.6a thru 4.6d)
Project Ranking by Federal Fund Type by Expenditure Year

Project Type
O/L/F-ODOT/Local/Federal
L/F-Local/Federal

	Fund Type	Fed./Local Share
BR	-Bridge Replacement and Rehabilitation	80/20
CM	-Congestion Mitigation and Air Quality	80/20
DPC	-Demonstration Funding	80/20
IM	-Federal-Aid Interstate Maintenance (Resurfacing, Restoring, Rehabilitation)	90/10
NH	-National Highway System	80/20
OPW	-Issue 2/LTIP	80/20
PL	-Federal Metropolitan Planning	
SPR	-Federal State Planning and Research	80/20
STD	-Surface Transportation Program (State Allocation)	80/20
STE	-Surface Transportation Program (Transportation Enhancement Set-aside)	80/20
STP	-Surface Transportation Program (MVRPC Allocation)	80/20
CSTP or CST	-Surface Transportation Program (County Engineer's Association Allocation)	80/20
S	-State Funds - ODOT	0/100
L	-Local Funds	0/100
NF	-Non-Federal Funds	0/100

Phase of Work
PE -Environmental and Contract Plan Preparation
R -Right-of-Way Acquisition
C -Construction

Other Codes
LR -Long Range
NF -Not Funded
NA -Not Applicable
X -Funds Obligated OR Not Applicable

TABLE 4.1 RECOMMENDED SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)
(GREENE COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A009.7	EXEMPT	CLA/GRE-Little Miami Bikeway Little Miami Bikeway 0.92 Mi. S. of CLA C.L. to CLA C.L.	0.920	111	STD STD STD L L L	PE R C PE R C	X X 			12 3 	 61 15	09/10/96	08/19/96	FY1999	FY2000	District 7 is preparing plans and Park Districts are acquiring R/W.	ODOT
PID # = 4480	# LANES =	(State STP)															
A576.8	EXEMPT	GRE-Beavercreek Streetscape Streetscape on N. Fairfield at Dayton-Xenia Rds. Widen Sidewalks, Pavers,	0.000	665	STE STE STE L L L	PE R C PE R C	X NA X NA 	 459 206				05/10/96	NA	NA	12/18/96	State STP (Transportation Enhancement) set-aside funds for construction.	Beavrck
PID # = 14650	# LANES =	Landscaping and Seating Transportation Enhancement															
A209.2	EXEMPT	GRE-Col. Glenn/N. Fairfield Col Glenn at N. Fairfield Rd .19 Mi. W. of Fairfield to	0.800	1,620	STP STP STP L L L	PE R C PE R C	X X 	 256 64 	 840 210			06/15/97	03/15/97	12/30/97	05/01/98	Need CE confirmation and committment schedule. MVRPC STP funds.	Fair.
PID # = 12653	# LANES = 8	SR844/.19 Mi S of Col. Glenn Widen Intersection, Signal & Pedestrian Improvements															
A003.2	EXEMPT	GRE-Dayton Ave. Dayton Ave-WCL to 0.44 Mi. W. of US42	1.150	290	STP STP STP L L L	PE R C PE R C	X NA X NA 	 232 58				06/01/96	NA	NA	12/18/96	Maintenance project. MVRPC STP funds.	Xenia
PID # = 6938	# LANES = 2	Resurface Existing Surface (MVRPC STP Funds)															
A004.2	ANALYZED 96-99 05B 05 BUILD	GRE-Dayton-Xenia Rd. Dayton-Xenia Road (CR142) .19 Mi. W. of IR675 to Grange	1.554	4,240	STP STP STP L L L	PE R C PE R C	X LR X LR				640 160 	08/01/99	1Q00	3Q00	4Q00	Need committment schedule. Beavercreek is responsibe for final plan development.	Beavrck
PID # = 5005	# LANES = 4	Hall Rd.-Reconstruction and Widening to 4 Lanes With Left Turn Lanes															
A005.3	EXEMPT	GRE-Funderburg Rd. Funderburg Rd.-Rice Blvd. to Dayton-Yellow Springs Rd.	1.850	302	STP STP STP L L L	PE R C PE R C	X NA X NA 	 224 56				02/30/96	NA	NA	12/18/96	Need CE confimation. MVRPC STP funds.	Fair.
PID # = 13977	# LANES = 2	Resurface and Minor Widening to 12 ft. Lanes (MVRPC STP Funds)															
A616.6	ANALYZED 96-99 05B NO BUILD	GRE-Grange Hall Rd. Signals Grange Hall Rd.-0.257 KM. S. of IR675 to 0.370 KM N. of	0.000	290	STP STP STP L L L	PE R C PE R C	0 NA 30 NA 		 260 0			11/15/96	NA	NA	07/10/97	100% MVRPC STP funds for construction.	Beavrck
PID # = 15236	# LANES = 3	IR675-Reconstruct Two Signals and Install Interconnect Cable-100% MVRPC STP															
A218.7	EXEMPT	GRE-H-Connector Phase II H-Connector Bkwy Phase II (Dayton-Xenia Bikeway)	18.640	2,950	DPC DPC DPC L L L	PE R C PE R C	X NA 2,750 X NA 0					02/15/96	NA	NA	06/12/96	100% Federal Demonstration funds for construction.	GR Park
PID # = 12978	# LANES =	Greene/Montgomery Co. Line to West St. in Xenia (100% Demo. Project)															

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION: FINAL - MAY, 1996

TABLE 4.1 RECOMMENDED SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)
(GREENE COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A217.7 PID # = 12979	EXEMPT # LANES =	GRE-Hedges Rd to Xenia Bkwy. H-Connector Bkwy Phase I & IV (Dayton-Xenia Bikeway) Hedges Rd. to S. Detroit St and signing to connect to Little Miami Scenic Trail	5.310	696	DPC DPC DPC L L L	PE R C PE R C	X NA 650 X NA 0					02/12/96	NA	NA	05/22/96	100% Federal Demonstration funds for construction.	GR Park
A006.7 PID # = 14803	EXEMPT # LANES =	GRE-Kauffman Bkwy Phase 2 & 3 Kauffman Ave Bkwy Phase 2 & 3 Wright Memorial Park to Col. Glenn Hwy. (Project Delayed Due To State Funding Limitation)	3.780	745	STD STD STD L L L	PE R C PE R C	X X X X 	 745 0				9/20/94	3Q95	03/01/96	07/12/96	Scheduled for bid letting in SFY97. 100% State STP funds for construction.	Gre. Co
A615.2 PID # = 15150	EXEMPT # LANES = 5	GRE-North Fairfield Rd. North Fairfield Rd. Pebblecreek Dr to Lakeview Dr 2.45 Mi. S. of IR675 to 0.92 Mi. S. of IR675-Resurface Roadway and Sidewalks	2.460	1,370	STP STP STP L L L	PE R C PE R C	0 NA 70 NA 	 1,040 260				3Q97	NA	NA	05/19/97	MVRPC STP funds for const.	Beavrck
A810.7 PID # = 16338	EXEMPT # LANES =	GRE-Xenia Station Xenia Station Transportation Hub-West St. to S. Detroit St Transportation Enhancement	0.000	511	STE STE STE L L L	PE R C PE R C	X NA X NA 	 250 261				FY1997	NA	NA	FY1997	New project. State STP(Transportation Enhancement) set-aside.	Xenia
A012.2 PID # = 6011	EXEMPT # LANES = 4	GRE035-01.44 US35-.56 Mi E of IR675 to .67 Mi. W. of US68 Resurface and Safety Upgrade Including Adding Paved Berm, Upgrade Bridges and Guardrail	13.750	14,184	NH NH NH S S S	PE R C PE R C	X NA X NA 	 10,800 2,700				12/01/95	NA	NA	08/14/96	Project is now scheduled for August 14, 1996 sale date.	ODOT
A013.6 PID # = 15906	ANALYZED 96-99 NB NO BUILD # LANES = 2/4	GRE035-10.00/GRE068-09.68 US35/US68/West Second St. Orange St to Fair St/Third to Kinsey/Simon Kenton School to US42-Computer Interconnect (100% MVRPC STP Funds)	0.000	1,294	STP STP STP L L L	PE R C PE R C	X NA 1,231 X NA 0					11/28/95	NA	NA	06/26/96	100% MVRPC STP funds for construction. Project was combined with GRE-West Second St. for construction. New PID for combined project and old PID #s 10667 & 10668 deleted.	Xenia
A014.1 PID # = 5001	ANALYZED 96-99 NB NO BUILD # LANES = 4	GRE035-14.44 US35-.6 Mi. E. of Bickett Rd. to existing US35 1.5 Mi. W. of Jamestown-Relocate US35 to a Four Lane Divided Highway on New Location	10.780	33,905	NH NH NH S S S	PE R C PE R C	X 1,040 X 260 	 24,000 6,000				07/05/95	02/24/95	05/15/96	10/23/96	Right-of-way certified 5/14/96	ODOT
A015.1 PID # = 4992	ANALYZED 96-99 NB NO BUILD # LANES = 4	GRE035-21.14 US35-1.5 Mi W of Jamestown WCL to 1 Mi. W. of GRE/FAY Co Line-Relocate US35 to a Four Lane Divided Highway on New Location	8.140	34,050	NH NH NH S S S	PE R C PE R C	X 1,840 X 460 	 	 24,000 6,000			12/29/95	04/01/96	12/15/97	04/20/98		ODOT

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TABLE 4.1 RECOMMENDED SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)
(GREENE COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A016.1	ANALYZED 96-99 NB NO BUILD	GRE035-26.20/FAY035-00.00 US35-1 Mi. W. of GRE/FAY C.L. to Existing US35 W of IR71 Relocate US35 to a Four Lane Divided Highway on New Location	6.999	15,471	NH NH NH S S S	PE R C PE R C	X	800 X 200	10,245 2,561			03/01/96	1Q97	09/01/97	11/15/97		ODOT
PID # = 4388	# LANES = 4																
A325.5	EXEMPT	GRE036CR-04.28 Indian Ripple at Little Miami River - 3.60 Mi. E. of IR675 Bridge Deck Replacement	0.000	536	BR BR BR L L L	PE R C PE R C	X NA X NA 	 373 93				02/15/96	NA	NA	05/09/97	Must be opened to traffic for LPGA tounament.	Gre. Co
PID # = 12949	# LANES = 2																
A806.3	EXEMPT	GRE042/072-11.17/14.51 US42/SR72-Xenia NCL to Cedarville NCL/Cedarville SCL to NCL Resurface (100% State Funds)	13.147	685	STD STD STD S S S	PE R C PE R C	X NA X NA 	 0 675				FY1997	NA	NA	01/24/97	District 8 two lane pavement program.	ODOT
PID # = 16086	# LANES = 2																
A326.5	EXEMPT	GRE042-22.928 (14.25) US42 at Trib. of Massie Creek 3.14 Mi. S.W. of Cedarville S.W. Corp Line-Relocate Bridge and Improve Geometrics	1.040	1,500	STD STD STD S S S	PE R C PE R C		0 200 		0 100	 960 240	1Q99	2Q99	1Q00	2Q00	Need committment dates.	ODOT
PID # = 13134	# LANES = 2																
A019.5	EXEMPT	GRE042-28.769 (17.88) US42 at Massie Creek 0.04 Mi. N. of SR72 Bridge Replacement	0.010	850	BR BR BR S S S	PE R C PE R C	0 60 	 	0 20 	 616 154		1Q98	2Q98	4Q98	1Q99	Need committment dates.	ODOT
PID # = 9090	# LANES = 4																
A327.5	EXEMPT	GRE068-08.125 (5.05) US68 at Caesar Creek 5.05 Mi. N. of Clinton C.L. Bridge Replacement	0.060	860	BR BR BR S S S	PE R C PE R C	0 75 	 	0 10 	 620 155		3Q98	3Q98	2Q99	3Q99	Need committment dates.	ODOT
PID # = 13133	# LANES = 2																
A215.2	EXEMPT	GRE068-15.224 (9.46) US68 at SR380 Intersection Improvement Add Turn Lane, Realign Pavement and Improve Sight Distance (MVRPC STP Funds)	0.213	203	STP STP STP L L S	PE R C PE R C	X NA X NA 	 	 152 38			12/03/97	NA	NA	05/10/98		Xenia
PID # = 15460	# LANES = 3																
A210.3	EXEMPT	CL1071-11.681/GRE071-00.00 IR71-Clinton C.L. to Fayette C.L (Cost and length includes Clinton County) Resurface and Safety Upgrade Plan Status Project	19.540	19,125	IM IM IM S S S	PE R C PE R C	 NA LR NA LR	810 90 				2001	NA	NA	2001	Plan status.	ODOT
PID # = 12492	# LANES = 4																

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TABLE 4.1 RECOMMENDED SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)
(GREENE COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A021.4	EXEMPT	GRE072-19.117 (11.90) SR72-.02 Mi. N. of Straley Rd Curve Realignment Hazard Elimination	0.000	1,000	STD STD STD S S	PE R C PE R	X 0 X 20	 774 				2Q97	2Q97	1Q98	05/19/97	State STP safety set-aside funds.	ODOT
PID # = 6257	# LANES = 2	(State STP Safety Funds)			S	C		86									
A809.3	EXEMPT	GRE099CR-01.416 Yellow Springs-Fairfield Rd. Fairborn ECL to West Enon Rd. Resurface	3.943	490	CST CST CST L	PE R C PE	X NA X			392		FY1999	NA	NA	FY1999	New project. County Engineer's Surface Transportation Program (CSTP) funded.	Gre. Co
PID # = 16337	# LANES = 2	(County Engineer's STP Funds)			L L	R C	NA			98							
A607.5	EXEMPT	GRE120CR-01.713 Old Stage Rd. at Tributary of Little Miami River 0.79 Mi. N. of WAR/GRE C.L.	0.153	320	BR BR BR L	PE R C PE	0 40			0	220	1Q99	1Q99	1Q00	2Q00	Need committment schedule.	Gre. Co
PID # = 15272	# LANES = 2	Bridge Replacement			L L	R C				5	55						
A022.3	EXEMPT	GRE142CR-02.285 (4.12) Dayton-Xenia Rd.-.19 Mi W. of Beavercreek ECL to Xenia WCL Resurface Roadway and Upgrade	7.708	795	STP STP STP L	PE R C PE	X X	0 	624			07/01/97	11/15/96	09/15/97	01/30/98	Need to combine with GRECR142-07.596 for bid letting.	Gre. Co
PID # = 8235	# LANES = 2	Guardrail-Bridge at Little Beavercreek--See PID 15024			L L	R C		10	156								
A626.5	EXEMPT	GRE142CR-07.596 (4.72) Dayton-Xenia Road at Beaver Creek .41 Mi. E of Beaver Creek ECL	0.096	365	BR BR BR L	PE R C PE	X X	0 284 				2Q97	2Q97	2Q98	2Q98	Need to combine with GRECR142-02.285 for bid letting.	Gre. Co
PID # = 15024	# LANES = 2	Bridge Replacement			L L	R C		10	71								
A023.5	EXEMPT	GRE142CR-10.62 (6.60) Dayton-Xenia Road at Little Miami River-Construct New Bridge on New Alignment to	0.660	2,515	BR BR BR L	PE R C PE	X X			280 	1,496	1Q99	1Q99	1Q00	2Q00	R/W =$72,000 is CSTP, $140,000 is STP & $68,000 is BR. Const. =$172,000 is CSTP, $348,000 is STP and $976,000 is BR.	Gre. Co
PID # = 12214	# LANES = 2	Replace Temporary Bridge (Also CSTP & MVRPC STP Funds)			L L	R C				70	374						
A807.3	EXEMPT	GRE235-12.196 SR235-Conrail RR in Fairborn to Broad St./Koogler Ave. to Central Ave.	2.140	165	STD STD STD S	PE R C PE	X NA X	 0 				FY1997	NA	NA	08/14/96	District 8 two lane pavement program.	ODOT
PID # = 15845	# LANES = 2	Resurface (100% State Funds)			S S	R C	NA	160									
A214.2	ANALYZED 96-99 058 05 BUILD	GRE235-11.279 (7.01) SR235-IR675 to 0.58 Mi N of IR675 Reconstruction and Widening	0.933	1,459	STP STP STP L	PE R C PE	X X		0 	 800 		1Q98	1Q98	1Q99	1Q99	Need committment schedule. Currently being programmed. MVRPC STP funds.	Fair.
PID # = 13979	# LANES = 5	(MVRPC STP Funds)			L S	R C			260	 200							

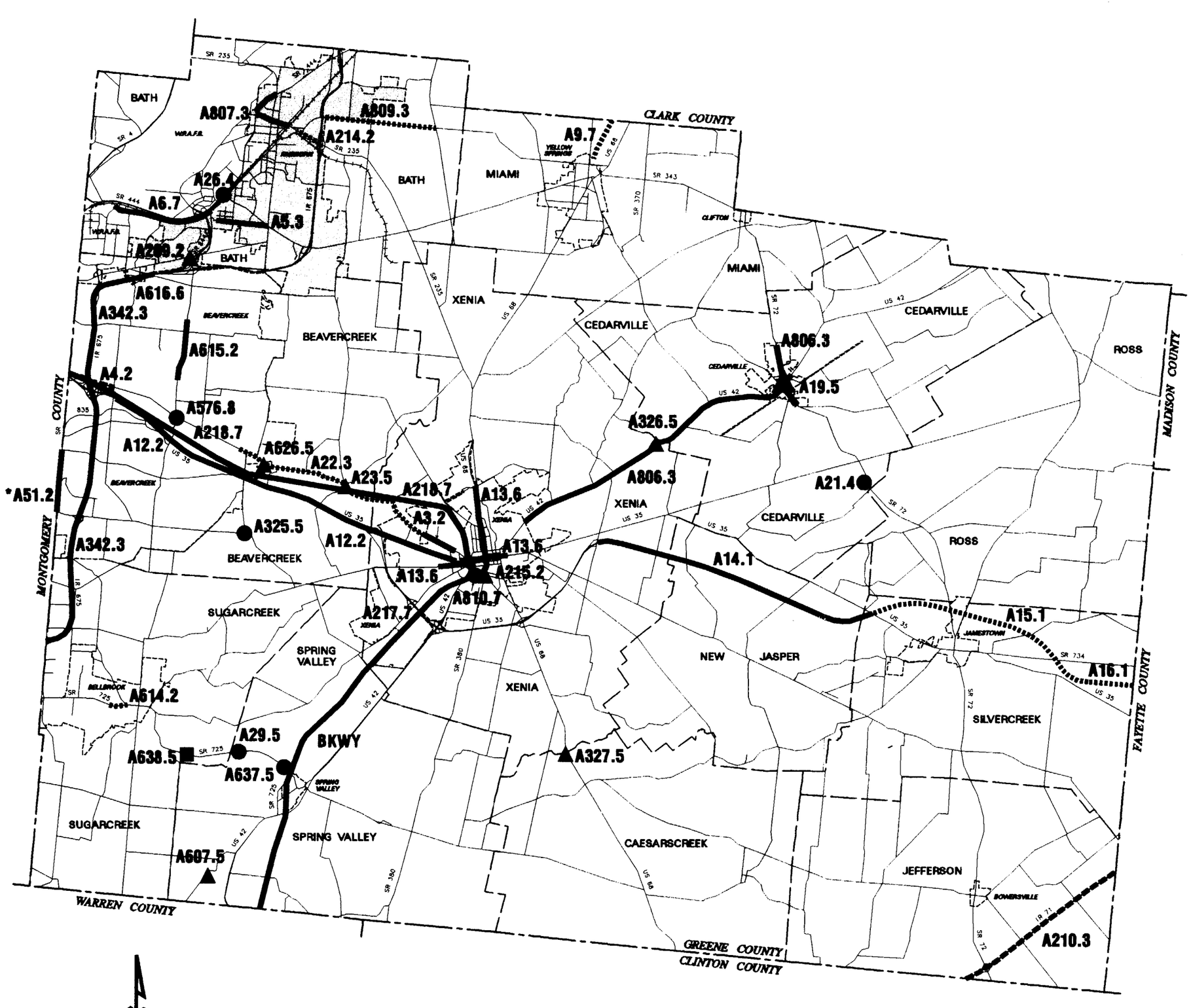
PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION: FINAL - MAY, 1996

TABLE 4.1 RECOMMENDED SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)
(GREENE COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A026.4	EXEMPT	GRE444-05.02 (3.12) SR444 at Dayton-Yellow Springs Road-Widen to Provide Two WB Lanes and Upgrade	0.000	245	STD STD STD S	PE R C PE	X 0 189 X					03/31/92	1Q96	12/15/95	04/10/96	State STP safety set-aside funds. Sold 4/10/96. Low bidder = Barrett Paving.	ODOT
PID # = 9070	# LANES =	Traffic Signal (State STP Safety Funds)			S S	R C	10 21										
A342.3	EXEMPT	GRE675-00.00 IR675-MOT C.L. to Beavercreek NCL Spot Mill, Resurface and	15.250	6,900	IM IM IM S	PE R C PE	X NA X	6,030				03/30/96	NA	NA	09/11/96	Project to be moved forward from FY1998 to FY1997.	ODOT
PID # = 13329	# LANES = 6	Widen Off Ramps at Wilmington Pike			S S	R C	NA	670									
A614.2	EXEMPT	GRE725-02.462 (1.53) SR725-Vemco Dr. to .05 Mi. E. of Little Sugar Creek Rd. Widen Berms to Four Feet	0.644	298	STP STP STP L	PE R C PE	0 NA 25		218			02/30/97	NA	NA	07/30/97	MVRPC STP funds.	Bellbrk
PID # = 15132	# LANES = 2	(MVRPC STP Funds)			L L	R C	NA		55								
A638.5	EXEMPT	GRE725-06.357 (3.95) SR725 at Little Miami River 1.5 Mi. E. of Bellbrook ECL Bridge Deck Replacement	0.000	769	BR BR BR S	PE R C PE	X NA LR X					1Q98	NA	NA	3Q98	Need committment dates. Project delayed to FY2001.	ODOT
PID # = 15278	# LANES = 2				S S	R C	NA LR										
A029.5	EXEMPT	GRE725-08.287 (5.15) SR725 at Tributary of Little Miami River Culvert Replacement	0.016	285	STD STD STD S	PE R C PE	X 0 160 X					3Q95	1Q96	03/01/96	05/22/96		ODOT
PID # = 9059	# LANES = 2	(State STP)			S S	R C	10 40										
A637.5	EXEMPT	GRE725-10.042 SR725 at Glady Run 1.16 Mi. W. of US42 Bridge Deck Replacement	0.000	360	STD STD STD S	PE R C PE	0 NA 0 15					1Q96	NA	NA	04/10/96	Sold 4/10/96. Low bidder = Complete General	ODOT
PID # = 15268	# LANES = 2	(100% State Funded) Operation Line Item Project			S S	R C	NA 345										

Map 4.1
SFY 1997 - SFY 2000 TRANSPORTATION IMPROVEMENT PROGRAM FOR GREENE COUNTY, OHIO

- HIGHWAYS
- BIKEWAYS
- OTHERS



1" = 12000'

Jurisdiction Updates To January 1, 1996

*A000.0 - See Table 4.3 for Project Description

RECOMMENDED CONSTRUCTION

State Fiscal Year	Segment	Spot
1996/1997	———	●
1998-2000	·····	▲
Beyond 2000	- - - -	■

INDEX NUMBER AND PROJECT TYPE

A000.0	TIP Project Index Number
.1	New Construction
.2	Reconstruction
.3	Resurface
.4	Safety Improvement
.5	Bridge Replace/Rehab
.6	Signal Improvement
.7	Bikeway Improvement
.8	Other Improvement

LONG RANGE TRANSPORTATION PLAN PROJECTS

—●	*Long Range Transportation Plan Projects under construction during CY 1995*
0000	*Long Range Transportation Plan Project Index Number*

FINAL

JUNE 1996

MIAMI VALLEY REGIONAL PLANNING COMMISSION

TABLE 4.2 RECOMMENDED SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)
(MIAMI COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A704.8	EXEMPT	AUG116-01.706 (ALSO MIA/MOT)	0.000	196	NH/STD	PE	X					2Q96	NA	NA	05/08/96	Bid letting schedule for 3/26/96. Completion scheduled for 9/15/96.	ODOT
		District 7 Pavement Markings			NH/STD	R	NA										
		District Wide Including Mia.			NH/STD	C	0										
		and Mot. Counties			S	PE	X										
PID #	# LANES	Water-Based Pavement Markers			S	R	NA										
= 15652	=	(100% State Funds)			S	C	195										
A031.2	EXEMPT	MIA-Broadway Ave.	0.480	1,035	STD	PE	X					02/01/96	NA	NA	08/14/96	ODOT has agreed to provide $500,000 in State STP funds with the remaining $264,000 balance provided by MVRPC STP funds. Environmental clearance needed, will delay project.	TippCty
		Broadway Ave.			STD	C	NA										
		Fifth St. to First St.			STD	C		764									
		Reconstruction			L	PE	X										
PID #	# LANES	(State STP & MVRPC STP Funds)			L	C	NA										
= 11998	= 2				L	C		191									
A032.2	ANALYZED	MIA-Dorset Rd.	0.300	956	STD	PE	X					07/31/95	05/08/95	12/11/95	05/08/96		Troy
	96-99 NB	Dorset Rd. Extension			STD	R	0										
	NO BUILD	0.07 Mi. N. of SR55 to SR718			STD	C	684										
		New Construction			L	PE	X										
PID #	# LANES	(State STP Funds)			L	R	30										
= 10717	= 4				L	C	171										
A351.8	EXEMPT	MIA-Lock Nine	0.000	326	STE	PE	X					05/15/96	05/16/96	05/30/96	06/15/96	Non-traditional project to be bid by Piqua. R/W Donation.	Piqua
		Lock Nine Riverfront Park			STE	R	NA										
		S. of US36/W. of Great Miami			STE	C	261										
		Transportation Historic			L	PE	X										
PID #	# LANES	Rehab. & Preservation Project			L	R	NA										
= 14687	=	Transportation Enhancement			L	C	65										
A618.2	ANALYZED	MIA025ACR-Tipp City	0.830	2,256	STP	PE	0					01/00	06/98	05/00	06/00	PDMS being developed. Need committment schedule.	TippCty
	96-99 05B	County Route 25A			STP	R			200								
	05 BUILD	SR571 to 0.49 Mi. S. of			STP	C	LR										
		Kessler-Cowlesville Rd.			L	PE	182										
PID #	# LANES	Widening and Reconstruction			L	R			50								
= 3	= 4				L	C	LR										
A609.2	ANALYZED	MIA025ACR-04.84	2.570	3,368	CST	PE	0					01/29/99	07/06/98	06/15/99	10/27/99	CSTP "Plan Status" project.	Mia. Co
	96-99 05B	County Route 25A			CST	R			0								
	05 BUILD	Tipp-Cowlesville Rd. to 0.11			CST	C	LR										
		Mi. S. of Dye Mill Rd.			L	PE	308										
PID #	# LANES	Widening and Reconstruction			L	R			100								
= 15144	= 4	(County STP in SFY2001)			L	C	LR										
A610.2	EXEMPT	MIA025ACR-11.22	0.000	308	CST	PE	0					05/10/96	NA	NA	08/14/96	CSTP funded in FFY1997.	Mia. Co
		County Route 25A at Eldean Rd			CST	R	NA										
		Install Traffic Signal and			CST	C		241									
		Add Left Turn Lanes On All			L	PE	25										
PID #	# LANES	Four Approaches			L	R	NA										
= 15079	= 2	(100% County STP For Signals)			L	C		42									
A611.2	EXEMPT	MIA025ACR-21.597 (13.42)	0.000	319	CST	PE	0					11/04/96	07/22/96	12/02/96	11/99	CSTP funded in FFY2000. Categorical exclusion approved 01/18/96.	Mia. Co
		CR25A at Farrington Rd.			CST	R			0								
		Install Traffic Signal and			CST	C					231						
		Add Left Turn Lanes On Both			L	PE	39										
PID #	# LANES	CR25A Approaches and E.B.			L	R			8								
= 15080	= 2	Farrington Rd. (County STP)			L	C					41						

TABLE 4.2 RECOMMENDED SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)
(MIAMI COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A211.3	EXEMPT	MIA036-17.892 (11.12) US36-East from 0.31 Mi. E. of SR66 to 0.45 Mi. E. of IR75 Resurface	1.810	1,500	NH NH NH S S S	PE R C PE R C	X NA 880 X NA 220					06/20/95	NA	NA	05/22/96		ODOT
PID # = 12717	# LANES = 4																
A321.5	EXEMPT	MIA037CR-07.691 (4.78) Fenner Rd at Stillwater River 0.07 Mi. E. of Jct. SR48 Bridge Replacement	0.200	899	BR BR BR L L L	PE R C PE R C	X X 	0 640 6 160				11/11/96	09/02/96	02/03/97	04/05/97		Mia. Co
PID # = 13685	# LANES = 2																
A804.3	EXEMPT	MIA041-13.644 (8.48) SR41-Troy SCL to CSXT RR Resurface (100% State Funds)	1.336	117	STD STD STD S S S	PE R C PE R C	X NA X NA 	 0 117				06/21/96	NA	NA	10/09/96	District 7 two lane pavement program.	ODOT
PID # = 16097	# LANES = 2																
A329.5	EXEMPT	MIA048-03.540 (2.20) SR48 at Hatfield Ditch 0.91 Mi. S. of SR571 Bridge Replacement (State STP Funds)	0.010	305	STD STD STD S S S	PE R C PE R C	0 70 	0 15 	 176 44			04/15/97	10/07/96	05/01/97	09/02/97		ODOT
PID # = 13531	# LANES = 2																
A807.3	EXEMPT	MIA048/721-02.060/04.426 SR48/721-1.223 km. N. of West Milton SCL to 1.223 S. of SR571/Potsdam SCL to SR571 (100% State Funds)	5.794	312	STD STD STD S S S	PE R C PE R C	X NA X NA 	 0 312				07/26/96	NA	NA	01/22/97	District 7 two lane pavement program.	ODOT
PID # = 16302	# LANES = 2																
A333.5	EXEMPT	MIA048-08.769 (5.45) SR48 at Ludlow Creek 0.22 Mi. N. of SR55 Bridge Replacement	0.800	1,320	BR BR BR S S S	PE R C PE R C	0 300 	 	0 808 10 202			01/98	01/98	05/98	06/98	Plan status.	ODOT
PID # = 12860	# LANES = 2																
A803.3	EXEMPT	MIA055-25.910/CHP-0.00 SR55-Casstown ECL to MIA/CHP CL-Resurface (100% State Funds)	8.562	306	STD STD STD S S S	PE R C PE R C	X NA X NA 	 0 306				07/26/96	NA	NA	11/06/96	District 7 two lane pavement program.	ODOT
PID # = 16115	# LANES = 2																
A146.8	EXEMPT	MIA055-25.910(16.10)/CHP-0.00 SR55-Casstown ECL to MIA/CHP CL-Shoulder Stabilization (100% State Funds)	8.560	281	STD STD STD S S S	PE R C PE R C	X NA 0 X NA 281	 	 			1Q95	NA	NA	04/10/96	Maintenance project. Sold 4/10/96. Low bidder = S.E. Johnson.	ODOT
PID # = 14449	# LANES = 2																

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION: FINAL - MAY, 1996

TABLE 4.2 RECOMMENDED SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)
(MIAMI COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A800.3	EXEMPT	MIA075-08.175 IR75-1.61 KM. S of Peters Rd to 1.02 KM. N. of CR25A Interim Resurfacing	20.438	3,562	NH NH NH S S S	PE R C PE R C	X NA X NA 	 3,206 356				05/10/96	NA	NA	08/14/96		ODOT
PID # = 15945	# LANES = 4																
A633.2	EXEMPT	MIA075-17.442 (10.84) IR75-1.13 Mi. N. of SR41 to 1.13 Mi. N. of CR25A Multi-Lane Resurfacing &	12.960	8,770	IM IM IM S S S	PE R C PE R C	X X 	 	0 10 	 7,704 856		10/01/98	03/20/98	10/01/98	01/20/99		ODOT
PID # = 11161	# LANES = 4	Construct Noise Walls															
A702.5	EXEMPT	MIA093TR-00.900 Fetters Road at Stillwater River 0.900 KM. N. of SR185	0.420	886	BR BR BR L L L	PE R C PE R C	NF NF NF NF 	 709 177				02/18/97	08/05/96	02/10/97	04/29/97		Mia. Co
PID # = 15512	# LANES = 2	Bridge Replacement/Relocation															
A042.5	EXEMPT	MIA166CR-00.00 Tipp-Elizabeth Rd. at Great Miami River 0.11 Mi. E. of Tipp City ECL	0.290	1,035	BR BR BR L L L	PE R C PE R C	X X 	 0 820 10 205				10/11/96	08/02/96	01/03/97	04/05/97		Mia. Co
PID # = 7078	# LANES = 2	Bridge Replacement															
A045.5	EXEMPT	MIA185-15.800 (9.82) SR185 at Piqua Hydraulic 1.09 Mi. W. of Jct. US36	0.030	327	BR BR BR S S S	PE R C PE R C	X 0 X 15 	 168 42				11/01/96	DONE	05/25/95	03/12/97		ODOT
PID # = 11593	# LANES = 2	Bridge Replacement															
A046.2	ANALYZED 96-99 NB NO BUILD	MIA194CR-00.00 Looney Rd. (CR194) US36 to CR25A Widening and Reconstruction	1.860	3,879	CST CST CST L L L	PE R C PE R C	X X 2,848 X X 712	 				05/10/95	1095	11/06/95	04/24/96	County STP funded. See three party agreement for obligation authority funding assistance. $600,000 of MVRPC Obligation Authority, not MVRPC STP funds Low bidder = R E Holland	Mia. Co
PID # = 13908	# LANES = 4	Sidewalks, Curb, Gutter and Storm Sewer															
A158.8	EXEMPT	MIA201-6.967 (4.33) SR201-SR571 to SR41 Shoulder Stabilization (100% State Funds)	8.094	155	STD STD STD S S S	PE R C PE R C	X NA 0 X NA 155	 				DONE	NA	NA	04/10/96	Maintenance project. Sold 4/10/96. Low bidder = A & B Asphalt	ODOT
PID # = 15063	# LANES = 2																
A628.3	EXEMPT	MIA201-15.063 (9.36) SR201-SR41 to SR55 Resurface Operation Line Item Project	3.340	173	STD STD STD S S S	PE R C PE R C	X NA 0 X NA 173	 				2096	NA	NA	04/10/96	Sold 4/10/96. Low bidder = S.E. Johnson.	ODOT
PID # = 15090	# LANES = 2	(100% State Funds)															

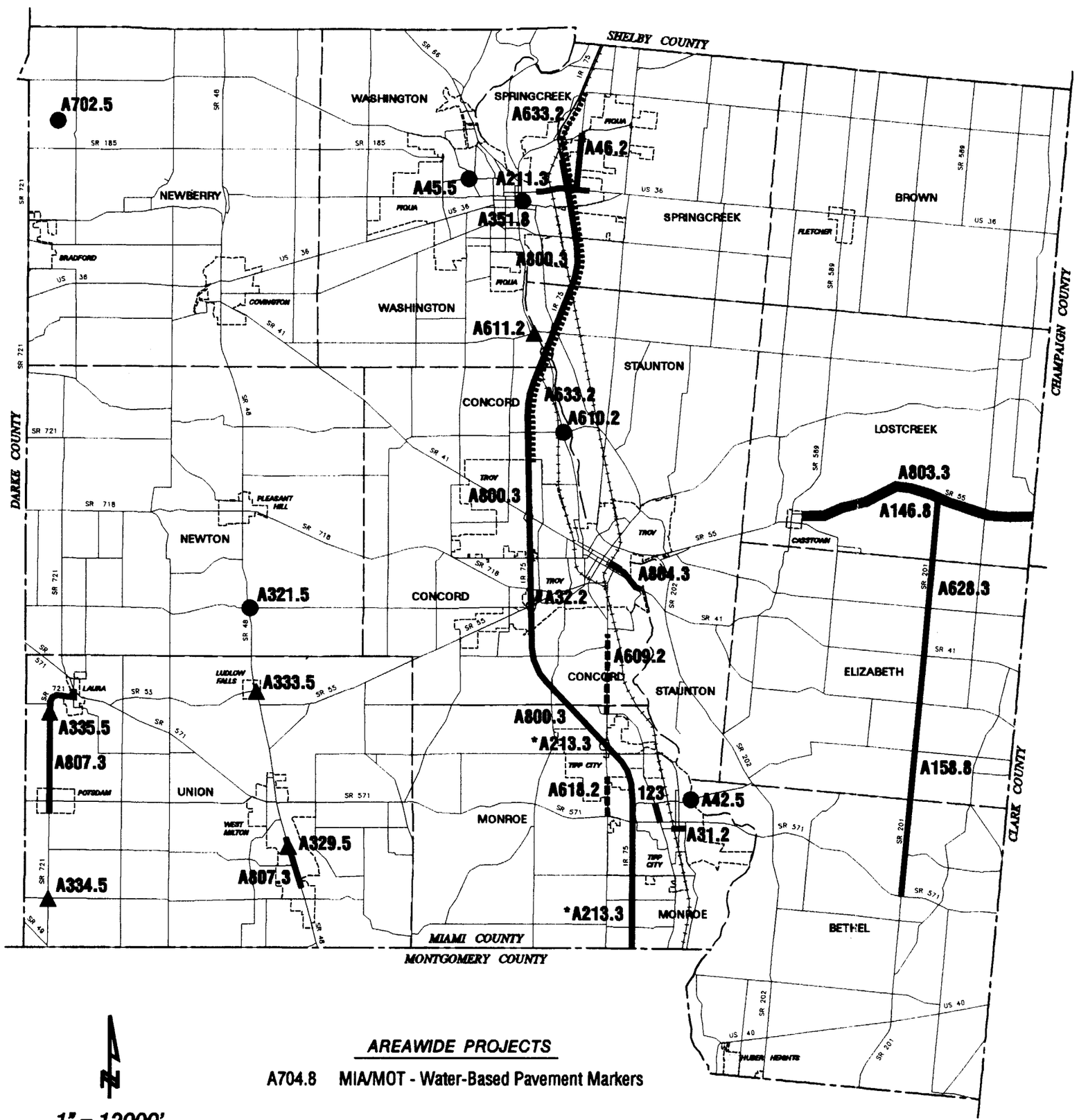
PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION: FINAL - MAY, 1996

TABLE 4.2 RECOMMENDED SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)
(MIAMI COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A334.5	EXEMPT	MIA721-01.592 (0.99)	0.010	130	BR	PE	0					06/22/98	11/01/96	07/01/98	10/22/98		ODOT
		SR721 at Trib. of Brush Creek			BR	R		0									
		At the intersection of SR721			BR	C				68							
		and Frederick-Garland Rd.			S	PE	30										
PID #	# LANES	Bridge Replacement			S	R		15									
= 12841	= 2				S	C				17							
A335.5	EXEMPT	MIA721-07.803 (4.85)	0.010	120	STD	PE	0					06/22/98	NA	NA	10/16/98		ODOT
		SR721 at Branch of Ludlow Cr.			STD	R	NA										
		.15 Mi S. of Laura-Arcanum Rd			STD	C				72							
		Bridge Replacement			S	PE	30										
PID #	# LANES	(State STP Funds)			S	R	NA										
= 12843	= 2				S	C				18							

Map 4.2
SFY 1997 - SFY 2000 TRANSPORTATION IMPROVEMENT PROGRAM FOR MIAMI COUNTY, OHIO

- HIGHWAYS
- BIKEWAYS
- OTHERS



AREAWIDE PROJECTS

A704.8 MIA/MOT - Water-Based Pavement Markers

1" = 12000'

Jurisdiction Updates To January 1, 1996

*A000.0 - See Table 4.3 for Project Description

RECOMMENDED CONSTRUCTION

State Fiscal Year	Segment	Spot
1996/1997	———	●
1998-2000	.....	▲
Beyond 2000	- - - - -	■

INDEX NUMBER AND PROJECT TYPE

A000.0	TIP Project Index Number
.1	New Construction
.2	Reconstruction
.3	Resurface
.4	Safety Improvement
.5	Bridge Replace/Rehab
.6	Signal Improvement
.7	Bikeway Improvement
.8	Other Improvement

LONG RANGE TRANSPORTATION PLAN PROJECTS

——— ● *Long Range Transportation Plan Projects under construction during CY 1995*

0000 *Long Range Transportation Plan Project Index Number*

FINAL

JUNE 1996

MIAMI VALLEY REGIONAL PLANNING COMMISSION

TABLE 4.3 RECOMMENDED SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)
(MONTGOMERY COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A713.3	EXEMPT	MOT-Airport Access Rd.	2.460	779	STP	PE	X					11/01/96	NA	NA	04/23/97		Vandal.
		Airport Access Rd.			STP	R	NA										
		Vandalia SCL to US40			STP	C		603									
		Resurface/Reconstruction			L	PE	X										
PID #	# LANES	(MVRPC STP Funds)			L	R	NA										
= 16226	= 4				L	C		151									
A624.8	EXEMPT	MOT-Aviation Heritage System	0.000	100	STE	PE	0					03/96	NA	NA	12/04/96	Purchase order contract.	Dayton
		Dayton Aviation Heritage			STE	R	NA										
		National Park Circulation Sys			STE	C		62									
		Purchase Material To Install			L	PE	22										
PID #	# LANES	Info./Directional Signs			L	R	NA										
= 15143	=	Transportation Enhancement			L	C		16									
A049.2	ANALYZED	MOT-Chambersburg Rd.	0.720	340	STP	PE	X					04/14/97	12/31/96	07/14/97	11/11/97		H.Nghts
	96-99 NB	Chambersburg Rd.			STP	R		0									
	NO BUILD	.08 Mi. E. of SR202 to .53			STP	C			236								
		Mi. E. of SR202			L	PE	X										
PID #	# LANES	Reconstruction/Widening			L	R		20									
= 7166	= 3	(MVRPC STP Funds)			L	C			59								
A051.2	ANALYZED	MOT-County Line Rd.	2.180	2,600	STP	PE	X					05/20/96	09/30/95	05/01/96	08/28/96		Kett.
	96-99 NB	County Line Rd.			STP	R	X										
	NO BUILD	N. from Dorothy Ln. to			STP	C		1,848									
		Shakertown Rd.			L	PE	X										
PID #	# LANES	Reconstruction and Widening			L	R	X										
= 8030	= 3	(MVRPC STP Funds)			L	C		462									
A709.6	EXEMPT	MOT-Dayton CBD Controller	0.000	1,080	CM	PE	X					03/18/96	07/30/98	NA	02/01/99	100% CMAQ funds for construction.	Dayton
		Dayton CBD Traffic Signal			CM	R	NA										
		Controllers Replacement			CM	C				1,080							
		Replace Existing Electo-			L	PE	X										
PID #	# LANES	Mechanical Controllers With			L	R	NA										
= 16251	=	Closed Loop Controllers			L	C				0							
A707.6	EXEMPT	MOT-Dayton Comm.Cable Replace	0.000	2,000	CM	PE	0					02/16/98	NA	NA	05/14/98	100% CMAQ funds for construction.	Dayton
		Dayton Traffic Signal System			CM	R	NA										
		Communication Cable			CM	C			1,870								
		Replacement With Fiber Optic			L	PE	130										
PID #	# LANES	Cable			L	R	NA										
= 16252	=	(100% CMAQ Funds)			L	C			0								
A336.2	ANALYZED	MOT-East Main St. (Free Pike)	1.030	2,110	STP	PE	0					07/15/98	07/01/98	01/01/99	04/22/99		Trot.
	96-99 05B	East Main St. (AKA Free Pike)			STP	R				288							
	05 BUILD	Olive Rd. to Proposed SR49			STP	C				1,320							
		Relocated(Trotwood Connector)			L	PE	100										
PID #	# LANES	Widening and Reconstruction			L	R				72							
= 14915	= 5	(MVRPC STP Funds)			L	C				330							
A710.3	EXEMPT	MOT-Edwin C. Moses Blvd. 2	1.236	3,680	STP	PE	X					11/30/00	NA	NA	07/24/01		Dayton
		Edwin C. Moses Blvd.			STP	R	NA										
		IR75 to Stewart St.			STP	C	LR										
		Resurface/Reconstruction			L	PE	X										
PID #	# LANES	(MVRPC STP Funds)			L	R	NA										
= 16253	= 4/6				L	C	LR										

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(MONTGOMERY COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A059.2	ANALYZED 96-99 96B NO BUILD	MOT-Gettysburg Ave. Gettysburg Ave. Nicholas Road to Home Avenue Widening and Reconstruction	1.191	2,835	M STP STP L	PE R C PE	X 128 X	 2,080 				11/15/94	2Q96	08/26/96	12/18/96		Dayton
PID # = 6428	# LANES = 4	(MVRPC STP Funds)			L L	R C	32	520									
A604.7	EXEMPT	MOT-H-Connector H-Connector Bikeway Phase III MOT/GRE C.L. (Trainview Dr.)	10.860	2,480	STE STE STE	PE R C	X	0		2,130		01/08/98	03/07/97	03/02/98	07/08/98	100% State STP (Transportation Enhancement) set-aside funds for construction.	MetroPk
PID # = 14809	# LANES =	to Eastwood Park Including Kettering Spur (100% Trans. Enhancement Funds for Const)			L L L	PE R C	X	 250		 0							
A062.2	ANALYZED 96-99 05B 05 BUILD	MOT-James H. McGee Blvd. James H. McGee Blvd. Gettysburg Ave. to Little	1.030	2,865	STP STP STP L	PE R C PE			236 59	16 	 2,040 	10/31/99	06/30/99	02/28/99	05/01/00	A bikeway is included in this project.	Dayton
PID # = 7322	# LANES = 4	Richmond Rd. Widening and Reconstruction (MVRPC STP Funds)			L L	R C				4	510						
A063.2	ANALYZED 96-99 05B 05 BUILD	MOT-Linden Ave (Dayton) Linden Ave. Smithville Rd. to Conrail RR	0.820	2,180	M STP STP	PE R C	X			32 	 1,592	11/30/99	03/31/99	03/31/00	06/01/00		Dayton
PID # = 8224	# LANES = 4	Widening and Reconstruction (MVRPC STP Funds)			L L	PE R C	X			8	 398						
A064.2	ANALYZED 96-99 05B 05 BUILD	MOT-Liscum Dr. Liscum Dr.-Proposed US35 to Third St.-Center Left Turn	0.980	2,040	M STP STP	PE R C	X			104 	 1,424	08/98	08/98	03/99	08/99	Categorical Exclusion approved by FHWA 2/19/96.	Dayton
PID # = 7320	# LANES = 4	Lane and N.B. Right Turn Lane Into the VA Center. Widening and Reconstruction			L L L	PE R C	X			26	 356						
A066.7	EXEMPT	MOT-Mad River Bikeway Phase I Mad River Bikeway (Phase I) Riverside Dr to Eastwood Park	4.714	1,097	STD STD STD	PE R C	X X	 1,010				3Q94	3Q94	02/27/95	07/17/96	EA cleared. Dist. 7 submitted Final Plans to CO 1/30/96.	Dayton
PID # = 6446	# LANES =	Bikeway Construction (100% State STP Funds)			L L	PE R C	X X	 0									
A635.8	EXEMPT	MOT-Main Street Bicentennial Blvd Project Main St. South Gateway	0.000	310	STE STE STE	PE R C	0 NA 240					12/30/95	NA	NA	03/26/96	Non-traditional project/to be bid by City. Currently under construction. Tranportation Enhancement) set-aside.	Dayton
PID # = 15142	# LANES =	Fabricate and Erect Sculpture Transportation Enhancement			L L L	PE R C	10 NA 60										
A623.8	EXEMPT	MOT-Miami and Erie Canal Lock Miami And Erie Canal-Lock 18 0.23 Mi. S. of Fishburg and	0.000	120	STE STE STE	PE R C	X NA 	 96				07/14/96	NA	NA	10/09/96	Non-traditional project. State STP (Transportation Enhancement) set-aside funds for construction.	H.Hghts
PID # = 15126	# LANES =	Endicott Roads Transportation Historic Rehab. & Preservation Project			L L	PE R C	X NA	 24									

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(MONTGOMERY COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A811.8	EXEMPT	MOT-Oak and Ivy Park Oak and Ivy Park Edwin C. Moses Blvd-Fifth to S. Williams/Third St.-Edwin	0.000	1,454	STE STE STE L L L	PE R C PE R C	X NA	717 X NA 737				2Q97	NA	NA	4Q97	New project. State STP(Transportation Enhancement) set-aside.	Dayton
PID # = 1	# LANES =	C. Moses to Germantown St. Transportation Enhancement															
A711.3	EXEMPT	MOT-Patterson Blvd. Patterson Blvd. Dayton SCL to Stewart St.	1.399	2,800	STP STP STP L L L	PE R C PE R C	X NA X NA		2,112 528			2Q98	NA	NA	4Q98	Need PDMS and committment schedule.	Dayton
PID # = 4	# LANES = 4	Resurface/Reconstruction (MVRPC STP Funds)															
A322.7	EXEMPT	MOT-River Corridor Bkwy River Corridor Bkwy.-Stewart St to Deweese-Includes Signs,	0.000	73	STE STE STE L L L	PE R C PE R C	X NA X NA	49 12				03/96	NA	NA	10/1/96	Purchase order contract. State STP (Transportation Enhancement) set-aside funds for construction.	Dayton
PID # = 14557	# LANES =	Benches, Bike Racks and Landscaping-Purchase Order Transportation Enhancement															
A712.3	EXEMPT	MOT-Riverside Dr. Riverside Dr. Great Miami River to Dayton	4.199	4,950	STP STP STP L L L	PE R C PE R C	X NA X NA			3,760 940		2Q99	NA	NA	4Q99	Need PDMS and committment schedule.	Dayton
PID # = 5	# LANES = 4	NCL Resurface/Reconstruction (MVRPC STP Funds)															
A337.2	EXEMPT	MOT-Shroyer Rd. Shroyer Rd.-SR48 (Far Hills)	0.800	535	STP STP STP L L L	PE R C PE R C	X NA X NA	400 100				12/02/96	NA	NA	03/12/97		Kett.
PID # = 14096	# LANES = 4	to Stroop Rd-Reconstruction of Existing Pavement (MVRPC STP Funds)															
A621.6	EXEMPT	MOT-Signal System Kettering/Moraine Traffic	0.000	1,228	STP STP STP L L L	PE R C PE R C	0 NA 25 NA	1,203 0				02/03/97	NA	NA	06/18/97	100% MVRPC STP funds for construction.	Kett.
PID # = 15129	# LANES =	Signal System Communication Cable Replacement With Fiber Optic Cable (100% MVRPC STP Funds)															
A620.6	EXEMPT	MOT-Signal Upgrade (Phase 2) Dayton Signalized Intersect.	0.000	611	STP STP STP L L L	PE R C PE R C	0 NA 40 NA	571 0				12/96	NA	NA	11/21/96	100% MVRPC STP funds for construction.	Dayton
PID # = 15130	# LANES =	Upgrade/Rebuild-10 Signalized Intersections With New Equipment - Poles, Signals, Detectors and Cable															
A708.6	EXEMPT	MOT-Signal Upgrade (Phase 3) Dayton Signalized Intersect.	0.000	580	CM CM CM L L L	PE R C PE R C	X NA X NA	580 0				02/16/98	NA	NA	05/14/98	100% CMAQ funds for construction.	Dayton
PID # = 16254	# LANES =	Upgrade/Rebuild-15 Signalized Intersections With New Equipment - Poles, Signals, Detectors and Cable															

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(MONTGOMERY COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A617.2	EXEMPT	MOT-Valley Pike Valley Pike at Harshman Rd. Intersection Improvement West Bound Left Turn Lane &	0.000	276	STP STP STP L L L	PE R C PE R C	0 30 	8 2 	 189 47			06/30/97	01/06/97	06/16/97	12/10/97		Riversd
PID # = 15116	# LANES =	Signal Improvement (MVRPC STP Funds)															
A338.3	EXEMPT	MOT-Woodman Dr. Woodman Dr. Vale Dr. to Rainbow Dr. Resurface	1.600	326	STP STP STP L L L	PE R C PE R C	X NA X NA 	 261 65				03/96	NA	NA	10/23/96		Kett.
PID # = 14098	# LANES = 4	(MVRPC STP Funds)															
A634.8	EXEMPT	MOT-Wright-Dunbar/Third St. Bicentennial Blvd Project Wright-Dunbar Memorial Park &	0.000	114	STE STE STE L L L	PE R C PE R C	0 NA 4 NA 	 88 22				06/96	NA	NA	10/09/96	State STP (Transportation Enhancement) set-aside funds for construction.	Dayton
PID # = 15140	# LANES =	Third St. Bridge-Landscaping, Bridge Lighting & Other Items Transportation Enhancement															
A323.5	EXEMPT	MOT004-28.978 (18.01) SR4 (Keowee St.) at Mad River 0.18 Mi. S. of SR202-Includes	0.110	1,427	BR BR BR S S S	PE R C PE R C	X 0 X 20 	 1,000 250				08/01/96	04/08/96	11/29/96	03/25/97	Includes $64,000 in State STP (Transportation Enhancement) set-aside funds for gateway portion of project.	ODOT
PID # = 13622	# LANES = 4	Removal, Salvage, and Reerect of Concrete End Post as Gate- way-Bridge Replacement & STE															
A053.6	EXEMPT	MOT004-29.268 (18.19) Dayton City Signal Upgrade Update/Rebuild 10 Signalized	0.000	393	STP STP STP L L L	PE R C PE R C	X NA X NA 	 393 0				09/18/96	NA	NA	12/18/96	100% MVRPC STP funds for construction.	Dayton
PID # = 13938	# LANES =	Intersections With New Equipment - Poles, Signals, Detectors and Cable															
A212.3	EXEMPT	MOT004-30.796/East Dayton Exp Dayton Expressway/SR4 IR75 to 0.81 Mi. W. of CR51	4.420	2,704	NH NH NH S S S/L	PE R C PE R C	X X 	0 4 	 1,920 480			09/23/96	09/02/96	08/18/97	12/17/97	Total federal for construction is $1,920,000 of which $560,000 is MVRPC STP funds. Categorical Exclusion approved 04/15/96.	ODOT
PID # = 12725	# LANES = 4	(Harshman Rd)-Multi-Lane Resurface 29.2% MVRPC STP/71.8% NHS															
A801.3	EXEMPT	MOT035-0.000 US35-Preble C.L. to New Lebanon WCL	4.796	238	STD STD STD L L L	PE R C PE R C	X NA X NA 	 0 238				08/05/96	NA	NA	11/21/96	New project.	ODOT
PID # = 15947	# LANES = 2	Resurface (100% State Funds)															
A457.2	ANALYZED 96-99 NB NO BUILD	MOT048-01.754 (1.09) SR48-0.06 Mi. S. of Nutt Rd. to Sheehan-Reconstruction &	0.982	230	STD STD STD S S S	PE R C PE R C	X NA X NA 	 0 230				07/29/96	NA	NA	12/18/96	Maintenance project.	ODOT
PID # = 14060	# LANES = 3	Widen for Center Turn Lane, Curb, Gutter and Sidewalks															

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(MONTGOMERY COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A339.2	EXEMPT	MOT048-09.735 (6.05) SR48 (Far Hills)-Rahn Rd. to E. David Rd.-Reconstruction, Curb and Sidewalks	1.770	1,646	STP STP STP L L L	PE R C PE R C		64 16 	 51 13 	 1,202 300		12/1/98	5/20/98	11/27/98	04/14/99		Kett.
PID # = 15081	# LANES = 4	(MVRPC STP Funds)															
A340.3	EXEMPT	MOT048-11.666 (7.25) SR48 (Far Hills)-E. David Rd. to Dorothy Lane Resurface, Curb and Sidewalk	2.623	750	STD STD STD L L L	PE R C PE R C	X NA X NA 	 600 150	 	 		11/01/96	NA	NA	03/12/97		Kett.
PID # = 15082	# LANES = 4	Repair (State STP Funds)															
A203.2	EXEMPT	MOT048-27.916 (17.35) SR48 at Turner/Shoup Mill Rd. Intersection Improvement-four Thru Lanes, Two Left Turn	0.000	395	NH NH NH S S S	PE R C PE R C	X 0 X 45 	 228 57	 	 		07/29/96	01/29/96	08/01/96	11/06/96		ODOT
PID # = 12603	# LANES = 6	Lanes & Signal Modification															
A602.2	ANALYZED 96-99 158 05 BUILD	MOT048-37.780 (23.48) SR48-0.08 Mi. N. of US40 to Phillipsburg-Union Road (Local Funds for Plan Prep. &	3.070	4,128	STP STP STP L S S	PE R C PE R C	0 308 	 	312 78 	 2,744 686		11/14/97	07/15/97	07/98	11/98	MVRPC STP funds.	Englwd
PID # = 4515	# LANES = 4	& STP Funds for R/W & Const.) Widening and Reconstruction															
A205.2	ANALYZED 96-99 058 05 BUILD	MOT048-26.355 (16.38) SR48-Woodruff Dr to Poplar Dr Reconstruction and Widen to Provide Center Turn Lane	3.210	2,885	STD STD STD S S S	PE R C PE R C	 	0 450 	0 400 	 1,628 407		12/30/98	02/02/98	01/06/99	04/28/99	Construction delayed from SFY1998 to SFY1999.	ODOT
PID # = 12701	# LANES = 5																
A081.1	ANALYZED 96-99 NB NO BUILD	MOT049-00.00 SR49 Relocated (Trotwood Connector) US35 West to 0.04 Mi. N. of	5.648	20,500	M NH NH S S S	PE R C PE R C	X X X X 	 12,320 3,080	 	 		04/01/95	04/01/95	10/30/96	03/12/97	R/W acquisition currently underway and expected to be cleared by Oct, 96. Project is expected to be sold SFY1997	ODOT
PID # = 5907	# LANES = 4/6	Wolf Creek Pk. New Construction															
A083.1	ANALYZED 96-99 NB NO BUILD	MOT049-05.632 (3.50) SR49 Relocated (Trotwood Connector) 0.04 Mi. N. of Wolf Creek Pk.	2.860	16,850	M NH NH S S S	PE R C PE R C	X 2,720 10,240 X 680 2,560	 	 	 		05/01/95	04/01/95	03/07/96	06/12/96	R/W acquisition currently underway and expected to be cleared by March, 96. Project is expected to be sold SFY1996	ODOT
PID # = 5910	# LANES = 4/6	to Salem Ave. New Construction															
A202.2	EXEMPT	MOT049-08.045 (5.00) SR49 at Siebenthaler Ave./ Free Pike-Four Thru Lanes, One Left Turn Lane & Signal	0.000	455	NH NH NH S S S	PE R C PE R C	X 0 X 60 	 256 64	 	 		11/15/96	03/08/96	11/15/96	03/12/97	State STP funded.	ODOT
PID # = 12602	# LANES = 5	Modification (State STP Funds)															

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(MONTGOMERY COUNTY PROJECTS)

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A805.2	ANALYZED 96-99 15B 15 BUILD	MOT070-0.000/CLA070-0.000 IR70-PRE/MOT CL to MOT/CLA CL Preliminary Engineering Phase Thru Environmental For	38.720	100	NH NH NH S S S	PE R C PE R C	 NA NA NA NA	0 100 				NA	NA	NA	NA	Preliminary engineering study including environmental and public involvement meeting for widening to six lanes.	ODOT
PID # = 16033	# LANES = 6	Additional Lanes															
A354.8	EXEMPT	MOT070-16.70/MOT075-20.44 IR70 at IR75 Interchange Preliminary Engineering Only For Modified Interchange	0.000	2,000	NH NH NH S S S	PE R C PE R C	1,600 NA NA 400 NA NA					NA	NA	NA	NA	Preliminary engineering study only.	ODOT
PID # = 14002	# LANES =																
A087.8	EXEMPT	MOT070-25.229 (15.68) IR70-North Dixie Dr. Overhead to 0.24 Mi. W. of IR75 Noise Barrier Retrofit	0.000	330	NH NH NH S S S	PE R C PE R C	X NA X NA 	 	212 53			04/15/96	NA	NA	10/09/96		ODOT
PID # = 12226	# LANES =																
A088.8	EXEMPT	MOT070-28.640/30.609 (17.80) IR70-EB-.46 Mi E. of Huber H. WCL to 0.5 Mi. W. of SR202 & 0.02 Mi. E. of SR202 to 0.15	0.000	1,015	NH NH NH S S S	PE R C PE R C	X NA X NA 	 814 90				09/16/96	NA	NA	03/12/97		ODOT
PID #. = 12296	# LANES =	W. of SR201 - Noise Barriers															
A090.1	ANALYZED 96-99 NB NO BUILD	MOT074CR-00.00 (Phase 1) Turner Road-Salem Ave (SR49) to Wolf Rd. (CR53) Extend 4 Lanes Divided on	1.200	2,639	STP STP STP L L L	PE R C PE R C	X X X X 	 1,400 350				04/28/95	10/17/94	04/15/96	06/12/96		Mont.Co
PID # = 9949	# LANES = 4	New Alignment-County Engineer															
A091.3	EXEMPT	MOT074CR-00.016 (0.01) Turner/Shoup Mill Road Wolf Rd to Dayton C.L. (at Stillwater River)	3.130	1,281	STP STP STP L L L	PE R C PE R C	X NA 965 X NA 241					01/18/96	NA	NA	04/24/96	Sold 4/24/96. Low bidder = Barrett Paving.	Mont.Co
PID # = 14050	# LANES = 4	Resurface (MVRPC STP Funds)															
A089.1	ANALYZED 96-99 NB NO BUILD	MOT074CR-27.964(17.3-Phase 2) Turner Road-Proposed SR49 Relocated to Salem Ave (SR49) Extend 4 Lanes Divided on	1.480	4,875	STP STP STP L L L	PE R C PE R C	X X 	 1,600 400 	 2,060 515			09/97	12/96	12/97	03/98		Mont.Co
PID # = 13965	# LANES = 4	New Alignment (MVRPC STP Funds)															
A574.3	EXEMPT	MOT075-00.00 IR75-WAR/MOT CL to 0.01 Mi S. of Alex-Bell Rd. Multi-Lane Resurfacing	9.860	10,335	IM IM IM S S S	PE R C PE R C	2,160 NA 240 NA 	 	 7,142 794			01/27/97	NA	NA	12/10/97		ODOT
PID # = 14360	# LANES = 6																

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A096.2 PID # = 13434	ANALYZED 96-99 05B 05 BUILD # LANES = 4	MOT075-04.924 (3.06) IR75 at Lyons Rd.-.65 Mi S of SR725-Byers Rd to SR741 Widen Existing Two Lane Bridge to Four Lanes Includes Approach Pavement	0.850	3,515	NH NH NH S S S/L	PE R C PE R C			729 81	0 2,156 10 539		1099	1099	3099	4099	Plan status. Need funding decision. Approx. $528,000 of the federal amount shown for construction is MVRPC STP funds.	ODOT
A093.8 PID # = 9815	EXEMPT # LANES = 6	MOT075-16.766 (10.42) IR75-Dayton SCL to 0.42 Mi N. of SR48-Upgrade Signing and Sign Lighting	0.000	3,495	IM IM IM S S S	PE R C PE R C	X NA 2,835 X NA 315					01/27/97	NA	NA	04/24/96	Project to be moved up to SFY1996 for construction. Sold 4/24/96. Low bidder = M.P. Dory.	ODOT
A632.3 PID # = 15383	EXEMPT # LANES = 6	MOT075-16.769 IR75-Dayton SCL to 0.129 KM S of SR48 Overpass Multi-Lane Resurface District Allocation Project	5.560	9,400	IM IM IM S S S	PE R C PE R C	 NA NA 	0 400 		8,100 900		4098	NA	NA	2099	Plan status. Need committment schedule.	ODOT
A631.β PID # = 15219	EXEMPT # LANES =	MOT075-25.717/25.797/28.002 IR75-0.16 Mi. N. of Wagner Ford Rd. to 0.69 Mi. S. of Little York Rd.-Construct 3 Retro-Fit Noise Barriers	0.000	4,450	NH NH NH S S S	PE R C PE R C	X NA X NA 		3,960 440			10/19/97	NA	NA	02/25/98		ODOT
A213.3 PID # = 12734	EXEMPT # LANES = 6	MOT075-37.699(23.43)/MIA-0.00 IR75-0.51 Mi N. of Northwoods Blvd. to 0.54 Mi. N. of CR25A Resurface and Noise Barriers	9.540	11,000	NH NH NH S S S	PE R C PE R C	X NA 9,180 X NA 1,020					06/22/95	NA	NA	05/08/96	P,S&E 2/16/96. Design exception approved 11/15/95.	ODOT
A095.2 PID # = 4853	ANALYZED 96-99 05B 05 BUILD # LANES = 5	MOT099CR-26.999 (16.78) North Dixie Drive-Great Miami River to Needmore Dr. Reconstruction and Widen for Turn Lane Plan Status (MVRPC STP Funds)	3.210	6,430	M STP STP L L L	PE R C PE R C	X X 		200 50 		4,344 1,086	4098	4098	4099	4099	Plan status project. Need committment schedule.	Mont.Co
A600.2 PID # = 15138	EXEMPT # LANES = 2	MOT193CR-05.069 (3.15) Farmersville-W. Alexandria Pk at Tom's Run-.97 Mi. N. of Bull Rd. Bridge Replacement On New Alignment	0.320	565	BR BR BR L L L	PE R C PE R C	0 0 50 15 		 400 100			06/30/97	06/28/96	11/11/96	01/14/98		Mont.Co
A098.4 PID # = 14675	EXEMPT # LANES =	MOT202-08.399 (5.22) SR202 at Needmore Road Add Left and Right Turn Lanes & Additional Thru Lane Hazard Elimination	0.000	1,705	STD STD STD S S S	PE R C PE R C	 	0 0 50 45 	 1,288 322			12/03/97	04/14/97	02/20/98	06/10/98		ODOT

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION: FINAL - MAY, 1996

TABLE 4.3 RECOMMENDED SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)
(MONTGOMERY COUNTY PROJECTS)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A099.4	EXEMPT	MOT202-11.408 (7.09) SR202 at Chambersburg Road Widen and Upgrade Signal Hazard Elimination	0.000	281	STD STD STD L L L	PE R C PE R C	X	0 35	221 25			04/14/97	12/30/96	07/14/97	10/14/97	State STP safety set-aside funds.	H.Hghts
PID # = 6129	# LANES =	(State STP Safety Funds)															
A601.2	EXEMPT	MOT532CR-01.078 (0.67) Farmersville-Germantown Pike .57 Mi. N. of Germantown NCL Curve Realignment	0.000	425	CST CST CST L L L	PE R C PE R C	0 40	0 20	292 73			09/01/97	03/07/97	09/22/97	01/14/98	Funded by CSTP in FY98.	Mont.Co
PID # = 15137	# LANES = 2	(County Engineer's STP)															
A356.8	EXEMPT	MOT675-6.613/7.194(4.11/4.47) IR675 @ Paragon/Alex-Bell Rd At .36 Mi. S. of Alex-Bell and at .32 Mi. S. of SR48	0.000	375	NH NH NH S S S	PE R C PE R C	X NA X NA	 0 340				04/01/96	NA	NA	08/14/96	100% State funds.	ODOT
PID # = 14046	# LANES =	Recycled Rubber Noise Walls/ Noise Absorbent Bridge Panels															
A808.3	EXEMPT	MOT725-0.000 SR725 - MOT/PRE C.L. to Germantown WCL Resurface	7.789	119	STD STD STD L L L	PE R C PE R C	X NA X NA	 0 119				01/10/97	NA	NA	04/23/97	New project.	ODOT
PID # = 16309	# LANES = 2	(100% State Funds)															
A104.3	EXEMPT	MOT725-19.421/19.888 (12.07) SR725-Twelfth St. to E. of Normandy Lane (Includes Resurfacing & Transportation	9.040	5,133	STD STD STD S/L S/L S/L	PE R C PE R C	X 0 X 10	 3,730 933				02/23/96	06/05/95	03/01/96	07/17/96	State STP funds. To be combined and sold with MOT725-19.421 (12.07 See PID # 12301 and # 14128)	ODOT
PID # = 16243	# LANES = 4	Enhancement Project) (State STP and STE funds)															
A204.2	ANALYZED 96-99 OSB 05 BUILD	MOT725-22.220(13.81)/741-4.27 SR725/SR741 Widening & Signal SR725 @ Mall Woods, Prestige	3.820	2,402	STD STD STD S S S	PE R C PE R C	X X	0 145	1,290 322			05/12/97	02/10/97	07/01/97	10/22/97	Approximately $322,000 of the amount shown for construction is NHS funds.	ODOT
PID # = 12577	# LANES = 5	and IR675 N.B. Ramp/SR741 at Newmark and from .66 Mi N of SR725 to .09 Mi S of A-B Rd.															
A106.2	ANALYZED 96-99 OSB NO BUILD	MOT741-00.00/WAR-15.53 SR741 (Springboro Rd.)-SR73 to Miamisburg-Sprinboro/ Austin Roads	4.320	8,000	STP STP STP S S S	PE R C PE R C	X 1,020 X 255	 	5,200 1,300			01/12/96	03/20/96	09/01/97	01/15/98	MVRPC STP funds (R/W =$255,000 and Construction =$1,275,000).	Spgboro
PID # = 7147	# LANES = 4	Widen to 4 Lanes With Median, Curb, Gutter & Storm Sewer															
A332.5	EXEMPT	MOT741-03.315 (2.06) SR741 at Trib. of Holes Creek 0.14 Mi. N. of Mead Data Central Dr.	0.010	175	STD STD STD S S S	PE R C PE R C	X X	 	0 10		100 25	09/01/99	03/24/98	09/01/99	01/12/00		ODOT
PID # = 13525	# LANES = 5	Bridge Replacement (State STP Funds)															

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION: FINAL - MAY, 1996

Map 4.3
SFY 1997 - SFY 2000 TRANSPORTATION IMPROVEMENT PROGRAM FOR MONTGOMERY COUNTY, OHIO

- HIGHWAYS
- BIKEWAYS
- OTHERS

RECOMMENDED CONSTRUCTION

State Fiscal Year	Segment	Spot
1996/1997	———	●
1998-2000	·····	▲
Beyond 2000	- - - -	■

INDEX NUMBER AND PROJECT TYPE

A000.0	TIP Project Index Number
.1	New Construction
.2	Reconstruction
.3	Resurface
.4	Safety Improvement
.5	Bridge Replace/Rehab
.6	Signal Improvement
.7	Bikeway Improvement
.8	Other Improvement

LONG RANGE TRANSPORTATION PLAN PROJECTS

——— ●	*Long Range Transportation Plan Projects under construction during CY 1995*
0000	*Long Range Transportation Plan Project Index Number*

AREAWIDE PROJECTS

A53.6	Dayton - 10 Signal Upgrades (Phase 1)
A322.7	River Corridor Bikeway Enhancements
A354.8	I70/I75 Interchange Upgrade (engineering)
A620.6	Dayton - 10 Signal Upgrades (Phase 2)
A621.6	Kettering/Moraine - Replace Signal System Cable
A624.8	Aviation Heritage Signing
A634.8	Bicentennial Project - Wright-Dunbar/ Third St.
A635.8	Bicentennial Project - Main St.
A704.8	MIA/MOT - Water-Based Pavement Markers
A707.6	Dayton - Replace Signal System Cable
A708.6	Dayton - 15 Signal Upgrades (Phase 3)
A709.6	Dayton CBD - Replace Signal Controllers
A805.2	Engineering for IR 70 Additional Lanes

1" = 12000'

FINAL

JUNE 1996

MIAMI VALLEY REGIONAL PLANNING COMMISSION

Jurisdiction Updates To January 1, 1996

TABLE 4.4 RECOMMENDED SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)
(AREAWIDE/STATEWIDE PROJECTS AND MVRPC PLANNING STUDIES - ALL MVRPC COUNTIES)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A109.8	EXEMPT	ALL SYSTEMS EXCEPT INTERSTATE Rail Highway Crossing Safety Statewide Line Item of Various Projects in Greene,	0.000	(1) SEE COMMENTS	STD S/L	PE/C PE/C	Comment Comment					VARIES	NA	NA	VARIES	When specific info. for this line item is available, it is listed in the TIP tables. MVRPC requires detailed info. prior to bid letting. Line item funding info. is in STIP.	ODOT
PID # =	# LANES =	Miami, & Montgomery Counties															
A459.8	EXEMPT	ALL SYSTEMS Highway Planning and Research Statewide Line Item of Various Planning Projects	0.000	(1) SEE COMMENTS	SPR PL STP/STD CM S/L S/L	PE PE PE PE PE PE	Comment Comment Comment Comment Comment Comment					VARIES	NA	NA	NA	When specific info. for this line item is available, it is listed in the TIP tables. MVRPC requires detailed info. prior to bid letting. Line item funding info. is in STIP.	ODOT
PID # =	# LANES =	in Greene, Miami, and Montgomery Counties															
A460.8	EXEMPT	ALL SYSTEMS Preparation of Individual Program Documents and Provide Guidance to LPA's	0.000	(1) SEE COMMENTS	STD S/L	PE PE	Comment Comment					NA	NA	NA	NA	When specific info. for this line item is available, it is listed in the TIP tables. MVRPC requires detailed info. prior to bid letting. Line item funding info. is in STIP.	ODOT
PID # =	# LANES =	Statewide Line Item for all MVRPC's MPO Counties															
A461.8	EXEMPT	ALL SYSTEMS Rideshare Program Statewide Line Item for Rideshare Program	0.000	(1) SEE COMMENTS	STD STP CM S/L S/L S/L	PE PE PE PE PE PE	Comment Comment Comment Comment Comment Comment					NA	NA	NA	NA	When specific info. for this line item is available, it is listed in the TIP tables. MVRPC requires detailed info. prior to bid letting. Line item funding info. is in STIP.	ODOT
PID # =	# LANES =																
A462.8	EXEMPT	ALL SYSTEMS Bridge Inspection Statewide Line Item for Bridge Inspections in Greene,	0.000	(1) SEE COMMENTS	BR S/L	PE PE	Comment Comment					NA	NA	NA	NA	When specific info. for this line item is available, it is listed in the TIP tables. MVRPC requires detailed info. prior to bid letting. Line item funding info. is in STIP.	ODOT
PID # =	# LANES =	Miami and Montgomery Counties															
A110.8	EXEMPT	ALL SYSTEMS Right-of-Way Acquisition for Hardship & Protective Buying	0.000	(1) SEE COMMENTS	NH STD STP S/L S/L S/L	R R R R R R	Comment Comment Comment Comment Comment Comment					NA	VARIES	NA	NA	When specific info. for this line item is available, it is listed in the TIP tables. MVRPC requires detailed info. prior to bid letting. Line item funding info. is in STIP.	ODOT
PID # =	# LANES =																
A640.8	EXEMPT	ALL SYSTEMS National Recreational Trails Projects in MVRPC's MPO Area	0.000	(1) SEE COMMENTS	NRT NRT NRT S/L S/L S/L	PE R C PE R C	Comment Comment Comment Comment Comment Comment					NA	VARIES	NA	NA	When specific info. for this line item is available, it is listed in the TIP tables. MVRPC requires detailed info. prior to bid letting. Line item funding info. is in STIP.	ODOT
PID # =	# LANES =																
A641.8	EXEMPT	ALL SYSTEMS Specialized Services Provided By Statewide/Districtwide Consultant Contract	0.000	(1) SEE COMMENTS	NH STD S/L S/L	PE PE PE PE	Comment Comment Comment Comment					NA	VARIES	NA	NA	When specific info. for this line item is available, it is listed in the TIP tables. MVRPC requires detailed info. prior to bid letting. Line item funding info. is in STIP.	ODOT
PID # =	# LANES =																

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION: FINAL - MAY, 1996

TABLE 4.4 RECOMMENDED SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY, BIKEWAY AND OTHER PROJECTS)
(AREAWIDE/STATEWIDE PROJECTS AND MVRPC PLANNING STUDIES - ALL MVRPC COUNTIES)

PROJECT I.D. #	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	LENGTH IN METRIC	TOTAL COST(000)	FUND TYPE	PHASE	STATE FISCAL YEAR USE BY FUND TYPE (1996)	SFY1997	SFY1998	SFY1999	SFY2000	PLAN FILE DATE	RIGHT OF WAY AUTH DATE	R/W CLEAR DATE	EXPECTED SALE DATE	COMMENTS	RESPON. AGENCY
A642.8	EXEMPT	ALL SYSTEMS Ohio Department of Public Safety - 402 Safety Program Activity	0.000	(1) SEE COMMENTS	STD	PE	Comment					NA	VARIES	NA	NA	When specific info. for this line item is available, it is listed in the TIP tables. MVRPC requires detailed info. prior to bid letting. Line item funding info. is in STIP.	ODOT
					S/L	PE	Comment										
PID # =	# LANES =																
A463.8	EXEMPT	ALL SYSTEMS Transportation Enhancement Activities	0.000	(1) SEE COMMENTS	STE	R	Comment					VARIES	VARIES	VARIES	VARIES	When specific info. for this line item is available, it is listed in the TIP tables. MVRPC requires detailed info. prior to bid letting. Line item funding info. is in STIP.	ODOT
					STE	C	Comment										
		Statewide Line Item for			S/L	R	Comment										
PID # =	# LANES =	Transportation Enhancement Projects in MVRPC's MPO Area			S/L	C	Comment										
A111.3	EXEMPT	ALL SYSTEMS Undivided Highway Resurfacing Projects in Greene, Miami, & Montgomery Counties	0.000	(1) SEE COMMENTS	IM	C	Comment					VARIES	VARIES	VARIES	VARIES	When specific info. for this line item is available, it is listed in the TIP tables. MVRPC requires detailed info. prior to bid letting. Line item funding info. is in STIP.	ODOT
					NH	C	Comment										
					STD	C	Comment										
					S/L	C	Comment										
PID # =	# LANES =				S/L	C	Comment										
					S/L	C	Comment										
A112.3	EXEMPT	ALL SYSTEMS Other Basic Maintenance Projects in Greene, Miami, & Montgomery Counties	0.000	(1) SEE COMMENTS	IM	C	Comment					VARIES	VARIES	VARIES	VARIES	When specific info. for this line item is available, it is listed in the TIP tables. MVRPC requires detailed info. prior to bid letting. Line item funding info. is in STIP.	ODOT
					NH	C	Comment										
					STD	C	Comment										
					S/L	C	Comment										
PID # =	# LANES =				S/L	C	Comment										
					S/L	C	Comment										
A010.8	EXEMPT	GRE/MIA/MOT/PRE/DAR/CLI-Rides RideShare! Six County Continuation Basic Rideshare Program (State STP & MVRPC STP Funds)	0.000	945 SEE COMMENTS	STD	PE	125	125	125	125	125	NA	NA	NA	NA	Also listed in FY96 TIP.	MVRPC
					STP	PE	50	50	50	50	50						
					L	PE	14	14	14	14	14						
PID # = 14472	# LANES =				L	PE	0	0	0	0	0						
A706.8	EXEMPT	GRE/MIA/MOT-Ozone Action 1997 Ozone Action Program 1997 Various Marketing Components 100% CMAQ Funds Using "Soft Match" Credit	0.000	200 SEE COMMENTS	CM	PE		200				NA	NA	NA	NA	Also listed in FY96 TIP. 100% CMAQ funds.	MVRPC
					L	PE		0									
PID # = 15518	# LANES =																

TABLE 4.5 PLAN STATUS PROJECTS NOT INCLUDED IN ODOT'S FINANCIALLY CONSTRAINED STIP
(GREENE, MIAMI AND MONTGOMERY COUNTIES)

I.D. #	PID NO.	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	#La	LENGTH IN METRIC	TOTAL COST(000)	RESPON. AGENCY	PLAN FILE DATE	R/W AUTH. DATE	EXPECTED SALE DATE	COMMENTS
P714.4	4998	ANALYZED 96-99 15B 15 BUILD	GRE035-04.199/07.241/10.009 US35 at N. Fairfield Rd., Factory Rd. and Valley Rd. Reconstruct Three Hazardous Intersections Into Interchages		0.00	5,460	ODOT	2001	2001	2001	Plan status.
P575.2	14346	EXEMPT	GRE235-03.85 SR235 at Dayton-Yellow Springs Road Intersection Improvement Hazard Elimination (State STP Safety Funds)		0.00	350	ODOT	2001	2001	2001	Plan status. Need committment schedule.
P715.2	5033	ANALYZED 96-99 15B 15 BUILD	GRE235-16.70 (10.38) SR235-Medway Rd. to SR4 Widen to Four Lanes	4	1.41	2,656	ODOT	2001	2001	2001	Plan status. Need committment schedule.
P037.2	11160	ANALYZED 96-99 05B 05 BUILD	MIA075-07.948 (4.94) IR75-0.54 Mi. N. of CR25A to 1.13 Mi. N. of SR41 Reconstruction and Widening (Also NH Funded) (Plan Status-PE Only)	6	9.49	26,850	ODOT	2001	2001	2001	Plan status.
P320.2	13433	ANALYZED 96-99 05B 05 BUILD	MIA075-30.410 (18.90) IR75 (Part of larger project) 1.05 Mi. S. of MIA/SHE C.L. to 0.39 Mi. N. of SR29 Reconstruction and Widening (Plan Status)	6	16.04	44,800	ODOT	2001	NA	2001	Plan status.
P341.5	13884	EXEMPT	MOT004-26.615 (15.92) SR4 (Fifth St.) at Great Miami River 0.13 Mi. N. of IR75 Bridge Replacement (Plan Status)	4	0.25	4,030	ODOT	2001	2001	2001	Plan status.
P330.5	13522	EXEMPT	MOT040-3.749 (2.33) US40 at Wolf Creek 0.80 Mi. W. of Arlington Rd. (CR9)-Bridge Replacement (Plan Status)	2	0.03	165	ODOT	2001	NA	2001	Plan status.
P331.5	13527	EXEMPT	MOT048-06.05 (0.40) SR48 at Trib. of Sugar Creek 0.40 Mi. N. of Warren C.L. Bridge Replacement (Plan Status)	2	0.16	365	ODOT	2001	2001	2001	Plan status.

TABLE 4.5 PLAN STATUS PROJECTS NOT INCLUDED IN ODOT'S FINANCIALLY CONSTRAINED STIP
(GREENE, MIAMI AND MONTGOMERY COUNTIES)

I.D. #	PID NO.	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	#La	LENGTH IN METRIC	TOTAL COST(000)	RESPON. AGENCY	PLAN FILE DATE	R/W AUTH. DATE	EXPECTED SALE DATE	COMMENTS
P082.5	11309	EXEMPT	MOT049-01.657 (1.03R) SR49N (Monument Ave.) at Great Miami River 0.06 Mi. N. of IR75 Preliminary Engineering Only (State STP)	4	0.27	500	ODOT	2001	2001	2001	Plan status. May have been deleted.
P206.2	12699	ANALYZED 96-99 05B 05 BUILD	MOT049-06.822 (4.24) SR49-Hillcrest Ave to Corundu Dr.-Reconstruction & Widening to Provide a Two-Way Left Turn Lane, Curb, Gutter and Sidewalks (Plan Status)	5	1.67	1,625	ODOT	2001	2001	2001	Plan status.
P101.5	8032	EXEMPT	MOT218CR-02.56/MOT-RipRap Rd Wagner Ford/Rip Rap at Great Miami River-.06 Mi N of Birch Dr and .05 W of Powell Rd Bridge Replacements (Plan Status-PE Only)	2	1.54	4,550	Mont.Co	2001	2001	2001	Plan status.
P207.2	12697	ANALYZED 96-99 05B 05 BUILD	MOT725-32.341 (20.10) SR725-Loop Rd to Wilmington Pk.-Reconstruction and Widen to 4/5 lanes, Curb, Gutters, Sidewalks and Storm Sewers (State STP Funds)	5	3.45	4,850	Cent.	2001	2001	2001	Plan status. Environmental Documentation currently in final development.

TABLE 4.6a RECOMMENDED SFY1997 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1997
A323.5	13622	1	MOT004-28.978 (18.01)	BR	PE	
			SR4 (Keowee St.) at Mad River	BR	R	
			0.18 Mi. S. of SR202	BR	C	936
			Bridge Replacement	S	PE	
				S	R	
				S	C	234
A045.5	11593	2	MIA185-15.800 (9.82)	BR	PE	
			SR185 at Piqua Hydraulic	BR	R	
			1.09 Mi. W. of Jct. US36	BR	C	168
			Bridge Replacement	S	PE	
				S	R	
				S	C	42
A325.5	12949	3	GRE036CR-04.28	BR	PE	
			Indian Ripple at Little Miami	BR	R	
			River - 3.60 Mi. E. of IR675	BR	C	373
			Bridge Deck Replacement	L	PE	
				L	R	
				L	C	93
A321.5	13685	4	MIA037CR-07.691 (4.78)	BR	PE	
			Fenner Rd at Stillwater River	BR	R	0
			0.07 Mi. E. of Jct. SR48	BR	C	640
			Bridge Replacement	L	PE	
				L	R	6
				L	C	160
A042.5	7078	5	MIA166CR-00.00	BR	PE	
			Tipp-Elizabeth Rd. at Great	BR	R	0
			Miami River	BR	C	820
			0.11 Mi. E. of Tipp City ECL	L	PE	
			Bridge Replacement	L	R	10
				L	C	205
A702.5	15512	6	MIA093TR-00.900	BR	PE	
			Fetters Road at Stillwater	BR	R	
			River	BR	C	709
			0.900 KM. N. of SR185	L	PE	
			Bridge Replacement/Relocation	L	R	
				L	C	177

TABLE 4.6a RECOMMENDED SFY1997 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1997
A706.8	15518	1	GRE/MIA/MOT-Ozone Action 1997	CM	PE	160
			Ozone Action Program 1997			
			Various Marketing Components			
				L	PE	40

TABLE 4.6a RECOMMENDED SFY1997 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1997
A610.2	15079	1	MIA025ACR-11.22	CST	PE	
			County Route 25A at Eldean Rd	CST	R	
			Install Traffic Signal and	CST	C	241
			Add Left Turn Lanes On All	L	PE	
			Four Approaches	L	R	
			(100% County STP for Signals)	L	C	42

TABLE 4.6a RECOMMENDED SFY1997 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1997
A210.3	12492	1	CLI071-11.681/GRE071-00.00	IM	PE	810
			IR71-Clinton C.L. to Fayette	IM	R	
			C.L (Cost and length includes	IM	C	
			Clinton County)	S	PE	90
			Resurface and Safety Upgrade	S	R	
			Plan Status Project	S	C	
A342.3	13329	2	GRE675-00.00	IM	PE	
			IR675-MOT C.L. to Beavercreek	IM	R	
			NCL	IM	C	6,030
			Spot Mill, Resurface and	S	PE	
			Widen Off Ramps at Wilmington	S	R	
			Pike	S	C	670

(1) Projects are ranked by federal funding type grouped by expenditure year utilizing a two step evaluation and ranking process included in the MVRPC ISTEA Program Policies and Procedures.

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION

TABLE 4.6a RECOMMENDED SFY1997 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1997
A081.1	5907	1	MOT049-00.00	M	PE	
			SR49 Relocated (Trotwood	NH	R	
			Connector)	NH	C	12,320
			US35 West to 0.04 Mi. N. of	S	PE	
			Wolf Creek Pk.	S	R	
			New Construction	S	C	3,080
A014.1	5001	2	GRE035-14.44	NH	PE	
			US35-.6 Mi. E. of Bickett Rd.	NH	R	
			to existing US35 1.5 Mi. W.	NH	C	24,000
			of Jamestown-Relocate US35 to	S	PE	
			a Four Lane Divided Highway	S	R	
			on New Location	S	C	6,000
A016.1	4388	3	GRE035-26.20/FAY035-00.00	NH	PE	
			US35-1 Mi. W. of GRE/FAY C.L.	NH	R	800
			to Existing US35 W of IR71	NH	C	
			Relocate US35 to a four Lane	S	PE	
			Divided Highway on New	S	R	200
			Location	S	C	
A800.3	15945	4	MIA075-08.175	NH	PE	
			IR75-1.61 KM. S of Peters Rd	NH	R	
			to 1.02 KM. N. of CR25A	NH	C	3,206
			Interim Resurfacing	S	PE	
				S	R	
				S	C	356
A203.2	12603	5	MOT048-27.916 (17.35)	NH	PE	
			SR48 at Turner/Shoup Mill Rd.	NH	R	
			Intersection Improvement-Four	NH	C	228
			Thru Lanes, Two Left Turn	S	PE	
			Lanes & Signal Modification	S	R	
				S	C	57
A202.2	12602	6	MOT049-08.045 (5.00)	NH	PE	
			SR49 at Siebenthaler Ave./	NH	R	
			Free Pike-Four Thru Lanes,	NH	C	256
			One Left Turn Lane & Signal	S	PE	
			Modification	S	R	
			(State STP Funds)	S	C	64
A088.8	12296	7	MOT070-28.640/30.609 (17.80)	NH	PE	
			IR70-EB-.46 Mi E. of Huber H.	NH	R	
			WCL to 0.5 Mi. W. of SR202 &	NH	C	814
			0.02 Mi. E. of SR202 to 0.15	S	PE	
			W. of SR201 - Noise Barriers	S	R	
				S	C	90

TABLE 4.6a RECOMMENDED SFY1997 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1997
A010.8	14472	1	GRE/MIA/MOT/PRE/DAR/CLI-Rides	STD	PE	125
			RideShare!	STP	PE	50
			Six County Continuation			
			Basic Rideshare Program	L	PE	14
			(State STP & MVRPC STP Funds)	L	PE	0
A021.4	6257	2	GRE072-19.117 (11.90)	STD	PE	
			SR72-.02 Mi. N. of Straley Rd	STD	R	
			Curve Realignment	STD	C	774
			Hazard Elimination	S	PE	
			(State STP Safety Funds)	S	R	
				S	C	86
A066.7	6446	3	MOT-Mad River Bikeway Phase 1	STD	PE	
			Mad River Bikeway (Phase 1)	STD	R	
			Riverside Dr to Eastwood Park	STD	C	1,010
			Bikeway Construction	L	PE	
			(100% State STP Funds)	L	R	
				L	C	0
A006.7	14803	4	GRE-Kauffman Bkwy Phase 2 & 3	STD	PE	
			Kauffman Ave Bkwy Phase 2 & 3	STD	R	
			Wright Memorial Park to Col.	STD	C	745
			Glenn Hwy.	L	PE	
			(Project Delayed Due To State	L	R	
			Funding Limitation)	L	C	0
A104.3	16243	5	MOI725-19.421/19.888 (12.07)	STD	PE	
			SR725-Twelfth St. to E. of	STD	R	
			Normandy Lane (Includes	STD	C	3,730
			Resurfacing & Transportation	S/L	PE	
			Enhancement Project)	S/L	R	
			(State STP and STE funds)	S/L	C	933
A340.3	15082	6	MOT048-11.666 (7.25)	STD	PE	
			SR48 (Far Hills)-E. David Rd.	STD	R	
			to Dorothy Lane	STD	C	600
			Resurface, Curb and Sidewalk	L	PE	
			Repair (State STP Funds)	L	R	
				L	C	150
A031.2	11998	7	MIA-Broadway Ave.	STD	PE	
			Broadway Ave.	STD	C	
			Fifth St. to First St.	STD	C	764
			Reconstruction	L	PE	
			(State STP & MVRPC STP Funds)	L	C	
				L	C	191

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PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION

TABLE 4.6a RECOMMENDED SFY1997 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1997
A810.7	16338	1	GRE-Xenia Station	STE	PE	
			Xenia Station Transportation	STE	R	
			Hub-West St. to S. Detroit St	STE	C	250
			Transportation Enhancement	L	PE	
				L	R	
				L	C	261
A322.7	14557	2	MOT-River Corridor Bkwy	STE	PE	
			River Corridor Bkwy.-Stewart	STE	R	
			St to Deweese-Includes Signs,	STE	C	49
			Benches, Bike Racks and	L	PE	
			Landscaping-Purchase Order	L	R	
			Transportation Enhancement	L	C	12
A634.8	15140	3	MOT-Wright-Dunbar/Third St.	STE	PE	
			Bicentennial Blvd Project	STE	R	
			Wright-Dunbar Memorial Park &	STE	C	88
			Third St. Bridge-Landscaping,	L	PE	
			Bridge Lighting & Other Items	L	R	
			Transportation Enhancement	L	C	22
A624.8	15143	4	MOT-Aviation Heritage System	STE	PE	
			Dayton Aviation Heritage	STE	R	
			National Park Circulation Sys	STE	C	62
			Purchase Material To Install	L	PE	
			Info./Directional Signs	L	R	
			Transportation Enhancement	L	C	16
A576.8	14650	5	GRE-Beavercreek Streetscape	STE	PE	
			Streetscape on N. Fairfield	STE	R	
			at Dayton-Xenia Rds.	STE	C	459
			Widen Sidewalks, Pavers,	L	PE	
			Landscaping and Seating	L	R	
			Transportation Enhancement	L	C	206
A811.8	1	6	MOT-Oak and Ivy Park	STE	PE	
			Oak and Ivy Park	STE	R	
			Edwin C. Moses Blvd-Fifth to	STE	C	717
			S. Williams/Third St.-Edwin	L	PE	
			C. Moses to Germantown St.	L	R	
			Transportation Enhancement	L	C	737
A623.8	15126	7	MOT-Miami and Erie Canal Lock	STE	PE	
			Miami And Erie Canal-Lock 18	STE	R	
			0.23 Mi. S. of Fishburg and	STE	C	96
			Endicott Roads	L	PE	
			Transportation Historic	L	R	
			Rehab. & Preservation Project	L	C	24

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TABLE 4.6a RECOMMENDED SFY1997 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1997
A010.8	14472	1	GRE/MIA/MOT/PRE/DAR/CLI-Rides	STD	PE	125
			RideShare!	STP	PE	50
			Six County Continuation			
			Basic Rideshare Program	L	PE	14
			(State STP & MVRPC STP Funds)	L	PE	0
A339.2	15081	2	MOT048-09.735 (6.05)	STP	PE	64
			SR48 (Far Hills)-Rahn Rd. to	STP	R	
			E. David Rd.-Reconstruction,	STP	C	
			Curb and Sidewalks	L	PE	16
			(MVRPC STP Funds)	L	R	
				L	C	
A089.1	13965	3	MOT074CR-27.964(17.3-Phase 2)	STP	PE	
			Turner Road-Proposed SR49	STP	R	1,600
			Relocated to Salem Ave (SR49)	STP	C	
			Extend 4 Lanes Divided on	L	PE	
			New Alignment	L	R	400
			(MVRPC STP Funds)	L	C	
A209.2	12653	4	GRE-Col. Glenn/N. Fairfield	STP	PE	
			Col Glenn at N. Fairfield Rd	STP	R	256
			.19 Mi. W. of Fairfield to	STP	C	
			SR844/.19 Mi S of Col. Glenn	L	PE	
			Widen Intersection, Signal &	L	R	64
			Pedestrian Improvements	L	C	
A617.2	15116	5	MOT-Valley Pike	STP	PE	
			Valley Pike at Harshman Rd.	STP	R	8
			Intersection Improvement	STP	C	
			West Bound Left Turn Lane &	L	PE	
			Signal Improvement	L	R	2
			(MVRPC STP Funds)	L	C	
A051.2	8030	6	MOT-County Line Rd.	STP	PE	
			County Line Rd.	STP	R	
			N. from Dorothy Ln. to	STP	C	1,848
			Shakertown Rd.	L	PE	
			Reconstruction and Widening	L	R	
			(MVRPC STP Funds)	L	C	462
A059.2	6428	7	MOT-Gettysburg Ave.	M	PE	
			Gettysburg Ave.	STP	R	
			Nicholas Road to Home Avenue	STP	C	2,080
			Widening and Reconstruction	L	PE	
			(MVRPC STP Funds)	L	R	
				L	C	520
A090.1	9949	8	MOT074CR-00.00 (Phase 1)	STP	PE	
			Turner Road-Salem Ave (SR49)	STP	R	
			to Wolf Rd. (CR53)	STP	C	1,400
			Extend 4 Lanes Divided on	L	PE	
			New Alignment-County Engineer	L	R	
				L	C	350

TABLE 4.6a RECOMMENDED SFY1997 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1997
A621.6	15129	9	MOT-Signal System	STP	PE	
			Kettering/Moraine Traffic	STP	R	
			Signal System Communication	STP	C	1,203
			Cable Replacement With Fiber	L	PE	
			Optic Cable	L	R	
			(100% MVRPC STP Funds)	L	C	0
A053.6	13938	10	MOT004-29.268 (18.19)	STP	PE	
			Dayton City Signal Upgrade	STP	R	
			Update/Rebuild 10 Signalized	STP	C	393
			Intersections With New	L	PE	
			Equipment - Poles, Signals,	L	R	
			Detectors and Cable	L	C	0
A620.6	15130	11	MOT-Signal Upgrade (Phase 2)	STP	PE	
			Dayton Signalized Intersect.	STP	R	
			Upgrade/Rebuild-10 Signalized	STP	C	571
			Intersections With New	L	PE	
			Equipment - Poles, Signals,	L	R	
			Detectors and Cable	L	C	0
A713.3	16226	12	MOT-Airport Access Rd.	STP	PE	
			Airport Access Rd.	STP	R	
			Vandalia SCL to US40	STP	C	603
			Resurface/Reconstruction	L	PE	
			(MVRPC STP Funds)	L	R	
				L	C	151
A338.3	14098	13	MOT-Woodman Dr.	STP	PE	
			Woodman Dr.	STP	R	
			Vale Dr. to Rainbow Dr.	STP	C	261
			Resurface	L	PE	
			(MVRPC STP Funds)	L	R	
				L	C	65
A615.2	15150	14	GRE-North Fairfield Rd.	STP	PE	
			North Fairfield Rd.	STP	R	
			Pebblecreek Dr to Lakeview Dr	STP	C	1,040
			2.45 Mi. S. of IR675 to 0.92	L	PE	
			Mi. S. of IR675-Resurface	L	R	
			Roadway and Sidewalks	L	C	260
A337.2	14096	15	MOT-Shroyer Rd.	STP	PE	
			Shroyer Rd.-SR48 (Far Hills)	STP	R	
			to Stroop Rd-Reconstruction	STP	C	400
			of Existing Pavement	L	PE	
			(MVRPC STP Funds)	L	R	
				L	C	100
A003.2	6938	16	GRE-Dayton Ave.	STP	PE	
			Dayton Ave-WCL to 0.44 Mi. W.	STP	R	
			of US42	STP	C	232
			Resurface Existing Surface	L	PE	
			(MVRPC STP Funds)	L	R	
				L	C	58

TABLE 4.6a RECOMMENDED SFY1997 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1997
A005.3	13977	17	GRE-Funderburg Rd.	STP	PE	
			Funderburg Rd.-Rice Blvd. to	STP	R	
			Dayton-Yellow Springs Rd.	STP	C	224
			Resurface and Minor Widening	L	PE	
			to 12 ft. Lanes	L	R	
			(MVRPC STP Funds)	L	C	56

(1) Projects are ranked by federal funding type grouped by expenditure year utilizing a two step evaluation and ranking process included in the MVRPC ISTEA Program Policies and Procedures.

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION

TABLE 4.6b RECOMMENDED SFY1998 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1998
A333.5	12860	1	MIA048-08.769 (5.45) SR48 at Ludlow Creek 0.22 Mi. N. of SR55 Bridge Replacement	BR BR BR S S S	PE R C PE R C	 0 808 10 202
A626.5	15024	2	GRE142CR-07.596 (4.72) Dayton-Xenia Road at Beaver Creek .41 Mi. E of Beaver Creek ECL Bridge Replacement	BR BR BR L L L	PE R C PE R C	 284 71
A600.2	15138	3	MOT193CR-05.069 (3.15) Farmersville-W. Alexandria Pk at Tom's Run-.97 Mi. N. of Bull Rd. Bridge Replacement On New Alignment	BR BR BR L L L	PE R C PE R C	 400 100

TABLE 4.6b RECOMMENDED SFY1998 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1998
A707.6	16252	1	MOT-Dayton Comm.Cable Replace Dayton Traffic Signal System Communication Cable Replacement With Fiber Optic Cable (100% CMAQ Funds)	CM CM CM L L L	PE R C PE R C	 1,870 0
A708.6	16254	2	MOT-Signal Upgrade (Phase 3) Dayton Signalized Intersect. Upgrade/Rebuild-15 Signalized Intersections With New Equipment - Poles, Signals, Detectors and Cable	CM CM CM L L L	PE R C PE R C	 580 0

TABLE 4.6b RECOMMENDED SFY1998 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1998
A601.2	15137	1	MOT532CR-01.078 (0.67) Farmersville-Germantown Pike .57 Mi. N. of Germantown NCL Curve Realignment (County Engineer's STP)	CST CST CST L L L	PE R C PE R C	 292 73

TABLE 4.6b RECOMMENDED SFY1998 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1998
A574.3	14360	1	MOT075-00.00 IR75-WAR/MOT CL to 0.01 Mi S. of Alex-Bell Rd. Multi-Lane Resurfacing	IM IM IM S S S	PE R C PE R C	 7,142 794

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TABLE 4.6b RECOMMENDED SFY1998 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1998
A096.2	13434	1	MOT075-04.924 (3.06)	NH	PE	729
			IR75 at Lyons Rd.-.65 Mi S of	NH	R	
			SR725-Byers Rd to SR741	NH	C	
			Widen Existing Two Lane	S	PE	81
			Bridge to Four Lanes Includes	S	R	
			Approach Pavement	S/L	C	
A015.1	4992	2	GRE035-21.14	NH	PE	
			US35-1.5 Mi W of Jamestown	NH	R	
			WCL to 1 Mi. W. of GRE/FAY Co	NH	C	24,000
			Line-Relocate US35 to a Four	S	PE	
			Lane Divided Highway on New	S	R	
			Location	S	C	6,000
A016.1	4388	3	GRE035-26.20/FAY035-00.00	NH	PE	
			US35-1 Mi. W. of GRE/FAY C.L.	NH	R	
			to Existing US35 W of IR71	NH	C	10,245
			Relocate US35 to a Four Lane	S	PE	
			Divided Highway on New	S	R	
			Location	S	C	2,561
A212.3	12725	4	MOT004-30.796/East Dayton Exp	NH	PE	
			Dayton Expressway/SR4	NH	R	
			IR75 to 0.81 Mi. W. of CR51	NH	C	1,920
			(Harshman Rd)-Multi-Lane	S	PE	
			Resurface	S	R	
			29.2% MVRPC STP/71.8% NHS	S/L	C	480
A631.8	15219	5	MOT075-25.717/25.797/28.002	NH	PE	
			IR75-0.16 Mi. N. of Wagner	NH	R	
			Ford Rd. to 0.69 Mi. S. of	NH	C	3,960
			Little York Rd.-Construct 3	S	PE	
			Retro-Fit Noise Barriers	S	R	
			MOT075-15.98/16.03/17.40	S	C	440
A087.8	12226	6	MOT070-25.229 (15.68)	NH	PE	
			IR70-North Dixie Dr. Overhead	NH	R	
			to 0.24 Mi. W. of IR75	NH	C	212
			Noise Barrier Retrofit	S	PE	
				S	R	
				S	C	53

TABLE 4.6b RECOMMENDED SFY1998 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1998
A204.2	12577	1	MOT725-22.220(13.81)/741-4.27	STD	PE	
			SR725/SR741 Widening & Signal	STD	R	
			SR725 @ Mall Woods, Prestige	STD	C	1,290
			and IR675 N.B. Ramp/SR741 at	S	PE	
			Newmark and from .66 Mi N of	S	R	
			SR725 to .09 Mi S of A-B Rd.	S	C	322
A205.2	12701	2	MOT048-26.355 (16.38)	STD	PE	
			SR48-Woodruff Dr to Poplar Dr	STD	R	0
			Reconstruction and Widen to	STD	C	1,628
			Provide Center Turn Lane	S	PE	
				S	R	400
				S	C	407
A098.4	14675	3	MOT202-08.399 (5.22)	STD	PE	
			SR202 at Needmore Road	STD	R	0
			Add Left and Right Turn Lanes	STD	C	1,288
			& Additional Thru Lane	S	PE	
			Hazard Elimination	S	R	45
				S	C	322
A099.4	6129	4	MOT202-11.408 (7.09)	STD	PE	
			SR202 at Chambersburg Road	STD	R	
			Widen and Upgrade Signal	STD	C	221
			Hazard Elimination	L	PE	
			(State STP Safety Funds)	L	R	
				L	C	25
A329.5	13531	5	MIA048-03.540 (2.20)	STD	PE	
			SR48 at Hatfield Ditch	STD	R	
			0.91 Mi. S. of SR571	STD	C	176
			Bridge Replacement	S	PE	
			(State STP Funds)	S	R	
				S	C	44

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PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION

TABLE 4.6b RECOMMENDED SFY1998 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1998
A062.2	7322	1	MOT-James H. McGee Blvd.	STP	PE	236
			James H. McGee Blvd.	STP	R	
			Gettysburg Ave. to Little	STP	C	
			Richmond Rd.	L	PE	59
			Widening and Reconstruction	L	R	
			(MVRPC STP Funds)	L	C	
A095.2	4853	2	MOT099CR-26.999 (16.78)	M	PE	
			North Dixie Drive-Great Miami	STP	R	200
			River to Needmore Dr.	STP	C	
			Reconstruction and Widen	L	PE	
			for Turn Lane	L	R	50
			Plan Status (MVRPC STP Funds)	L	C	
A602.2	4515	3	MOT048-37.780 (23.48)	STP	PE	
			SR48-0.08 Mi. N. of US40 to	STP	R	312
			Phillipsburg-Union Road	STP	C	
			(Local Funds for Plan Prep. &	L	PE	
			& STP Funds for R/W & Const.)	S	R	78
			Widening and Reconstruction	S	C	
A339.2	15081	4	MOT048-09.735 (6.05)	STP	PE	
			SR48 (Far Hills)-Rahn Rd. to	STP	R	51
			E. David Rd.-Reconstruction,	STP	C	
			Curb and Sidewalks	L	PE	
			(MVRPC STP Funds)	L	R	13
				L	C	
A618.2	3	5	MIA025ACR-Tipp City	STP	PE	
			County Route 25A	STP	R	200
			SR571 to 0.49 Mi. S. of	STP	C	
			Kessler-Coulesville Rd.	L	PE	
			Widening and Reconstruction	L	R	50
				L	C	
A089.1	13965	6	MOT074CR-27.964(17.3-Phase 2)	STP	PE	
			Turner Road-Proposed SR49	STP	R	
			Relocated to Salem Ave (SR49)	STP	C	2,060
			Extend 4 Lanes Divided on	L	PE	
			New Alignment	L	R	
			(MVRPC STP Funds)	L	C	515
A106.2	7147	7	MOT741-00.00/WAR-15.53	STP	PE	
			SR741 (Springboro Rd.)-SR73	STP	R	
			to Miamisburg-Sprinboro/	STP	C	5,200
			Austin Roads	S	PE	
			Widen to 4 Lanes With Median,	S	R	
			Curb, Gutter & Storm Sewer	S	C	1,300
A209.2	12653	8	GRE-Col. Glenn/N. Fairfield	STP	PE	
			Col Glenn at N. Fairfield Rd	STP	R	
			.19 Mi. W. of Fairfield to	STP	C	840
			SR844/.19 Mi S of Col. Glenn	L	PE	
			Widen Intersection, Signal &	L	R	
			Pedestrian Improvements	L	C	210

TABLE 4.6b RECOMMENDED SFY1998 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1998
A617.2	15116	9	MOT-Valley Pike	STP	PE	
			Valley Pike at Harshman Rd.	STP	R	
			Intersection Improvement	STP	C	189
			West Bound Left Turn Lane &	L	PE	
			Signal Improvement	L	R	
			(MVRPC STP Funds)	L	C	47
A049.2	7166	10	MOT-Chambersburg Rd.	STP	PE	
			Chambersburg Rd.	STP	R	
			.08 Mi. E. of SR202 to .53	STP	C	236
			Mi. E. of SR202	L	PE	
			Reconstruction/Widening	L	R	
			(MVRPC STP Funds)	L	C	59
A616.6	15236	11	GRE-Grange Hall Rd. Signals	STP	PE	
			Grange Hall Rd.-0.257 KM. S.	STP	R	
			of IR675 to 0.370 KM N. of	STP	C	260
			IR675-Reconstruct Two Signals	L	PE	
			and Install Interconnect	L	R	
			Cable-100% MVRPC STP	L	C	0
A215.2	15460	12	GRE068-15.224 (9.46)	STP	PE	
			US68 at SR380	STP	R	
			Intersection Improvement	STP	C	152
			Add Turn Lane, Realign	L	PE	
			Pavement and Improve Sight	L	R	
			Distance (MVRPC STP Funds)	S	C	38
A614.2	15132	13	GRE725-02.462 (1.53)	STP	PE	
			SR725-Vemco Dr. to .05 Mi. E.	STP	R	
			of Little Sugar Creek Rd.	STP	C	218
			Widen Berms to Four Feet	L	PE	
				L	R	
			(MVRPC STP Funds)	L	C	55
A711.3	4	14	MOT-Patterson Blvd.	STP	PE	
			Patterson Blvd.	STP	R	
			Dayton SCL to Stewart St.	STP	C	2,112
			Resurface/Reconstruction	L	PE	
			(MVRPC STP Funds)	L	R	
				L	C	528
A022.3	8235	15	GRE142CR-02.285 (4.12)	STP	PE	
			Dayton-Xenia Rd.-.19 Mi W. of	STP	R	
			Beavercreek ECL to Xenia WCL	STP	C	624
			Resurface Roadway and Upgrade	L	PE	
			Guardrail-Bridge at Little	L	R	
			Beavercreek--See PID 15024	L	C	156

(1) Projects are ranked by federal funding type grouped by expenditure year utilizing a two step evaluation and ranking process included in the MVRPC ISTEA Program Policies and Procedures.

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION

TABLE 4.6c RECOMMENDED SFY1999 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1999
A023.5	12214	1	GRE142CR-10.62 (6.60)	BR	PE	
			Dayton-Xenia Road at Little	BR	R	280
			Miami River-Construct New	BR	C	
			Bridge on New Alignment to	L	PE	
			Replace Temporary Bridge	L	R	70
			(Also CSTP & MVRPC STP Funds)	L	C	
A019.5	9090	2	GRE042-28.769 (17.88)	BR	PE	
			US42 at Massie Creek	BR	R	
			0.04 Mi. N. of SR72	BR	C	616
			Bridge Replacement	S	PE	
				S	R	
				S	C	154
A334.5	12841	3	MIA721-01.592 (0.99)	BR	PE	
			SR721 at Trib. of Brush Creek	BR	R	
			At the intersection of SR721	BR	C	68
			and Frederick-Garland Rd.	S	PE	
			Bridge Replacement	S	R	
				S	C	17
A327.5	13133	4	GRE068-08.125 (5.05)	BR	PE	
			US68 at Caesar Creek	BR	R	
			5.05 Mi. N. of Clinton C.L.	BR	C	620
			Bridge Replacement	S	PE	
				S	R	
				S	C	155

TABLE 4.6c RECOMMENDED SFY1999 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1999
A709.6	16251	1	MOT-Dayton CBD Controller	CM	PE	
			Dayton CBD Traffic Signal	CM	R	
			Controllers Replacement	CM	C	1,080
			Replace Existing Electo-	L	PE	
			Mechanical Controllers With	L	R	
			Closed Loop Controllers	L	C	0

TABLE 4.6c RECOMMENDED SFY1999 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1999
A809.3	16337	1	GRE099CR-01.416	CST	PE	
			Yellow Springs-Fairfield Rd.	CST	R	
			Fairborn ECL to West Enon Rd.	CST	C	392
			Resurface	L	PE	
			(County Engineer's STP Funds)	L	R	
				L	C	98

TABLE 4.6c RECOMMENDED SFY1999 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1999
A632.3	15383	1	MOT075-16.769	IM	PE	
			IR75-Dayton SCL to 0.129 KM S	IM	R	
			of SR48 Overpass	IM	C	8,100
			Multi-Lane Resurface	S	PE	
			District Allocation Project	S	R	
				S	C	900
A633.2	11161	2	MIA075-17.442 (10.84)	IM	PE	
			IR75-1.13 Mi. N. of SR41 to	IM	R	
			1.13 Mi. N. of CR25A	IM	C	7,704
			Multi-Lane Resurfacing &	S	PE	
			Construct Noise Walls	S	R	
				S	C	856

TABLE 4.6c RECOMMENDED SFY1999 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1999
A096.2	13434	1	MOT075-04.924 (3.06)	NH	PE	
			IR75 at Lyons Rd.-.65 Mi S of	NH	R	0
			SR725-Byers Rd to SR741	NH	C	2,156
			Widen Existing Two Lane	S	PE	
			Bridge to Four Lanes Includes	S	R	10
			Approach Pavement	S/L	C	539

(1) Projects are ranked by federal funding type grouped by expenditure year utilizing a two step evaluation and ranking process included in the MVRPC ISTEA Program Policies and Procedures.

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION

TABLE 4.6c RECOMMENDED SFY1999 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1999
A009.7	4480	1	CLA/GRE-Little Miami Bikeway	STD	PE	
			Little Miami Bikeway	STD	R	12
			0.92 Mi. S. of CLA C.L.	STD	C	
			to CLA C.L.	L	PE	
			(State STP)	L	R	3
				L	C	
A353.7	13593	2	MOT-Mad River Bkwy. Phase II	STD	PE	
			Mad River Bikeway (Phase II)	STD	R	
			Eastwood Pk. to Huberville Rd	STD	C	229
			Bikeway Construction	L	PE	
			(State STP Funds)	L	R	
				L	C	57
A335.5	12843	3	MIA721-07.803 (4.85)	STD	PE	
			SR721 at Branch of Ludlow Cr.	STD	R	
			.15 Mi S. of Laura-Arcanum Rd	STD	C	72
			Bridge Replacement	S	PE	
			(State STP Funds)	S	R	
				S	C	18

TABLE 4.6c RECOMMENDED SFY1999 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1999
A604.7	14809	1	MOT-H-Connector	STE	PE	
			H-Connector Bikeway Phase III	STE	R	
			MOT/GRE C.L. (Trainview Dr.)	STE	C	2,130
			to Eastwood Park Including	L	PE	
			Kettering Spur (100% Trans.	L	R	
			Enhancement Funds for Const)	L	C	0

(1) Projects are ranked by federal funding type grouped by expenditure year utilizing a two step evaluation and ranking process included in the MVRPC ISTEA Program Policies and Procedures.

TABLE 4.6c RECOMMENDED SFY1999 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 1999
A062.2	7322	1	MOT-James H. McGee Blvd.	STP	PE	
			James H. McGee Blvd.	STP	R	16
			Gettysburg Ave. to Little	STP	C	
			Richmond Rd.	L	PE	
			Widening and Reconstruction	L	R	4
			(MVRPC STP Funds)	L	C	
A064.2	7320	2	MOT-Liscum Dr.	M	PE	
			Liscum Dr.-Proposed US35 to	STP	R	104
			Third St.-Center Left Turn	STP	C	
			Lane and N.B. Right Turn Lane	L	PE	
			Into the VA Center.	L	R	26
			Widening and Reconstruction	L	C	
A336.2	14915	3	MOT-East Main St. (Free Pike)	STP	PE	
			East Main St. (AKA Free Pike)	STP	R	288
			Olive Rd. to Proposed SR49	STP	C	
			Relocated(Trotwood Connector)	L	PE	
			Widening and Reconstruction	L	R	72
			(MVRPC STP Funds)	L	C	
A063.2	8224	4	MOT-Linden Ave (Dayton)	M	PE	
			Linden Ave.	STP	R	32
			Smithville Rd. to Conrail RR	STP	C	
			Widening and Reconstruction	L	PE	
			(MVRPC STP Funds)	L	R	8
				L	C	
A602.2	4515	5	MOT048-37.780 (23.48)	STP	PE	
			SR48-0.08 Mi. N. of US40 to	STP	R	
			Phillipsburg-Union Road	STP	C	2,744
			(Local Funds for Plan Prep. &	L	PE	
			& STP Funds for R/W & Const.)	S	R	
			Widening and Reconstruction	S	C	686
A214.2	13979	6	GRE235-11.279 (7.01)	STP	PE	
			SR235-IR675 to 0.58 Mi N of	STP	R	
			IR675	STP	C	800
			Reconstruction and Widening	L	PE	
			(MVRPC STP Funds)	L	R	
				S	C	200
A339.2	15081	7	MOT048-09.735 (6.05)	STP	PE	
			SR48 (Far Hills)-Rahn Rd. to	STP	R	
			E. David Rd.-Reconstruction,	STP	C	1,202
			Curb and Sidewalks	L	PE	
			(MVRPC STP Funds)	L	R	
				L	C	300
A712.3	5	8	MOT-Riverside Dr.	STP	PE	
			Riverside Dr.	STP	R	
			Great Miami River to Dayton	STP	C	3,760
			NCL	L	PE	
			Resurface/Reconstruction	L	R	
			(MVRPC STP Funds)	L	C	940

TABLE 4.6d RECOMMENDED SFY2000 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 2000
A023.S	12214	1	GRE142CR-10.62 (6.60)	BR	PE	
			Dayton-Xenia Road at Little	BR	R	
			Miami River-Construct New	BR	C	1,496
			Bridge on New Alignment to	L	PE	
			Replace Temporary Bridge	L	R	
			(Also CSTP & MVRPC STP Funds)	L	C	374
A607.S	15272	2	GRE120CR-01.713	BR	PE	
			Old Stage Rd. at Tributary of	BR	R	
			Little Miami River	BR	C	220
			0.79 Mi. N. of WAR/GRE C.L.	L	PE	
			Bridge Replacement	L	R	
				L	C	55

TABLE 4.6d RECOMMENDED SFY2000 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 2000
A611.2	15080	1	MIA025ACR-21.597 (13.42)	CST	PE	
			CR25A at Farrington Rd.	CST	R	
			Install Traffic Signal and	CST	C	231
			Add Left Turn Lanes On Both	L	PE	
			CR25A Approaches and E.B.	L	R	
			Farrington Rd. (County STP)	L	C	41

TABLE 4.6d RECOMMENDED SFY2000 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 2000
A326.S	13134	1	GRE042-22.928 (14.25)	STD	PE	
			US42 at Trib. of Massie Creek	STD	R	
			3.14 Mi. S.W. of Cedarville	STD	C	960
			S.W. Corp Line-Relocate	S	PE	
			Bridge and Improve Geometrics	S	R	
				S	C	240
A332.S	13525	2	MOT741-03.315 (2.06)	STD	PE	
			SR741 at Trib. of Holes Creek	STD	R	
			0.14 Mi. N. of Mead Data	STD	C	100
			Central Dr.	S	PE	
			Bridge Replacement	S	R	
			(State STP Funds)	S	C	25
A009.7	4480	3	CLA/GRE-Little Miami Bikeway	STD	PE	
			Little Miami Bikeway	STD	R	
			0.92 Mi. S. of CLA C.L.	STD	C	61
			to CLA C.L.	L	PE	
			(State STP)	L	R	
				L	C	15

TABLE 4.6d RECOMMENDED SFY2000 TIP RANKING BY FEDERAL FUNDING TYPE (1)

I.D. #	PID NO	FTYPE RANK (1)	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	FUND TYPE	PHASE	YEAR 2000
A004.2	5005	1	GRE-Dayton-Xenia Rd.	STP	PE	
			Dayton-Xenia Road (CR142)	STP	R	640
			.19 Mi. W. of IR675 to Grange	STP	C	
			Hall Rd.-Reconstruction and	L	PE	
			Widening to 4 Lanes With Left	L	R	160
			Turn Lanes	L	C	
A062.2	7322	2	MOT-James H. McGee Blvd.	STP	PE	
			James H. McGee Blvd.	STP	R	
			Gettysburg Ave. to Little	STP	C	2,040
			Richmond Rd.	L	PE	
			Widening and Reconstruction	L	R	
			(MVRPC STP Funds)	L	C	510
A064.2	7320	3	MOT-Liscum Dr.	M	PE	
			Liscum Dr.-Proposed US35 to	STP	R	
			Third St.-Center Left Turn	STP	C	1,424
			Lane and N.B. Right Turn Lane	L	PE	
			Into the VA Center.	L	R	
			Widening and Reconstruction	L	C	356
A336.2	14915	4	MOT-East Main St. (Free Pike)	STP	PE	
			East Main St. (AKA Free Pike)	STP	R	
			Olive Rd. to Proposed SR49	STP	C	1,320
			Relocated(Trotwood Connector)	L	PE	
			Widening and Reconstruction	L	R	
			(MVRPC STP Funds)	L	C	330
A063.2	8224	5	MOT-Linden Ave (Dayton)	M	PE	
			Linden Ave.	STP	R	
			Smithville Rd. to Conrail RR	STP	C	1,592
			Widening and Reconstruction	L	PE	
			(MVRPC STP Funds)	L	R	
				L	C	398
A095.2	4853	6	MOT099CR-26.999 (16.78)	M	PE	
			North Dixie Drive-Great Miami	STP	R	
			River to Needmore Dr.	STP	C	4,344
			Reconstruction and Widen	L	PE	
			for Turn Lane	L	R	
			Plan Status (MVRPC STP Funds)	L	C	1,086

(1) Projects are ranked by federal funding type grouped by expenditure year utilizing a two step evaluation and ranking process included in the MVRPC ISTEA Program Policies and Procedures.

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION

TABLE 4.7 MVRPC'S FUNDING PLAN

REVENUE/ALLOCATION STATUS	STP/DSB ALLOCATION	CMAQ ALLOCATION	STP/DSB/CMAQ OBLIGATION (1)	FEDERAL MA ALLOCATION	TOTAL ALLOCATION
FFY1995 CARRYOVER	$16,848,387	($76,568)		$5,167,732	$21,939,551
FFY1996 ALLOCATION - 10/1/95	$6,578,634	$7,894,695		$513,799	$14,987,128
FEDERAL FUNDS AVAILABLE SFY1996	$23,427,021	$7,818,127		$5,681,531	$36,926,679
SFY1996 PROGRAM FUNDING LIMIT			$8,722,424	$5,681,531	$14,403,955
FEDERAL FUNDS PROGRAMMED SFY1996	$4,197,187	$2,546,709	$6,743,896	$0	$6,743,896
CARRYOVER TO SFY1997	$19,229,834	$5,271,418		$5,681,531	$30,182,783
FFY1997 ALLOCATION - 10/1/96	$6,506,000	$3,376,107		$270,081	$10,152,188
FEDERAL FUNDS AVAILABLE SFY1997	$25,735,834	$8,647,525		$5,951,612	$40,334,971
SFY1997 PROGRAM FUNDING LIMIT			$11,860,635	$5,951,612	$17,812,247
FEDERAL FUNDS PROGRAMMED SFY1997	$11,579,515	$281,120	$11,860,635	$917,447	$12,778,082
CARRYOVER TO SFY1998	$14,156,319	$8,366,405		$5,034,165	$27,556,889
FFY1998 ALLOCATION - 10/1/97	$6,506,000	$3,376,107		$270,081	$10,152,188
FEDERAL FUNDS AVAILABLE SFY1998	$20,662,319	$11,742,512		$5,304,246	$37,709,077
SFY1998 PROGRAM FUNDING LIMIT			$9,882,107	$5,304,246	$15,186,353
FEDERAL FUNDS PROGRAMMED SFY1998	$7,432,107	$2,450,000	$9,882,107	$2,143,397	$12,025,504
CARRYOVER TO SFY1999	$13,230,212	$9,292,512		$3,160,849	$25,683,573
FFY1999 ALLOCATION - 10/1/98	$6,506,000	$3,376,107		$270,081	$10,152,188
FEDERAL FUNDS AVAILABLE SFY1999	$19,736,212	$12,668,619		$3,430,930	$35,835,761
SFY1999 PROGRAM FUNDING LIMIT			$9,882,107	$3,430,930	$13,313,037
FEDERAL FUNDS PROGRAMMED SFY1999	$8,802,107	$1,080,000	$9,882,107	$2,821,497	$12,703,604
CARRYOVER TO SFY2000	$10,934,105	$11,588,619		$609,433	$23,132,157
FFY2000 ALLOCATION - 10/1/99	$6,506,000	$3,376,107		$270,081	$10,152,188
FEDERAL FUNDS AVAILABLE SFY2000	$17,440,105	$14,964,726		$879,514	$33,284,345
SFY2000 PROGRAM FUNDING LIMIT			$9,882,107	$879,514	$10,761,621
FEDERAL FUNDS PROGRAMMED SFY2000	$9,797,970	$0	$9,797,970	$0	$9,797,970
CARRYOVER TO SFY2001	$7,642,135	$14,964,726		$879,514	$23,486,376

(1) Amounts shown for FFY1996 Obligation Authority has been reduced by $600,000 to reflect OA transferred to County Engineer's Association for Looney Rd. project. Also, as suggested by ODOT Central Bureau of Finance, the SFY1997 STP/DSB/CMAQ Obligation Authority has been increased to reflect $1,978,528 in additional OA for project expenditures anticipated during the last quarter of FFY1996 (July-Sept. 1996).

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION: 04/29/96

SECTION 5

THE TRANSIT IMPROVEMENT PROGRAM

HUMAN SERVICES TRANSPORTATION

Federal Transit Administration Sectin 5310 funding

In FY1995, MVRPC received thirteen applications for Federal Transit Administration (FTA) Section 5310 (formerly Section 16) funds for vehicles and other equipment for the transportation of the elderly and disabled by private non-profit corporations.

Of those thirteen applications, and in a manner consistent with last year's TIP recommendations, ODOT awarded one van each to:

* Senior Citizens Associatoin of Metropolitan Fairborn
* Senior Citizens Alliance of Beavercreek
* Golden Age Senior Citizens Center

The remaining ten applications did not receive funding.

In addition, the Lutheran Social Services Handivan project was discontinued. The two Section 5310-funded vehicles held by Lutheran Social Services were then transferred, with Trotwood Handivan receiving the older of the two vehicles and Brookville Handivan receiving the newer.

MVRPC's FY1996 allocation for the Montgomery/Greene County urbanized area is approximately $56,900. All applicants from Montgomery and Greene Counties compete for MVRPC's allocation, and for any statewide contingency funds that may be generated after all applications are reviewed statewide. All applicants from Miami County (which ODOT considers rural for Section 5310 purposes) compete for the statewide rural pot of funds.

In FY1996, MVRPC received applications, for Section 5310 funds, from the following nine private non-profit corporations:

Golden Age Senior Citizens Center
Mercy Siena Woods
Miami County Residential Living
MONCO
Paradigm
South Community
Sunrise Center for Adults
Trotwood Handivan
YWCA of Dayton

Of the nine, seven were from the urbanized area and two from the rural area.

As shown on Table 5.1.A., four of the nine FY1996 applications scored at least the minimum required 65 points and were recommended for funding as follows:

* **Paradigm**'s request for a van and **Trotwood Handivan**'s request for a minivan would be funded out of ODOT's urbanized area allocation to MVRPC; $54,600 of the region's $56,900 urbanized area allocation would be used, with the remainder to revert to the statewide contingency fund

* **Golden Age Senior Citizen Center**'s request for a van would be placed at the top of the urbanized area contingency list, to be funded out of the statewide contingency, should additional funds become available

* **Miami County Residential Living**'s request for a van would be eligible to compete for the statewide rural pot of funds

The remaining four urbanized area applications would be placed on the urbanized area contingency list, and the remaining one rural area application would be placed on the statewide area contingency list. However, their low scores would probably preclude funding.

The Section 5310 portion of the TIP is fiscally constrained.

FY1997-FY2000 TIP
TABLE 5.1.A
OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT CAPITAL IMPROVEMENTS
1997 Fiscal Year (Thousands of Dollars) beginning July 1, 1996

Recipient of Funds: HUMAN SERVICES AGENCIES	Agency Responsible for Project Implementation: HUMAN SERVICES AGENCIES	* 1	* 2	* 3	Total Project Cost ($)	Source of Federal Funding						Amount of Federal Funding ($)	Amount of State Funding		Amount of Local Funding		Planning Documentation Located In:		Air Quality Status	Priority/ Score (4)
Description of Improvement (3)						FTA Section					FHWA (CMAQ)		ODOT	Other	Tax	Other (5) ($)	Year	Document Title		
FY1996 Section 5310						9	3	3 disc.	5310	18										
Urbanized Area (1):																				
Paradigm CV9-1			X	X	32.5				X			26.0				6.5			exempt	1/82
Trotwood Handivan MMV3-2 (6)	X				35.7				X			28.6				7.1			exempt	2/68
SUBTOTAL					68.2							54.6				13.6				
Urbanized Area Contingency (1):																				
Golden Age Senior Citizen Ctr. CV8-1			X	X	33.1				X			26.5				6.6			exempt	1/80
Mercy Siena SWC 4-3			X	X	38.2				X			30.6				7.6			exempt	2/60
MONCO CV8-1			X	X	33.1				X			26.5				6.6			exempt	3/45
YWCA Dayton CV8-1	X			X	32.1				X			25.6				6.4			exempt	4/42

South Community MMV3-2		X		35.7				X			28.6				7.1			exempt	5/31
SUBTOTAL				172.2							137.8				34.3				
Non-Urbanized Area (2):																			
Miami Co. Residential Living CV9-1	X		X	32.5				X			26.0				6.5			exempt	1/66
SUBTOTAL				32.5							26.0				6.5				
Non-Urbanized Area Contingency (2):																			
Sunrise Center CV6-1		X	X	32.8				X			26.2				6.6			exempt	1/49
SUBTOTAL				32.8							26.2				6.6				

(1) Montgomery/Greene Counties
(2) Miami County
(3) Vehicles types:
MMV 3-1: Modified minivan, 3 regular seats plus 1 wheelchair tie down space.
SWC 4-3: Single wheel cutaway, 4 regular seats plus 3 wheelchair tie down spaces.
CV 9-1: Converted van, 9 regular seats plus 1wheelchair tie down space.
CV 8-1: Converted van, 8 regular seats plus 1 wheelchair tie down space.
CV 6-1: Converted van, 6 regular seats plus 1 wheelchair tie down space.
(4) Priority is within each of the 4 categories: urbanized area, urbanized area contingency, non-urbanized area and non-urbanized area contingency.
(5) Local match = 20% of total cost.
(6) Although Trotwood Handivan scored lower than Golden Age, they were given a higher ranking, with the result being that Golden Age is the first project on the urbanized area contingency list. MVRPC has determined that the smaller operation in Trotwood has a greater need for a vehicle at this time than does Golden Age, which could better withstand not receiving a vehicle.

* 1 = replacement
* 2 = expand and modernize
* 3 = wheelchair lift equipped

Federal Transit Administration's Nonurbanized Area Formula Program -- Section 5311 (formerly Section 18):

There are two nonurbanized transit systems in the region: Miami County Transit Service and City of Piqua transit service. Since both receive FTA Section 5311 funds, their funding needs to be in the TIP.

The Miami County Transit Service is operated by the Miami County Community Action Council under contract to Miami County. Demand-responsive service is provided throughout the County, except for trips originating in the City of Piqua. Intercounty connections can be made with the RTA in Vandalia, Union and Huber Heights. The system carries approximately 71,000 passengers annually, using a fleet of 17 vehicles, with an annual operating budget of approximately $459,000.

The City of Piqua transit service is operated by the Miami County Community Action Council under contract to the City of Piqua. Demand-responsive service is provided within a two-mile radius of the City limits and to Dettmer Hospital. The system carries approximately 51,000 passengers annually, using a fleet of 8 vehicles, with an annual operating budget of approximately $181,000.

Tables 5.2.A through 5.2.D deal with Miami County Transit Service. Table 5.2.A shows capital items; Tables 5.2.B and 5.2.C show operating figures; Table 5.2.D is a summary.

Tables 5.3.A through 5.3.D deal with City of Piqua transit service. Table 5.3.A shows capital items; Tables 5.3.B and 5.3.C show operating figures; Table 5.3.D is a summary.

The Nonurbanized Area Formula Transit -- Section 5311 portion of the TIP is fiscally constrained.

Note that neither the Miami County Transit System nor the City of Piqua Transit System are required to have ADA Paratransit Plans, since both are considered demand responsive services. The ADA Paratransit Plan requirements only apply to public fixed route transit services.

TABLE 5.2 A
OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT CAPITAL IMPROVEMENTS
1997-2000 Fiscal Year (Thousands of Dollars) beginning July 1, 1996.
- MIAMI COUNTY TRANSIT-

Recipient of Funds: MIAMI COUNTY (1)	Agency Responsible for Project Implementation: MIAMI COUNTY CAC	REPLACEMENT	EXPAND + MODERN	WHEELCHAIR EQPD	Total Project Cost	Source of Federal Funding				Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located In:		Air Quality Status	Priority
Description of Improvement						FTA Section			FHWA		ODOT	Other	Tax	Other	Year	Document - Title		
						5307 (old 9)	5310 (old 16)	5311 (old 18)										
FY1997 2 ELEVEN-PASSENGER VANS		X		X	63.5			X		50..8	6.3			6.3	1995	capital plan	exempt	1
FY1998 2 ELEVEN-PASSENGER VANS		X		X	66.7			X		53.3	6.7			6.7	1995	capital plan	exempt	1
FY1999 4 STANDARD SEDANS		X			70.0			X		56.0	7.0			7.0	1995	capital plan	exempt	1
FY2000 2 ELEVEN-PASSENGER VANS		X		X	72.8			X		58.2	7.3			7.3	1995	capital plan	exempt	1
TOTAL		-	-	-	272.9	--	--	--	--	218.3	27.3	--	--	27.3	--	--	--	--

NOTE: (1) The name of the service is Miami County Transit Service.

FY1997 - FY2000 TIP
Table 5.2.B

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
ANTICIPATED OPERATING SCHEDULE

STATE'S Fiscal Year Beginning July 1, 1996 (Thousands of Dollars)

-MIAMI COUNTY TRANSIT-

Fiscal Year	Recipient of Funds (1)	Agency Responsible for Project Implementation	Operating Expenditures	Operating Revenues	Net Project Cost	Subsidy				
						Local Dedicated Tax	Local Other	State (ODOT Public Transit Grant)	Federal	
									Sec. 9	Sec. 18
FY97	Miami County	Miami County CAC	450.5	18.4	432.1	0	178.8	135.1	0	118.2
FY98	Miami County	Miami County CAC	468.5	19.1	449.4	0	197.4	197.4	0	111.5
FY99	Miami County (2)	Miami County CAC (2)	487.3	19.9	467.4	0	205.1	146.1	0	116.2
FY2000	Miami County (2)	Miami County CAC (2)	506.8	20.7	486.1	0	213.4	151.9	0	120.8
TOTAL			1,913.1	78.1	1,835.0	0	794.7	573.6	0	466.7

Footnotes:
(1) The name of the service is Miami County Transit Service.
(2) The service will be bid in 1999.

FY1997-FY2000 TIP
Table 5.2.C.

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
ANTICIPATED OPERATING SCHEDULE

OPERATOR'S Fiscal Year Beginning January 1, 1997
(Thousands of Dollars)
- MIAMI COUNT TRANSIT -

Fiscal Year	Recipient of Funds	Agency Responsible for Project Implementation	Operating Expenditures	Operating Revenues	Net Project Cost	Subsidy				
						Local Dedicated Tax	Local Other	State (ODOT Public Transit Grant)	Federal	
									Sec.5307 (old 9)	Sec.5311 (old 18)
FY1997	Miami County	Miami County CAC	459.3	18.7	440.6	0	193.3	137.8	0	109.5
FY1998	Miami County	Miami County CAC	477.7	19.5	458.2	0	201.0	143.3	0	113.9
FY1999	Miami County (2)	Miami County CAC (2)	496.8	20.3	476.5	0	209.1	149.0	0	118.4
FY2000	Mimai County (2)	Miami County CAC (2)	516.7	21.1	495.6	0	217.5	155.0	0	123.1
TOTAL			1,950.5	79.6	1,870.9	0	820.9	585.1	0	464.9

Footnotes: (1) The name of the service is Miami County Transit.
(2) The service will be bid in 1999.

FY1997-FY2000 TIP
Table 5.2.D.

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
SUMMARY SHEET

STATE'S Fiscal Year Beginning July 1, 1996 (Thousands of Dollars)
- MIAMI COUNTY TRANSIT -

Fiscal Year	Total Funding			Federal Funding - Sec. 5311 (old 18)		
	Capital Allocation (1)	Operating Expenditures	Planning	Capital Allocation (1)	Operating Expenditures	Planning
FY1997	63.5	450.5	0	50.8	118.2	0
FY1998	66.7	468.5	0	53.3	111.5	0
FY1999	70.0	487.3	0	56.0	116.2	0
FY2000	72.8	506.8	0	58.2	120.8	0
TOTAL	272.9	1,913.1	0	218.3	466.7	0

NOTE: (1) Includes only Federally funded capital projects.

TABLE 5.3.A.
OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT CAPITAL IMPROVEMENTS
1997-2000 Fiscal Year (Thousands of Dollars) beginning July 1, 1996.
- CITY OF PIQUA TRANSIT -

Recipient of Funds: CITY OF PIQUA (1)	Agency Responsible for Project Implementation: MIAMI COUNTY CAC	REPLACEMENT	EXPAND + MODERN	WHEELCH EQPD	Total Project Cost	Source of Federal Funding				Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located In:		Air Quality Status	Priority
Description of Improvement						FTA Section			FHWA		ODOT	Other	Tax	Other	Year	Document Title		
						5307 (old 9)	5310 (old 16)	5311 (old 18)										
FY1997 1 14-PASSENGER VAN		X		X	39.9			X		31.9	4.0			4.0	1995	capital plan	exempt	1
FY1998 2 FULL SIZE 4 DOOR SEDANS		X			42.0			X		33.6	4.2			4.2	1995	capital plan	exempt	1
FY1999 2 FULL SIZE 4 DOOR SEDANS		X			44.1			X		35.3	4.4			4.4	1995	capital plan	exempt	1
FY2000 2 FULL SIZE 4 DOOR SEDANS		X			45.9			X		36.7	4.6			4.6	1995	capital plan	exempt	1
TOTAL		-	-	-	171.9	..	..	..	..	137.5	17.2	..	..	17.2	..	..	..	..

Footnote: (1) The name of the service is City of Piqua Transit.

FY1997 - FY2000 TIP

Table 5.3.B

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

ANTICIPATED OPERATING SCHEDULE

STATE'S Fiscal Year Beginning July 1, 1996 (Thousands of Dollars)

- CITY OF PIQUA TRANSIT -

Fiscal Year	Recipient of Funds (1)	Agency Responsible for Project Implementation	Operating Expenditures	Operating Revenues	Net Project Cost	Subsidy				
						Local Dedicated Tax	Local Other	State (ODOT Public Transit Grant)	Federal	
									FTA Sec.5307 (old 9)	FTA Sec. 5311 (old 18)
FY1997	City of Piqua	Miami County CAC	177.2	52.2	125.1	0	37.4	53.2	0	34.5
FY1998	City of Piqua	Miami County CAC	186.1	54.8	131.3	0	42.8	55.8	0	32.7
FY1999	City of Piqua (2)	Miami County CAC (2)	194.4	57.2	137.2	0	36.1	58.3	0	42.8
FY2000	City of Piqua (2)	Miami County CAC (2)	202.2	59.5	142.7	0	28.8	60.6	0	53.3
TOTAL			759.9	223.7	536.3	0	145.0	227.9	0	163.3

Footnotes:

(1) The name of the service is City of Piqua Transit.

(2) The service will be bid in 1999.

FY1997-FY2000 TIP
Table 5.3.C.
OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
ANTICIPATED OPERATING SCHEDULE

OPERATOR'S Fiscal Year Beginning January 1, 1997
(Thousands of Dollars)
- CITY OF PIQUA TRANSIT -

Fiscal Year	Recipient of Funds (1)	Agency Responsible for Project Implementation	Operating Expenditures	Operating Revenues	Net Project Cost	Subsidy				
						Local Dedicated Tax	Local Other	State (ODOT Public Transit Grant)	Federal	
									FTA Sec.5307 (old 9)	FTA Sec.5311 (old 18)
FY1997	City of Piqua	Miami County CAC	181.5	53.4	128.1	0	41.6	54.5	0	32.1
FY1998	City of Piqua	Miami County CAC	190.6	56.1	134.5	0	43.9	57.2	0	33.4
FY1999	City of Piqua (2)	Miami County CAC (2)	198.2	58.3	139.9	0	28.2	59.5	0	52.2
FY2000	City of Piqua (2)	Miami County CAC (2)	206.1	60.6	145.5	0	29.3	61.8	0	54.3
TOTAL			776.4	228.4	548.0	0	143.0	232.9	0	172.1

Footnotes: (1) The name of the service is City of Piqua Transit.
(2) The service will be bid in 1999.

FY1997-FY2000 TIP
Table 5.3.D.
OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
SUMMARY SHEET

STATE'S Fiscal Year Beginning July 1, 1996 (Thousands of Dollars)
- CITY OF PIQUA TRANSIT -

Fiscal Year	Total Funding			Federal Funding - Sec. 5311 (old 18)		
	Capital Allocation (1)	Operating Expenditures	Planning	Capital Allocation (1)	Operating Expenditures	Planning
FY1997	39.9	177.2	0	31.9	34.5	0
FY1998	42.0	186.1	0	33.6	32.7	0
FY1999	44.1	194.4	0	35.3	42.8	0
FY2000	45.9	202.2	0	36.7	53.3	0
TOTAL	171.9	759.9	0	137.5	163.3	0

NOTE: (1) Includes only Federally funded capital projects.

MIAMI VALLEY REGIONAL TRANSIT AUTHORITY (RTA) PROJECTS:

OVERVIEW OF RTA'S FINANCIAL PICTURE:

The RTA cash flow analysis (see table) describes the RTA's projected financial picture for the 1996-2000 time frame, which covers the FY1997-FY2000 TIP.

The following paragraphs provide a summary of the assumptions in the cash flow analysis and TIP tables:

* Overall financial picture:
  * the cash flow analysis reflects the November 24, 1995 FTA allocations
  * the cash flow analysis reflects more conservative projections about the level of Federal and State capital and operating funds than anticipated by the State
  * the TIP tables reflect rquests for certain levels of State funds, but footnotes on those tables show that the RTA is capable of accommodating reduced levels of State funding, per the cash flow analysis
  * the cash flow analysis reflects when grant revenues are actually spent (not FY in which they are allocated)
  * 1996 begins with a cash balance of $78 million and 2000 ends with a cash balance of $37 million; net of debt, these balances are $55 million and $25 million, respectively
  * the total five-year expenditures (operating + capital) are $356 million
* Operating expenses:
  * total operating expenses over the 5 year period are $219 million
  * annual operating expenses increase by 9% (from $42 million in 1996) over the five year period
  * ADA paratransit expenses which are included in the total annual operating expenses are projected to increase from $2.4 million in 1996 to $3.1 million in 1997
  * school service will continue through 1997

* Operating revenues:

  * passenger revenues provide a cost-recovery ratio of 16% of the total operating expenses over 5 years

  * annual passenger revenues are assumed to increase 9% (from 7$ million in 1996)

  * annual sales tax revenue increase 18% (from $29 million in 1996) over the 5 year period

  * the amount of the total FTA Section 5307 (formerly Section 9) allocation that can be used for operating will decrease 48% between FY95 and FY96 (from $2.6 million in FY96), with continuous decreases thereafter except for a slight temporary upward blip in FY1997 (to account for the extra trolley vehicle miles)

  * annual State operating and special fare assistance are assumed to be flat at $2.4 million

* Capital expenses:

  * capital improvements total $117 million over the 5 year period

  * ADA paratransit capital expenses total $2.5 million over the 5 year period

* Capital revenues:

  * the total Section 5307 (old Section 9) allocation will decrease 19% (ie, from $10.1 million to $8.2 million) from FY95 to FY96, decrease another 14% from FY96 to FY97, and then bottom out and then very slowly increase thereafter (due to increase trolley vehicle miles); there is carryover from past grants

  * the total Section 5309 (old Section 3) allocation will decrease 25% (ie, from $1.7 million to $1.3 million) from FY95 to FY96, and then begin to rise again (due to the increase in trolley vehicle miles) to surpass FY95 levels in FY99 and thereafter; there is carryover from past grants

  * the RTA has been awarded a one-time $12.2 million Section 5309 (old Section 3) fixed guideway discretionary funds for the purchase of electric trolleybuses

  * a Section 5309 discretionary application (through the State of Ohio) will be used to fund the South Montgomery County Transit Center/Park-n-Ride

  * ISTEA Congestion Mitigation/Air Quality (CMAQ) flexible funds are to be provided for park-and-ride/transit centers, diesel bus replacements and other clean air actions

* a total of $87 million in Federal capital funds will be spent over the 5 year period

* State of Ohio capital funding will be $1 million in 1996 and $0 thereafter

* in the future, the cash flow analysis assumes ODOT will not be providing a 10% match (i.e., half of the non-Federal share) for any capital grants and as a consequence, the RTA would provide the full non-Federal share in all Federally funded projects; the TIP tables, however, show a 10% State
  Match, with the footnote that the RTA would provide all the local share if
  ODOT can not provide the 10%

* 25% of the total capital expenses are from non-grant (i.e., 100% local) sources

* the RTA will issue the last $5 million of $25 million in authorized capital bonds and will pay $20 million in debt service

MIAMI VALLEY RTA
CAPITAL PLAN/CASH FLOW
1996-2000
MOST LIKELY W/INTEREST INCOME

REVISED TO REFLECT FINAL ALLOCATIONS

	1996	1997	1998	1999	2000
Beginning Cash Balance	77,656,848	64,596,366	48,520,944	43,313,774	40,122,712
Passenger Revenue	6,790,000	6,780,000	7,150,000	7,120,000	7,420,000
Interest Income	3,950,507	2,907,445	2,227,548	2,033,035	1,882,050
Sales Tax Revenue	28,794,000	30,017,745	31,293,499	32,623,473	34,009,971
Other Revenue	40,000	40,000	40,000	40,000	40,000
Federal Operating Assistance	1,341,289	1,150,000	860,000	570,000	290,000
State Operating Assistance	2,214,000	2,214,000	2,214,000	2,214,000	2,214,000
Special Fare Assistance	217,065	217,065	217,065	217,065	217,065
Other Operating Assistance	386,400	284,300	80,000	80,000	80,000
Capital Grants Funds					
Federal	39,394,326	34,825,030	9,515,282	1,103,600	2,095,200
State	1,198,451				
Proceeds from Bond/Note Issues		5,000,000			
Total Funds Received	84,326,038	83,435,585	53,597,394	46,001,173	48,248,286
Total Funds Available	161,982,886	148,031,951	102,118,338	89,314,947	88,370,998
Funds Disbursed					
Operating Expenses	-42,009,856	-42,925,375	-43,450,000	-44,530,000	-45,650,000
Capital Improvements	-53,336,157	-44,738,187	-13,272,016	-2,564,200	-3,614,750
Debt Service					
Interest Expense	-1,120,507	-877,445	-827,548	-773,035	-712,050
Debt Retirement	-920,000	-10,970,000	-1,255,000	-1,325,000	-1,390,000
Total Funds Disbursed	-97,386,520	-99,511,007	-58,804,564	-49,192,235	-51,366,800
Ending Cash Balance	64,596,366	48,520,944	43,313,774	40,122,712	37,004,198
Debt Outstanding	22,165,000	16,195,000	14,940,000	13,615,000	12,225,000
Summary Revenue	43,733,261	43,610,555	44,082,112	44,897,573	46,153,086
Summary Expense	-43,130,363	-43,802,820	-44,277,548	-45,303,035	-46,362,050
Income(Loss)	602,898	-192,265	-195,436	-405,462	-208,964

PROJECTED USE OF FEDERAL GRANTS:

RTA's Projected Use of FTA Funds			
Type of grant	Funding source	Date of approv. contract	Use of funds
approved Section 5307 (old Section 9) grants	OH-90-0075	1987	*2 ETBs in 1995 *2 ETBs in 1996
	OH-90-0094	1988	*21 diesels in 1996
	OH-90-0125	1990	*10 ETBs in 1997
	OH-90-0141	1991	*trolley electrical distribution network infrastructure work *amenities
	OH-90-0172	1993	*trolley elec. dist. network infra. work *13 diesels in 1996 *renovate facility for maintenance services in 1995/6
	OH-90-0207	1994	*Northwest Corridor park-n-ride/transit center -- Phases I and II in 1996 *Wyoming Street substation modernization/renewal in 1995/6 *radio system in 1996 *planning studies in 1995/6
	OH-90-0240	1995	*radio system in 1996 *11 diesels in 1996 *17 demand response vehicles in 1996 [1] *bus turn-a-round in 1996 *capital leases in 1996

[1] This project will help implement the RTA's ADA Paratransit Plan.

RTA's Projected Use of FTA Funds (continued)			
Type of grant	Funding source	Date of approv. contract	Use of funds
Section 5307 (old Section 9) applications	FY1996	1996	*Downtown Dayton passenger station in 1996 *trolley electrical distribution network infrastructure work *3 demand response vehicles in 1996 [1] *engine rebuilds in 1996 *internal cost allocation recovery in 1995-7 *3 ETBs in 1997
	FY1997	1997	*trolley elec. dist. network infra. work *ETB funds with Section 5309 alloc. in 1997 *planning studies in 1997 *engine rebuilds in 1997 *capital leases in 1997
	FY1998	1998	*trolley elec. dist. network infra. work *capital leases in 1998/9 *planning studies in 1998/9 *24 diesels in 1998 *13 demand response vehicles in 1998 [1] *3 ETBs in 1998 *internal cost allocation recovery in 1998/9
	FY1999	1999	*trolley elec. dist. network infra. work *10 demand response vehicles in 1999 [1] *planning projects in 2000 *capital leases in 2000 *internal cost allocation recovery in 2000 *17 diesels in 2001
	FY2000	2000	*28 diesels in 2001/3

[1] This project will help implement the RTA's ADA Paratransit Plan.

RTA's Projected Use of FTA Funds (continued)			
Type of grant	Funding source	Date of approv. contract	Use of funds
approved Section 5309 (old Section 3) grants	OH-03-0126	1993	*trolley electrical distribution network infrastructure work *3 ETBs in 1997
	OH-03-0138	1994	*3 ETBs in 1997 *6 utility vehicles in 1995-7
	OH-03-0145	1995	*4 ETBs in 1997
Section 5309 (old Section 3) applications	FY1996	1996	*4 ETBs in 1997 *1 utility vehicle in 1996
	FY1997	1997	*3 ETBs in 1997/8 *utility vehicles in 1997
	FY1998	1998	*7 ETBs in 1998
	FY1999	1999	*trolley elect. dist. network infra. work
	FY2000	2000	*trolley elect. dist. network infra. work
approved Section 5309 (old Section 3) discretionary grants	OH-03-0124	1993	*27 ETBs in 1997
	OH-03-0148 (state)	1995	*South Mont. County park-n-ride/transit center in 1996

RTA's Projected Use of FTA Funds (continued)			
Type of grant	Funding source	Date of approv. contract	Use of funds
approved CMAQ flexible funds	OH-90-0207	1994	*Northwest Corridor park-n-ride/transit center Phase I in 1996 *Eastown Shopping Center park-n-ride/transit center in 1996 *Westown Shopping Center park-n-ride/transit center in 1996 *Northeast corridor park-n-ride/transit center in 1996
	OH-90-0240	1995	*electric battery powered bus demo in 1996 *19 diesels in 1996 *Westown Feeder route demo in 1995-7
	FY1996	1996	*participation in Regional Ozone Action Program in 1996 (reduced fare subsidy/marketing)
	FY1997	1997	*participation in Regional Ozone Action Program in 1997 (reduced fare subsidy/marketing)

SUMMARY OF RTA PROJECTS OF THE FY1997-FY2000 TIP:

The attached FY1997-FY2000 TIP tables show a total of:

* $29.2 million in FTA Section 5307 (old Section 9) formula capital funds
* $7.1 million in FTA Section 5309 (old Section 3) formula capital funds
* $0.1 million in flexible CMAQ funds
* $4.1 million in Federal Section 5307 (old Section 9) formula operating funds
* $8.9 million in State Public Transit Grant funds
* $0.9 million in ODOT elderly/handicapped assistance operating funds

There are several new or significantly revised projects on the TIP:

* "internal cost allocation recovery" refers to the newly allowed use of FTA funds to help offset administrative costs of capital grants
* "engine rebuilds" refers to rebuilding older diesel engines in order to improve reliability and emissions levels
* "downtown hub" refers to the purchase of the American Building (SE corner of Main and Third) for use as an RTA administrative building and passenger waiting area; the cost of this project has been essentially halved since the item was conditionally placed on the TIP over a year ago; see the attached description for more details

Specifically, for information purposes:

* Table 5.4.A.1 shows FY1996 projects, for information only
* Tables 5.4.A.2 through 5.4.A.5 show the capital line items for FY1997 through FY2000, respectively; they show the use of FY1997, FY1998, FY1999 and FY2000 Section 5309 and 5307 formula allocations, and CMAQ funds
* Tables 5.4.B.1 and 5.4.C.1 show the operating expenses and funding sources for the State fiscal years and RTA operator fiscal years, respectively
* Table 5.4.D.1 shows the summary of all Federally funded capital and operating line items by fiscal year

The RTA's portion of the TIP is fiscally constrained. This section of the TIP is consistent with the RTA's revised 1995-2000 and Beyond Capital Plan and MVRPC's Transportation Vision and Long Range Transportation Plan.

FOR INFORMATION ONLY

TABLE 5.4.A.1

OHIO TRANSPORTATION IMPROVEMENT PROGRAM TRANSIT CAPITAL IMPROVEMENTS (3) (5)

1996 Fiscal Year (Thousands of Dollars) beginning July 1, 1995.

Recipient of Funds: MVRTA	Agency Responsible for Project Implementation: MVRTA	* 1	* 2	* 3	Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding (1)		Amount of Local Funding		Planning Documentation Located In: (2)		Air Quality Status	Priority
Description of Improvement						FTA Section		FHWA		ODOT (1)	Other	Tax	Other	Year	Document Title		
						5307 (old 9)	5309 (old 3)	CM/ AQ				(0.5% Sales Tax)					
11 DIESELS IN 1996		X		X	2,927.0			X	2,341.6	292.7		254.7		(2)	(2)	exempt	2
INTERNAL COST ALLOCATION RECOVERY IN 1995, 1996 & 1997		X			300.0	X			240.0	30.0		30.0		(2)	(2)	exempt	7
3 DEMAND-RESPONSIVE VEHICLES IN 1996 (6)		X		X	78.5	X			62.8	7.9		7.8		(2)	(2)	exempt	5
ENGINE REBUILDS IN 1996		X			211.5	X			169.2	21.1		21.2		(2)	(2)	exempt	6
TROLLEY INFRASTRUCTURE IN 1996			X		11,462.5	X			9,170.1	1,146.3		1,146.2		(2)	(2)	exempt	3
4 ELECTRIC TROLLEYBUSES 1997		X		X	1,871.7	X			1,497.3	187.2		187.2		(2)	(2)	exempt	1
DOWNTOWN HUB IN 1996			X		5,500.0	X			4,400.0	550.0		550.0		(2)	(2)	exempt	4
OZONE ACTION PROGRAM IN 1996 - PHASE 2 (4)			X		146.6			X	146.6	0		0		(2)	(2)	exempt	1
4 ELECTRIC TROLLEYBUSES IN 1997		X X		X X	1600.1 380.0	 X	X		1,280.1 304.0	160.0 38.0		160.0 78.0		(2) (2)	(2) (2)	exempt exempt	1 2
1 UTILITY VEHICLE IN 1996		X			27.6		X		22.0	2.8		2.8		(2)	(2)	exempt	2
TOTAL					24,505.5				19,633.7	2,435.9		2,435.9					

NOTE: (1) If state match is unavailable, RTA will provide the total local match
(2) Revised Capital Plan 1995-2000 and beyond.
(3) If any of these projects are not obligated by June 30, 1996, then they should be included in the first year of the FY1997-FY2000 TIP.
(4) Softmatch credit is expected to be used.
(5) Carry forward FTA grant funds are included in this table; no carry forward FTA grant funds are assumed for FY97 and beyond.
(6) This project will help implement the RTA's ADA Paratransit Plan.

FY1997 - FY2000 TIP
(MVRTA)
TABLE 5.4.A.2
OHIO TRANSPORTATION IMPROVEMENT PROGRAM TRANSIT CAPITAL IMPROVEMENTS (4)
1997 Fiscal Year (Thousands of Dollars) beginning July 1, 1996.

Recipient of Funds: MVRTA	Agency Responsible for Project Implementation: MVRTA	*1	*2	*3	Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding (1)		Amount of Local Funding		Planning Documentation Located In:. (2)		Air Quality Status	Priority
Description of Improvement						FTA Section		FHWA		ODOT (1)	Other	Tax (0.5% Sales Tax)	Other	Year	Document Title		
						5307 (old 9)	5309 (old 3)	CM/ AQ									
TROLLEY INFRASTRUCTURE IN 1997 & 1998			X		8,152.7	X			6,522.2	815.3		815.2		(2)	(2)	exempt	2
ELECTRIC TROLLEYBUSES IN 1997 (3)		X		X	191.1	X			152.9	19.1		19.1		(2)	(2)	exempt	1
LEASES (TIRES, COPIERS) IN 1997		X			300.0	X			240.0	30.0		30.0		(2)	(2)	exempt	4
PLANNING PROJECTS IN 1997			X		75.0	X			60.0	7.5		7.5		(2)	(2)	exempt	5
ENGINE REBUILDS IN 1997		X			44.1	X			35.3	4.4		4.4		(2)	(2)	exempt	3
OZONE ACTION PROGRAM IN 1997 - PHASE 3 (5)			X		151.4			X	151.4	0		0		(2)	(2)	exempt	1
2 UTILITY VEHICLES IN 1997		X			193.7		X		155.0	19.3		19.4		(2)	(2)	exempt	2
4 ELECTRICAL TROLLEYBUSES IN 1997 & 1998 (3)		X		X	1,876.7		X		1,501.3	187.7		187.7		(2)	(2)	exempt	1
TOTAL					10,984.7				8,818.1	1,083.3		1,083.3					

NOTE: (1) If State match is unavailable, RTA will provide the total local match.
(2) Revised Capital Plan 1995-2000 and beyond.
(3) Sec. 5307 funds to be used in combination with Sec. 5309 funds toward purchase of electric trolleybuses.
(4) No FTA carry forward funds are programmed for FY97.
(5) Soft match credit is expected to be used.

*1-Replacement; *2=Expand & Modernize; *3=Wheelchair Equipped

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION

FY1997 - FY2000 TIP
(MVRTA)
TABLE 5.4.A.3
OHIO TRANSPORTATION IMPROVEMENT PROGRAM TRANSIT CAPITAL IMPROVEMENTS (3)
1998 Fiscal Year (Thousands of Dollars) beginning July 1, 1997.

Recipient of Funds: MVRTA	Agency Responsible for Project Implementation: MVRTA	*1	*2	*3	Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding (1)		Amount of Local Funding		Planning Documentation Located In: (2)		Air Quality Status	Priority
Description of Improvement						FTA Section		FHWA		ODOT (1)	Other	Tax (0.5% Sales Tax)	Other	Year	Document Title		
						5307 (old 9)	5309 (old 3)	CM/ AQ									
24 DIESELS IN 1998		X		X	5,371.7	X			4,297.3	537.2		537.2		(2)	(2)	exempt	3
13 DEMAND-RESPONSIVE VEHICLES IN 1998 (4)		X		X	576.5	X			461.2	57.7		57.6		(2)	(2)	exempt	4
3 ELECTRIC TROLLEYBUSES IN 1998		X		X	867.8	X			694.3	86.7		86.8		(2)	(2)	exempt	2
TROLLEY INFRASTRUCTURE IN 1998, 2000			X		1,119.4	X			895.6	111.9		111.9		(2)	(2)	exempt	1
PLANNING PROJECTS IN 1998 & 1999			X		150.0	X			120.0	15.0		15.0		(2)	(2)	exempt	7
INTERNAL COST ALLOCATION RECOVERY IN 1998 & 1999		X			200.0	X			160.0	20.0		20.0		(2)	(2)	exempt	5
LEASES (TIRES, COPIERS) IN 1998 & 1999		X			600.0	X			480.0	60.0		60.0		(2)	(2)	exempt	6
7 ELECTRIC TROLLEYBUSES IN 1998		X		X	2,125.8		X		1,700.6	212.6		212.6		(2)	(2)	exempt	1
TOTAL					11,011.2				8,809.0	1,101.1		1,101.1					

NOTE: (1) If State match is unavailable, RTA will provide the total local match
(2) Revised Capital Plan 1995-2000 and beyond.
(3) No FTA carry forward funds are programmed for FY98.
(4) This project will help implement the RTA's ADA Paratransit Plan.

*1-Replacement; *2=Expand & Modernize; *3=Wheelchair Equipped

FY1997 - FY2000 TIP
(MVRTA)
TABLE 5.4.A.4
OHIO TRANSPORTATION IMPROVEMENT PROGRAM TRANSIT CAPITAL IMPROVEMENTS (3)
1999 Fiscal Year (Thousands of Dollars) beginning July 1, 1998.

Recipient of Funds: MVRTA	Agency Responsible for Project Implementation: MVRTA	*1	*2	*3	Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding (1)		Amount of Local Funding		Planning Documentation Located In: (2)		Air Quality Status	Priority
Description of Improvement						FTA Section		FHWA		ODOT (1)	Other	Tax (0.5% Sales Tax)	Other	Year	Document Title		
						5307 (old 9)	5309 (old 3)	CM/ AQ									
TROLLEY INFRASTRUCTURE IN 2000			X		2,072.2	X			1,657.8	207.2		207.2		(2)	(2)	exempt	1
10 DEMAND-RESPONSIVE VEHICLES IN 1999 (4)		X		X	904.5	X			723.6	90.5		90.4		(2)	(2)	exempt	3
PLANNING PROJECTS IN 2000			X		75.0	X			60.0	7.5		7.5		(2)	(2)	exempt	6
LEASES (TIRES, COPIERS) IN 2000		X			300.0	X			240.0	30.0		30.0		(2)	(2)	exempt	4
INTERNAL COST ALLOCATION RECOVERY IN 2000		X			100.0	X			80.0	10.0		10.0		(2)	(2)	exempt	5
17 DIESEL BUSES IN 2001		X		X	5,849.0	X			4,679.2	584.9		584.9		(2)	(2)	exempt	2
TROLLEY INFRASTRUCTURE IN 2000+			X		2,313.6		X		1,850.9	231.3		231.4		(2)	(2)	exempt	1
TOTAL					11,614.3				9,291.5	1,161.4		1,161.4					

NOTE: (1) If State match is unavailable, RTA will provide the total local match
(2) Revised Capital Plan 1995-2000 and beyond.
(3) No FTA carry forward funds are programmed for FY99.
(4) This project will help implement the RTA's ADA Paratransit Plan.

*1-Replacement; *2=Expand & Modernize; *3=Wheelchair Equipped

FY1997 - FY2000 TIP
(MVRTA)
TABLE 5.4.A.5

OHIO TRANSPORTATION IMPROVEMENT PROGRAM TRANSIT CAPITAL IMPROVEMENTS (3)

2000 Fiscal Year (Thousands of Dollars) beginning July 1, 1999.

Recipient of Funds: MVRTA	Agency Responsible for Project Implementation: MVRTA	*1	*2	*3	Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding (1)		Amount of Local Funding		Planning Documentation Located In: (2)		Air Quality Status	Priority
Description of Improvement						FTA Section		FHWA		ODOT (1)	Other	Tax (0.5% Sales Tax)	Other	Year	Document Title		
						5307 (old 9)	5309 (old 3)	CM/ AQ									
28 DIESEL BUSES IN 2001 & 2003		X		X	9,552.6	X			7,642.1	955.3		955.2		(2)	(2)	exempt	1
TROLLEY INFRASTRUCTURE IN 2000+			X		2,427.6		X		1,942.1	242.7		242.8		(2)	(2)	exempt	1
TOTAL					11,980.2				9,584.2	1,198.0		1,198.0					

NOTE: (1) If State match is unavailable, RTA will provide the total local match
(2) Revised Capital Plan 1995-2000 and beyond.
(3) No FTA carry forward funds are programmed for FY2000.

*1-Replacement; *2=Expand & Modernize; *3=Wheelchair Equipped

TABLE 5.4.B.1

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
ANTICIPATED OPERATING SCHEDULE (2)
(M V R T A)

STATE'S Fiscal Year Beginning July 1, 1996 (Thousands of Dollars)

Fiscal Year	Recipient of Funds	Agency Responsible for Project Implementation	Operating Expenditures (1)	Operating Revenues (1)	Net Project Cost (1)	Subsidy					
						Local Dedicated Tax (0.5% Sales Tax and Reserve)	Local Non-Operating Revenues	State (E/H Assistance)	State (ODOT Public Transit Grant)	Federal	
										FTA Sec. 5307 (old 9) (3)	FTA Sec.5311 (old 18)
1997	MVRTA	MVRTA	42,467.6	6,785.0	35,682.6	28,201.5	3,469.0	217.1	2,214.0	1,581.0	0
1998	MVRTA	MVRTA	43,187.7	6,965.0	36,222.7	29,996.9	2,607.5	217.1	2,214.0	1,187.2	0
1999	MVRTA	MVRTA	43,990.0	7,135.0	36,855.0	31,458.6	2,170.3	217.1	2,214.0	795.0	0
2000	MVRTA	MVRTA	45,090.0	7,270.0	37,820.0	32,881.4	1,997.5	217.1	2,214.0	510.0	0
TOTAL			174,735.3	28,155.0	146,580.3	122,538.4	10,244.3	868.4	8,856.0	4,073.2	0

NOTES: (1) Operating Expenditures - Operating Revenues = Net Project Cost = Subsidy
(2) These funds will help implement the RTA's ADA Paratransit Plan.
(3) FTA Section 5307 (old 9) equals Federal operating assistance plus other (Federal) operating assistance from the cash flow analysis, adjusted for the different fiscal years.

FY1997 - FY2000 TIP
TABLE 5.4.C.1
OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
ANTICIPATED OPERATING SCHEDULE (2)
(M V R T A)

OPERATOR'S Fiscal Year Beginning January 1, 1997 (Thousands of Dollars)

Fiscal Year	Recipient of Funds	Agency Responsible for Project Implementation	Operating Expenditures (1)	Operating Revenues (1)	Net Project Cost (1)	Subsidy					
						Local Dedicated Tax (0.5% Sales Tax and Reserve)	Local Non-Operating Revenues	State (E/H Assistance)	State (ODOT Public Transit Grant)	Federal	
										FTA Sec.5307 (old 9) (3)	FTA Sec.5311 (old 18)
1997	MVRTA	MVRTA	42,925.4	6,780.0	36,145.4	29,332.6	2,947.4	217.1	2,214.0	1,434.3	0
1998	MVRTA	MVRTA	43,450.0	7,150.0	36,300.0	30,661.4	2,267.5	217.1	2,214.0	940.0	0
1999	MVRTA	MVRTA	44,530.0	7,120.0	37,410.0	32,255.9	2,073.0	217.1	2,214.0	650.0	0
2000	MVRTA	MVRTA	45,650.0	7,420.0	38,230.0	33,506.8	1,922.1	217.1	2,214.0	370.0	0
TOTAL			176,555.4	28,470.0	148,085.4	125,756.7	9,210.0	868.4	8,856.0	3,394.3	0

NOTE: (1) Operating Expenditures - Operating Revenues = Net Project Cost = Subsidy
(2) These funds will help implement the RTA's ADA Paratransit Plan.
(3) FTA Section 5307 (old 9) equals Federal operating assistance plus other (Federal) operating assistance from the cash flow analysis.

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
SUMMARY SHEET
(MVRTA)

STATE'S Fiscal Year Beginning July 1, 1996 (Thousands of Dollars)

Fiscal Year	Total Funding			Federal Funding [Sec. 5307 (old 9), Sec. 5309 (old 3) and CMAQ]		
	Capital Allocation	Operating Expenditures	Planning	Capital Allocation	Operating (1) Expenditures	Planning
1997	10,909.7	42,467.6	75.0	8,758.1	1,581.0	60.0
1998	10,861.2	43,187.7	150.0	8,689.0 (1)	1,187.2	120.0
1999	11,539.3	43,990.0	75.0	9,231.5 (1)	795.0	60.0
2000	11,980.2	45,090.0	0	9,584.2	510.0	0
TOTAL	**45,290.4**	**174,735.3**	**300.0**	**36,262.8**	**4,073.2**	**240.0**

Note: (1) Some funds will help implement the RTA's ADA Paratransit Plan.

ADDITIONAL INFORMATION (prepared by RTA)

DOWNTOWN HUB ENHANCEMENT PROJECT--

The Miami Valley Regional Transit Authority (RTA) proposes to acquire and renovate the American Building, which is located at 4 S. Main Street in downtown Dayton, in order to accomplish the following:

* to provide a permanent presence for RTA in the downtown area, at the center of commerce and retail
* to provide a climatically controlled environment for customers
* to leverage financial resources for economic development purposes
* to provide an example of cooperation with key business and governmental leaders

The potential benefits to RTA include availability of office space in the CBD, the center of economic activity in the community. The acquisition and renovation of the American Building also offers the possibility of generating savings in RTA's operating costs through offsetting the costs of space with rental income.

Regarding benefits to RTA's customers, a portion of the first floor of the American Building can be used as a passenger waiting area. The provision of such a climatically controlled waiting environment would be beneficial to riders in both summer and winter. In addition, some consumer services such as light food service, magazine vendors, etc., could be available in the waiting area for the convenience of bus riders. Secondly, retail space could be available for businesses of interest to RTA customers. Although there is no general shortage of retail space in downtown Dayton, there may be a demand for those types of businesses that are of particular interest to bus riders.

Lastly,. there would be benefits to the overall community. The proposed project would enhance the quality of space in the American Building, a structure of historic significance, and increase the possibility of private development on the surrounding space. A further benefit of the proposed project is an increase in employment in the CBD. The RTA proposes shifting 40 to 50 employees downtown from its current offices. Although not an overwhelming number, it is equal to approximately seven percent of recent annual increases in downtown employment.

Outside the facility , RTA would also provide enlarged and improved passenger shelters for its customers in front of the American Building and the old Montgomery County Courthouse.

AMERICANS WITH DISABILITIES ACT (ADA) --

The Miami Valley Regional Transit Authority (RTA) has provided paratransit service to the disabled community through its paratransit service known as Project Mobility since 1977. Additionally, RTA has a fixed route fleet which became fully lift equipped in early 1992. Since the inception of Project Mobility, paratransit trips have steadily increased and demand for

paratransit trips continues to far exceed available resources.

In 1995, RTA moved from a predominantly contracted paratransit service (approximately 90% of all trips), to the internalization of all Project Mobility operations. Additionally, RTA implemented a new paratransit eligibility certification process, opened a new Certification Testing Center, developed and distributed a new Project Mobility application, instruction brochure, and a Consumer's Guide to Using Project Mobility.

Lastly, the Project Mobility Advisory Committee (PMAC) was established, quarterly meetings of the Committee on Regional Transit Accessibility (CORTA) was held, and numerous other public activities were participated in by RTA staff.

The RTA submitted its ADA Paratransit Plan to the Federal Transit Administration (FTA) in January 1992. This Plan, and annual updates to it, have been developed through a public participation process and endorsed by the Miami Valley Regional Planning Commission (MVRPC), this region's metropolitan planning organization (MPO).

The 1996 ADA Paratransit Plan update reflects objectives that have been attained and any slippage that has occurred over the year. The 1996 Plan update was approved by the RTA Board members at the December 5, 1995 public meeting, by the Transportation Committee (TC) in December, 1995, and will be submitted to the FTA on or before January 26, 1996.

PRIVATIZATION --

On June 24, 1992, the Miami Valley Regional Transit Authority (RTA) received a letter of findings (LOF) relative to the Federal Transit Administration's (FTA) triennial review of the RTA as required by the Surface Transportation Assistance Act of 1982. The triennial review is the FTA's assessment of grantee compliance with Federal requirements determined by the examination of management practices and program implementation. Private Enterprise Participation was a reviewed item and the RTA was found compliant in this area.

On April 20, 1994, FTA reaffirmed its commitment to privatization but stressed reliance on the public input process for transit grants and metropolitan planning organization (MPO) planning. The FTA rescinded and revised the bulk of its privatization regulations in order to allow local communities more flexibility and to relax restrictive Federal mandates. On October 6, 1994, the Miami Valley Regional Planning Commission's (MVRPC) Transportation Committee (TC) officially rescinded its April 10, 1986 Resolution Adopting the Process to Implement FTA's Private Enterprise Initiative and April 2, 1987 Resolution Adopting Privatization Guidelines for Public-Private Sector Competitive Bidder Evaluation and Contract Procurement and adopted MVRPC's Transit Privatization Guidelines, which reflect the new Federal regulations.

USE OF FLEET--

January 1995 Service Adjustments:

Route 12 - Route was diverted to operate along westbound Delaware instead of Fountain due to Defensible Space Plan.

Route 14 - Routes was realigned on south end to serve the Mandel, Marco Lane area instead of Sheehan area.

Route 18 - One morning and one afternoon trip deviated into Wayne High School to serve new passenger demand.

Route 19 - One morning and one afternoon trip deviated into Wayne High School to serve new passenger demand.

June 1995 Service Adjustments:

Route 62 - Wright Flyer route was realigned to serve W. Third Street between Main and Sinclair College instead of along Main north of Third Street.

August 1995 Service Adjustments:

AM peak service was moved from an end time of 9:30 AM to 9:00 AM.

Route 3 - Service was eliminated after 10:30 PM.

Route 5 - Service was eliminated after 10:30 PM. Peak frequencies were changed form 15 to 20 minutes.

Route 9 - Service was diverted into the St. Elizabeth Medical Center parking lot.

Route 11 - Service was extended to the Kettering Rec. Center.

Route 12 - Peak frequencies on the south end were adjusted from 15 to 30 minutes.

Route 14 - Semi-express service eliminated along Far Hills. All bus stops open to public along Far Hills north of Stroop.

DESC - Both routes to DESC were eliminated due to low ridership.

PHASE II TROLLEY INFRASTRUCTURE EXPANSION --

In October, 1993, a new Capital Plan was approved by the Miami Valley Regional Transit Authority's (RTA) Board of Trustees which included the second phase of trolley route extensions. Phase I has already been approved by the Federal Transit Administration (FTA) with a favorable environmental review. Proposed Phase II extensions include:

In 1996, a trolley wire extension of 1.0 miles to the Westown Shopping Center is proposed for the Route 8 South along Gettysburg between the VA Center and W. Third Street. A 2.9 mile extension to a Northwest Hub is proposed for Route 8 North along Salem Olive Road.

In 1997, a trolley wire extension of 4.4 miles is proposed for Route 3 East along Smithville Road, Woodbine Avenue, and Spaulding Road in East Dayton and Riverside. A 3.9 mile extension to the Eastown Shopping Center is proposed for the Route 4 East along Linden Avenue between Smithville and Eastown.

In the year 2000, a 4.0 mile extension to the Salem Mall and a northwest Hub is proposed for the Route 7 North along Shiloh Springs Road.

TITLE VI COMPLIANCE --

Section 601 of Title VI of the Civil Rights Act of 1964 states that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program actively receiving Federal financial assistance." The Miami Valley Regional Transit Authority (RTA) is required to submit a Title VI Program Update to the Federal Transit Administration (FTA) every three years, which assesses compliance with the Civil Rights Act of 1964; implementing regulations; FTA Circular 4702.1, "Title VI Program Guidelines for Federal Transit Administration Recipients," dated May 26, 1988; and Part II, Section 114(c) of the FTA Agreement.

On March 1, 1994, RTA Staff submitted an updated Title VI Program. This program was approved by FTA on April 22, 1994. This approval expires on March 31, 1997.

OTHER TRANSIT INITIATIVES:

MVRPC is conducting the Greene County Transit Study, under contract to the Greene County Commissioners. The study addresses the need for human services transportation coordination and public transit in Greene County, and recommends a course of action for the Commissioners. The consultant's recommendations have been submitted to the Greene County Commissioners. Eventually the results of the study will be reviewed and considered by MVRPC's transportation committees.

FISCAL SUMMARY OF ALL FTA AND CMAQ/TRANSIT FUNDING SOURCES:

Table 5.5A shows a summary of all FTA and CMAQ/transit funding sources. The entries in table 5.5A. are merely the summation of all entries in the following tables:

Table 5.1.A: Section 5310
Table 5.2.D: Section 5311: Miami County Transit
Table 5.3.D: Section 5311: City of Piqua Transit
Table 5.4.D.1: Section 5307, 5309 and CMAQ/transit: MVRTA

FY1997-FY2000 TIP
TABLE 5.5.A

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
GRAND SUMMARY SHEET
(All FTA and CMAQ/transit funding sources)

STATE'S Fiscal Year Beginning July 1, 1996 (Thousands of Dollars)

Fiscal Year	Total Funding			Federal Funding [Sec. 5307 (old 9), Sec. 5309 (old 3) and CMAQ/Transit, Sec. 5310 (old 16) and Sec. 5411 (old 18)]		
	Capital Allocation	Operating Expenditures	Planning	Capital Allocation	Operating (1) Expenditures	Planning
1997	11,084.3	43,095.3	75.0	8,840.8	1,733.7	60.0
1998	10,969.9	43,842.3	150.0	8,775.9	1,331.4	120.0
1999	11,653.4	44,671.7	75.0	9,322.8	954.0	60.0
2000	12,098.9	45,799.0	0.0	9,679.1	684.1	0.0
TOTAL	**45,806.4**	**177,408.3**	**300.0**	**36,618.6**	**4,703.2**	**240.0**

Note: (1) Some funds will help implement the RTA's ADA Paratransit Plan.

SECTION 6

TRANSPORTATION SYSTEM MANAGEMENT

INTRODUCTION

In an effort to alleviate the pressures of increasing costs of maintaining and building transportation systems, communities are seeking better and less expensive ways of providing their citizens with efficient and safe transportation facilities. As a result, a planning process known as Transportation System Management (TSM) has become an important part of regional transportation planning. TSM is a planning approach designed to improve transportation systems by moving people and goods more efficiently and effectively. By improving the existing transportation system, it may be possible to reduce delay and/or eliminate the need to develop new expensive transportation facilities. Also, with increased concerns about energy consumption and air pollution, improving the existing transportation system is a viable method of addressing these issues.

As the Metropolitan Planning Organization for the Dayton area, the Miami Valley Regional Planning Commission (MVRPC) is responsible for the Transportation System Management planning process in Greene, Miami and Montgomery Counties. The Ohio Department of Transportation, the Miami Valley Regional Transit Authority, officials and staff from local jurisdictions, citizens and the private sector aid the commission in this planning process. This report summarizes TSM activities undertaken or completed in 1995 and highlights TSM activities proposed for CY1996 and FY1997.

TSM PLANNING PROCESS

By implementing the TSM planning process, the transportation system within the region is looked at as a single entity. The planning process is then applied to this single entity in an effort to improve the efficiency and cost effectiveness of the total system through low cost improvements and strategies to reduce overall system demands.

Generally, there are three approaches to TSM planning. The first approach is low cost operation or spot improvements which are designed to improve roadway efficiency and safety at specific problem locations. Examples of spot improvements are the addition of a turn lane at an intersection, improvements in traffic signalization, providing pedestrian facilities and transit passenger amenities.

The second approach is a corridor or area access control study. This is a comprehensive analysis of transportation problems along roadway corridors like the Wilmington Pike corridor between IR675 and SR725, which is experiencing rapid development. As a part of the TSM planning process, transportation problems are identified and solutions are generated to address them.

The third TSM planning approach involves Travel Demand Management (TDM) activities. These activities have regional impact and ease pressures on the entire transportation system by reducing vehicle trip demand, especially for commuting purposes. These activities involve reducing the use of single occupant vehicles and/or altering the time of travel to less congested time periods or locations. Such activities include ridesharing, transit service improvements, controlled growth and land use development, flexible work schedules and telecommuting.

TSM ACTIVITIES

Usually, TSM improvements do not require great outlays of money and can be put into place within a short period of time. The desired result, then, is an improvement of traffic flow, ease of pedestrian movement and enhanced transit and bicycle travel. Since TSM improvements vary from highly visible intersection improvements to minor changes in traffic signal timing, some TSM improvements go unnoticed. These relatively unnoticeable changes are important parts of the TSM planning process.

During 1995, area communities implemented a variety of TSM spot improvements. These projects are expected to result in decreased congestion, reduced overall vehicle delay, and improved safety.

The second area of TSM activities conducted in 1995 included the Area/Corridor access control planning activities. With the aid of several task forces, MVRPC monitors and updates its active corridor and area access management plans. At the request of member jurisdictions, MVRPC reviews proposed development plans for consistency with adopted plans. Periodically, recommendations are made to amend the plans, revising them to address the changing conditions or proposed development plan issues. Task forces active in the past year have included the Dayton Mall/South Suburban, Salem Mall, and Wilmington Pike Task Forces.

The third level of TSM planning focuses on activities which have regional impact and help improve the entire transportation system. Ridesharing is a TSM strategy that encourages the sharing of rides among people who live in the same general area and commute to similar destinations. MVRPC sponsors a program called RideShare! that promotes and facilitates this activity.

Transit is another TSM strategy with regional impact. Miami Valley Regional Transit Authority (MVRTA), Miami County Transit, and City of Piqua Transit conducted a wide range of TSM activities in 1995 and plan more for 1996/97.

Table 6.1 is a listing of TSM improvements which were completed or implemented in 1995. The list is categorized by highway, RideShare!, and transit projects. Table 6.2 is a listing of proposed TSM improvements which are to be implemented in 1996 or FY1997. This table is also categorized by highway, RideShare!, and transit projects.

TSM BIKEWAY ACTIVITY

With the introduction of the Inter-modal Surface Transportation Act of 1991 (ISTEA), bikeway planning and development has been one of the major transportation goals of MVRPC. ISTEA has set a significant reform in the U.S. transportation planning and funding policies. It has provided opportunities and resources to improve the alternatives to the automobile including bicycles.

In an attempt to meet the requirements of ISTEA, and improve the overall efficiency of the regional transportation system, MVRPC encourages the development of bicycle facilities as an alternative mode of transportation. MVRPC developed the new Long Range Transportation Plan, inclusive of the Bikeway Corridor Plan, which includes many recently completed bikeways such as the North Bikeway Extension from Siebenthaler Avenue to Riverside Drive in Montgomery County and the Corwin to Spring Valley Bikeway in Greene and Warren Counties. The new bikeway plan encompasses the MVRPC transportation planning boundary which, in 1992, was expanded to include Miami County. MVRPC is actively participating in programming and funding processes for several major bike path developments, i.e., Mad River Extension, H-connector, and South Montgomery County Bike Path Extension.

MVRPC provides assistance to member jurisdictions and the Miami Valley Regional Bicycle Committee (MVRBC) in planning new bike routes and related facilities. It also provides assistance to member jurisdictions in planning their long range and short range bikeway plans.

Numerous bikeway construction projects took place during 1995 and early 1996. A locally financed, major northwest corridor bikeway facility known as the Wolfcreek Bikeway from Trotwood (Olive Road) to Verona, is being constructed along the abandoned CSX railroad corridor. In addition, the Central Avenue Bikeway in Fairborn, from Kauffman Avenue to South Street, was completed. The City of Centerville roadway widening and extension projects also included bike path construction. The Wilmington Pike widening project included an 8 foot sidewalk/bikeway from Clyo Road to SR725. The Clyo Road extension project from Bigger Road to Wilmington Pike also included an 8 foot sidewalk/bikepath. Tables 4.1 through 4.3 in Section 4 lists numerous separate bikeway projects proposed with federal and local funds over the next four year period of the TIP.

TABLE 6.1
TRANSPORTATION SYSTEM MANAGEMENT ACTIVITIES IN CY1995

HIGHWAY IMPROVEMENTS			
RESPONSIBLE AGENCY	***PROJECT***	***DESCRIPTION***	***FUNDING***
Centerville	S Main St Phase II (Edenhurst to Sheehan Rd.)	Signals	Non-fed
Dayton	VMS Replacement (Citywide)	Traffic Signal Replacement	Fed/Non-fed
Greene County	Hoop Rd. at Bickett Rd.	Intersection Improvement	Non-Fed
Greene County	Upper Bellbrook at Feedwire Rd. and S. Alpha Bellbrook Rd.	Intersec. Imprvmnt, Traffic Light, Street Alignment	Non-Fed
Huber Heights	Old Troy Pk. and Taylorsville	Signal Improvement	Non-Fed
Mont Co	Dog Leg Rd. and Old Springfield Rd.	Intersection Improvement	Non-Fed
Moraine	Cardington Rd. and SR 741	New Signal	Non-Fed
Moraine	Industrial Estates Dr. & SR741	Signal Upgrade	Non-Fed
Moraine	SR741/Arbor Rd.	Intersection Improvement	Non-Fed
Moraine	W. Springboro Rd./Kreitzer Rd.	Intersection Improvement	Non-Fed
Oakwood	Schantz & Far Hills, Peach Orc. Traffic Signal Upgrade-Phase 1	Signal Head and Wiring Improvement	Non-Fed
Oakwood	Oakwood & Far Hills; Patterson Traffic Signal Upgrade-Phase 2	Signal Head and Wiring Improvement	Non-Fed
ODOT Dist 7	Springboro Pk. at Lyons Rd. (MOT-741-02.77)	Intersection Improvement	Fed/Non-Fed
Vandalia	Little York Rd. at Brown School Rd. and Cassel Rd.	Intersection Improvement	Fed/Non-Fed
Vandalia	US 40/Airport Access Rd.	Traffic Signal Installation	Non-Fed
Wash. Twp	SR725 at Garnet Dr.	Crosswalk-6 Intersections	Non-Fed
Xenia	Bellbrook Ave & Allison Ave	New Traffic Signal	Non-Fed

TABLE 6.1 (CONTINUED)
TRANSPORTATION SYSTEM MANAGEMENT
ACTIVITIES IN CY1995

RIDESHARE! IMPROVEMENTS			
RESPONSIBLE AGENCY	***COMPLETED PROJECTS***	***ACTUAL***	***FUNDING***
MVRPC	Employer Contacts	28 Employers	Fed/Non-fed
MVRPC	On-site Campaigns	10 Employer Campaigns	Fed/Non-fed
MVRPC	First Time General Public Matchlist Requests	218 Applications	Fed/Non-fed
MVRPC	Campaign Matchlist Requests	142 Applications	Fed/Non-fed
MVRPC	General Advertising (Radio, Billboard Direct Mail, Newspaper, Road Signs)	On-going	Fed/Non-fed
MVRPC	Attend Ohio Association of Regional Council Rideshare! Subcommittee	On-going	Fed/Non-fed
MVRPC	Develop and Implement Site-Specific Survey	April 1995	Fed/Non-fed
MVRPC	Market Research Study	September 1995	Fed/Non-fed
MVRPC	Site-Specific Auto Occupancy Study	April 1995	Fed/Non-fed
MVRPC	Continued Regional Ozone Action Program	April 1995	Fed/Non-fed
MVRPC	Promoted Vanpooling Option to Local Employees	On-going	Fed/Non-fed
MVRPC	CMAQ Application to Continue Regional Ozone Action Program	November 1995	Fed/Non-fed
MVRPC	Survey Road Sign Locations	November 1995	Fed/Non-fed

TABLE 6.1 (CONTINUTED)
TRANSPORTATION SYSTEM MANAGEMENT
ACTIVITIES CY1995

TRANSIT RELATED IMPROVEMENTS			
RESPONSIBLE AGENCY	***PROJECT***	***DESCRIPTION***	***FUNDING***
MVRTA	MVRTA Service Area	Performance Standards Update/Service Effectiveness Reviews	Fed/Non-fed
MVRTA	MVRTA Service Area	Capital & Operating Plan	Non-fed
MVRTA	MVRTA Service Area	Electric Trolley Bus Purchase	Fed/Non-fed
MVRTA	MVRTA Service Area	Electric Trolley Bus Refurbishment Program	Fed/Non-fed
MVRTA	MVRTA Service Area	Electric Trolley Bus Infrastructure Modernization	Fed/Non-fed
MVRTA	MVRTA Service Area	Service Adjustments	Fed/Non-fed
MVRTA	MVRTA Service Area	Marketing Plan	Non-fed
MVRTA	MVRTA Service Area	Project Mobility Service Enhancements	Fed/Non-fed
MVRTA	Salem Mall Area	Northwest Corridor Park-n-Ride/Transit Facility	Fed/Non-fed
MVRTA	Dayton Mall Area	South Montgomery County Park-n-Ride/Transit Facility	Fed/Non-fed
MVRTA	Westown Shopping Center Area	Westown Shopping Area Park-n-Ride/Transit Facility	Fed/Non-fed
MVRTA	Eastown Shopping Center Area	Eastown Shopping Area Park-n-Ride/Transit Facility	Fed/Non-fed
MVRTA	Huber Heights	Northeast Corridor Park-n-Ride Transit Facility	Fed/Non-fed
MVRTA	Downtown Dayton	Passenger Terminal	Fed/Non-fed
MVRTA	MVRTA Service Area	Transit Promotion and Community Support Service -- e.g. Air Show, Hamvention, Fourth of July, etc.	Fed/Non-fed
		Fourth of July, etc.	
MVRTA	MVRTA Service Area	Kids I. D. Day	Non-fed
MVRTA	MVRTA Service Area	Maintenance of Token and Pass Outlet Network	Non-fed
MVRTA	MVRTA Service Area	Committee on Regional Transit Accessibility (CORTA)	Non-fed
MVRTA	MVRTA Service Area	ADA Plan Update	Non-fed
MVRTA	MVRTA Service Area	Customer Information Enhancements -- e. g. Info. Boards	Non-fed
MVRTA	Dayton	Dayton School Transportation	Fed/Non-fed

TABLE 6.1 (CONTINUTED)
TRANSPORTATION SYSTEM MANAGEMENT
ACTIVITIES CY1995

TRANSIT RELATED IMPROVEMENTS			
RESPONSIBLE AGENCY	*PROJECT*	*DESCRIPTION*	*FUNDING*
MVRTA	Huber Heights	Huber Heights School Transportation	Fed/Non-fed
MVRTA	MVRTA Service Area	Transit Impact Study	Fed/Non-fed
MVRTA	MVRTA Service Area	Project Mobility Eligibility	Fed/Non-fed
MVRTA	MVRTA Service Area	Bike Rack Demonstration	Fed/Non-fed
MVRTA	MVRTA Service Area	Paratransit Information Guide	Fed/Non-fed
MVRTA	MVRTA Service Area	Scheduling Software - Fixed Route & Paratransit	Fed/Non-fed
MVRTA	Dayton Airport	Airport Survey	Fed/Non-fed
MVRTA	MVRTA Service Area	Increased Employer Support Program (ESP) Participation	Non-fed
MVRTA	MVRTA Service Area	Cooperative Ridership Campaigns with Public and Private Sectors -- e.g. National City Bank, City of Dayton, etc.	Non-fed
MVRTA	MVRTA Service Area	Route Specific Promotions	Non-fed
MVRTA	MVRTA Service Area	Targeted Ridership Promotions -- e.g. Victoria Secrets Employment Center, Postal Encoding Center	Non-fed
MVRTA	MVRTA Service Area	Sinclair Comm. College Strategy	Fed/Non-fed
MVRTA	MVRTA Service Area	Senior Citizen Strategy	Fed/Non-fed
MVRTA	MVRTA Service Area	Automated Rideline Answer System	Non-fed
MVRTA	MVRTA Service Area	Public Education on Fare Changes	Non-fed
MVRTA	MVRTA Service Area	Night Service Study	Non-fed
MVRTA	West Dayton	Westown Feeder Demonstration	Fed/Non-fed
MVRTA	MVRTA Service Area	Dial-A-Ride Expansion	Fed/Non-fed
MVRTA	MVRTA Service Area	Project Mobility Advisory Committee (PMAC)	Non-fed
MVRTA	MVRTA Service Area	"Talking" Bus Stop Test	Non-fed
MVRTA	MVRTA Service Area	Regional Ozone Program	Non-fed
MIAMI CO TRANSIT	MIAMI CO TRANSIT Service Area	Capital grant for 2 vans (with lift)	Fed/Non-fed
CITY OF PIQUA TRANSIT	City of Piqua Transit Service Area	Capital grant for 1 van (with lift)	Fed/Non-fed

TABLE 6.2
ROADWAY-RELATED IMPROVEMENTS
PROPOSED FOR CY1996 AND SFY1997

HIGHWAY/BIKEWAY IMPROVEMENTS			
RESPONSIBLE AGENCY	***PROJECT***	***DESCRIPTION***	***FUNDING***
Beavercreek	Grange Hall Rd. Signals	Reconstruct Two Signals and Install Interconnect Cable	Fed
Dayton	Dayton Traffic Signal System Communication Cable	Replacement with Fiber Optic Cable	Fed/Non-Fed
Dayton	Mad River Bikeway Phase I - Webster St. to Eastwood Pike	Bikeway Extension	Fed
Dayton	Rebuild 10 Signal Intersection	New Poles, Signal, and Cable	Fed
Dayton	Upgrade/Rebuild 10 Signalized Intersections (Phase 2)	Poles, Signals, Detectors, Cable	Fed
Dayton	Upgrade/Rebuild 15 Signalized Intersections (Phase 3)	Poles, Signals, Detectors, Cable	Fed
Fairborn	Col. Glenn at N. Fairfield Rd.	Widen Intersection, Signal, & Pedestrian Improvements	Fed/Non-Fed
Greene County	H-Connector Bikeway - MOT/GRE C.L. to Xenia Station	Bikeway Extension	Fed
Greene County	Kauffman Bikeway Phase 2 & 3 - Wright Memorial Park to Col. Glenn Hwy.	Bikeway Extension	Fed
Greene County	Little Miami Scenic Bikeway - Hedges Rd. to S. Detroit St. (Xenia Station)	Bikeway Extension	Fed
Huber Heights	SR202 at Chambersburg Rd.	Widen and Upgrade Signal Hazard Elimination	Fed/Non-Fed
Kettering	Kettering/Moraine Traffic Signal System	Communication Cable Replacement with Fiber Optic Cable	Fed
Miami County	CR 25A	New Traffic Signal and Turn Lanes	Fed/Non-Fed
Mont CO	Byers Rd. btw. Technical Dr. and Lyons Rd.	Widening/Including sidewalks	Non-Fed
Mont CO	N. Dixie Dr. at Lightner Rd.	Intersection Improvement	Non-Fed
Mont CO	N. Dixie Dr. at Stonequarry	Traffic Signal Installation	Non-Fed
Mont CO	S Bikeway Extension Rice Field to MOT/WAR CL	Bikeway Extension	Fed/Non-Fed
Mont CO	Social Row Rd. at Sheehan Rd.	Reconstruction and Improve Intersection	Non-Fed
Mont CO	Yankee St. between Austin & Spring Valley Rd.	Intersection Signalization	Non-Fed
ODOT Dist.7	SR48 Sheehan Rd. to Nutt Rd. (MOT-048-01.09)	3 Lanes, Curb, Gutter, Sidewalk	Non-Fed

TABLE 6.2
ROADWAY-RELATED IMPROVEMENTS
PROPOSED FOR CY1996 AND SFY1997

HIGHWAY/BIKEWAY IMPROVEMENTS			
RESPONSIBLE AGENCY	***PROJECT***	***DESCRIPTION***	***FUNDING***
ODOT Dist.7	SR49 at Turner/Shoup Mill Rd. (MOT-048-17.35)	Intersection Improvement	Non-Fed
ODOT Dist.7	SR202 at Needmore Rd.	Add Left and Right Turn Lanes & Additional Through Lane - Hazard Elimination	Fed/Non-Fed
ODOT Dist.7	Free Pk. at Siebenthaler Ave. (MOT-049-05.00)	Intersection Improvement	Non-Fed
ODOT Dist.8	SR 444 at Dayton-Yellow Springs Rd. (GRE-444-03.12)	Intersection Improvement	Fed/Non-Fed
ODOT District 8	IR675 at Wilmington Pike	Widen Off Ramps at Wilmington Pike	Fed/Non-Fed
Riverside	Valley Pike at Harshman Rd.	Intersection Improvement	Fed/Non-Fed
Vandalia/ODOT District 7	US 40 at Dog Leg Rd.	Signal Installation & Left Turn Lane	Fed/Non-Fed
West Carrollton	Hydraullic Rd. Bikeway - Alex Rd. to S. of Weir St.	Bikeway Construction	Fed
Xenia	US68 at SR380	Intersection Improvement, Add Turn Lane, Realign Pavement, and Improve Sight Distance	STP, L
Xenia	US68/US35/Second St.	Signal System Interconnect	Fed

TABLE 6.2 (CONTINUED)
ROADWAY - RELATED IMPROVEMENTS
PROPOSED FOR CY1996 AND SFY1997

RIDESHARE! IMPROVEMENTS			
RESPONSIBLE AGENCY	***ANTICIPATED PROJECTS***	***GOAL***	***FUNDING***
MVRPC	Employer Contacts	20 employers per quarter	Fed/Non-fed
MVRPC	On-site campaigns	12 employers campaign per quarter	Fed/Non-fed
MVRPC	First Time General Public Matchlists	200 applications per quarter	Fed/Non-fed
MVRPC	Campaign Matchlists	200 applications per quarter	Fed/Non-fed
MVRPC	General Advertising (radio, billboard, direct mail, newspaper, road signs)	on-going	Fed/Non-fed
MVRPC	Promotion of Van Ohio	on-going	Fed/Non-fed
MVRPC	Promotion of Guaranteed Ride Home	on-going	Fed/Non-fed
MVRPC	Identify areas lacking in Rideshare! road signs	January 1996	Fed/Non-fed
MVRPC	Add all road sign information to GIS database	March 1996	Fed/Non-fed
MVRPC	Attend OARC Ride Share Committee	on-going	Fed/Non-fed
MVRPC	Site Specific Auto occupancy	May 1996	Fed/Non-fed
MVRPC	Expand and implement REGIONAL OZONE ACTION PROGRAM	April 1996 - October 1997	Fed/Non-fed
MVRPC	Incentive program for Carpoolers/Vanpoolers	May - September 1996	Fed/Non-fed

TABLE 6.2 (CONTINUED)
ROADWAY-RELATED IMPROVEMENTS
PROPOSED FOR CY1996 AND SFY1997

TRANSIT RELATED IMPROVEMENTS			
RESPONSIBLE AGENCY	***PROJECT***	***DESCRIPTION***	***FUNDING***
MVRTA	MVRTA Service Area	Performance Standards Update/Service Effectiveness Reviews	Fed/Non-fed
MVRTA	MVRTA Service Area	Capital & Operating	Non-fed
MVRTA	MVRTA Service Area	Electric Trolley Bus Infrastructurs Modernization	Fed/Non-fed
MVRTA	MVRTA Service Area	Service Adjustments	Fed/Non-fed
MVRTA	MVRTA Service Area	Electric Battery Powered Bus Demostration	Fed/Non-fed
MVRTA	MVRTA Service Area	Marketing Plan	Non-fed
MVRTA	MVRTA Service Area	Target Market Studies	Fed/Non-fed
MVRTA	MVRTA Service Area	Passenger Facility Program Evaluation/Improvements	Fed/Non-fed
MVRTA	Salem Mall Area	Northwest Corridor Park-n-Ride/Transit Facility	
MVRTA	Dayton Mall Area	South Montgomery County Park-n-Ride/Transit Facility	Fed/Non-fed
MVRTA	Westown Shopping Center Area	Westown Shopping Area Park-n-Ride/Transit Facility	Fed/Non-fed
MVRTA	Eastown Shopping Center Area	Eastown Shopping Area Park-n-Ride/Transit Facility	Fed/Non-fed
MVRTA	Huber Heights	Northeast Corridor Park-n-Ride/Transit Facility	Fed/Non-fed
MVRTA	Downtown Dayton	Passenger Terminal	Fed/Non-fed
MVRTA	MVRTA Service Area	Transit Promotion and Community Support Service -- .eg. Air Show, Hamvention, Fourth of July, etc.	Fed/Non-fed
MVRTA	MVRTA Service Area	Maintenance of Token and Pass Outlet Network	Non-fed
MVRTA	MVRTA Service Area	ADA Plan Update	Fed/Non-fed
MVRTA	MVRTA Service Area	Enhancement of Project Mobility Service to Reach ADA Compliance	Fed/Non-fed
MVRTA	MVRTA Service Area	Project Mobility Eligibility	Fed/Non-fed
MVRTA	MVRTA Service Area	Committee on Regional Transit Accessibility (CORTA)	Non-fed
MVRTA	Dayton	Dayton School Transportation	Fed/Non-fed

TABLE 6.2 (CONTINUED)
ROADWAY-RELATED IMPROVEMENTS
PROPOSED FOR CY1996 AND SFY1997

TRANSIT RELATED IMPROVEMENTS			
RESPONSIBLE AGENCY	***PROJECT***	***DESCRIPTION***	***FUNDING***
MVRTA	Huber Heights	Huber Heights School Transportation	
MVRTA	MVRTA Service Area	Bike Rack Demonstration	Fed/Non-fed
MVRTA	West Dayton	Westown Feeder Demonstration	Fed/Non-fed
MVRTA	MVRTA Service Area	Scheduling Software - Fixed Route & Paratransit	Fed/Non-fed
MVRTA	MVRTA Service Area	Customer Satisfaction/Focus Groups	Fed/Non-fed
MVRTA	MVRTA Service Area	Ozone Action Program	Fed/Non-fed
MVRTA	MVRTA Service Area	Dial-A-Ride expansion	Fed/Non-fed
MVRTA	MVRTA Service Area	Sinclair Strategy	Fed/Non-fed
MVRTA	MVRTA Service Area	Senior Strategy	Fed/Non-fed
MVRTA	MVRTA Service Area	Project Mobility Advisory Committii (PMAC)	Non-fed
MVRTA	MVRTA Service Area	Travel Training Program	Non-fed
MVRTA	MVRTA Service Area	Employee Ridership Program	Non-fed
MVRTA	MVRTA Service Area	RTA Community Grant Program	Non-fed
MVRTA	MVRTA Service Area	Kids I.D. Day	Non-fed
MIAMI CO	MIAMI CO TRANSIT Service Area	Capital Grant for 4 cars	Fed/Non-fed
MIAMI CO TRANSIT	MIAMI CO TRANSIT Service Area	Capital grant for 2 vans (with lift)	
CITY OF PIQUA TRANSIT	City of Piqua Transit Service Area	Capital Grant for 4 cars	Fed/Non-fed
CITY OF PIQUA TRANSIT	City of Piqua Transit Service Area	Capital grant for 1 van (with lift)	Fed/Non-fed
CITY OF PIQUA TRANSIT	City of Piqua Transit Service Area	Set fare rate rather than per mile rate	Fed/Non-fed

THE AIRPORT IMPROVEMENT PROGRAM

The Greene, Miami, and Montgomery County Region is served by eight air transportation facilities: Dayton International Airport, Dayton General Airport South, Brookville Airport, Dahio Airport, Green County Airport, Moraine Airport, Phillipsburg-Myers Airport and Piqua Airport. In addition to these civilian airports, a military facility, Wright-Patterson Air Force Base, is located ten miles northeast of Dayton. The Dayton International Airport provides Commercial passenger service for the Region.

During 1995, total passenger enplanements at the Dayton International Airport were 1,102,708. That is a decrease of approximately 18% from the 1994 passenger enplanements. The projected enplanements for 1996 are expected to remain near 1,200,000. The largest decrease in local air travel came when Continental Airlines decreased its passenger service to Dayton by 58.1% in 1995. There were several passenger services added: Chicago Express (4 flights per day to Chicago Midway Airport), AirTran (1 flight per day to Orlando, Florida) and Skyways (2 flights per day to Nashville and 3 flights per day to Grand Rapids). Total air freight declined by 4% to 691,605.85 tons but is expected to increase in 1996. Figure 7.1 shows the historic trends (1990-1995) for enplaned passengers and air cargo at the Dayton International Airport.

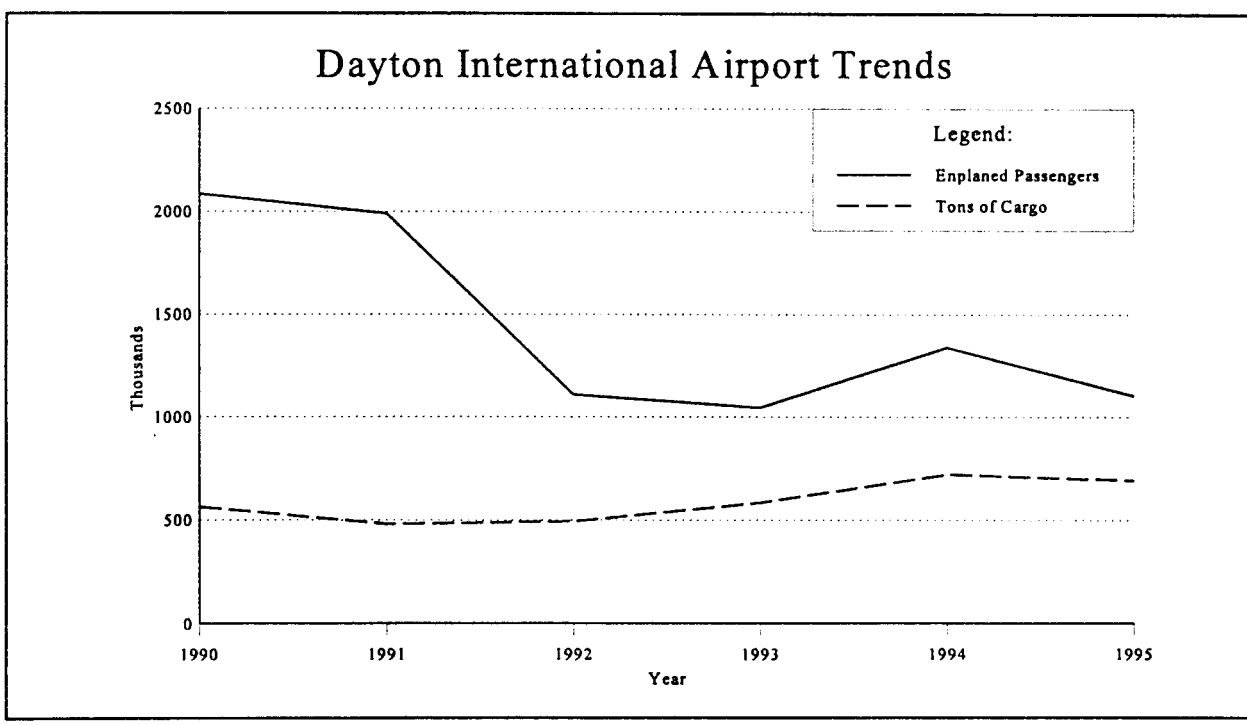


FIGURE 7.1 Source: City of Dayton

The City of Dayton's Aviation Operation Fund includes revenues generated by the operation of the Dayton International Airport and Dayton General Airport South. In 1994, The Aviation Operating Fund added $2.3 million to its cash reserve which in turn was used for capital projects in 1995. In 1995 the cash receipts declined by $3 million due to a decrease in landing fees, caused by the cargo slump in mid year that reduced landing weights, and a reduction in airline landings due to CALite's operation leases. With the projected improvement in freight cargo, revenues are expected to increase.

With fund availability, scheduled 1996 capital improvement projects from the Department of Aviation total $23.5 million. Figure 7.2 and Figure 7.3 display maps for the first four projects. Figure 7.4 displays the projects that will be eligible for Federal Aviation Administration Airport Capital Improvement Program (ACIP) funding in the next five years. The ensuing lists details the proposed projects for 1996.

C-D Deicing Apron and Pavement Rehabilitation $4,700,000
Consists of the construction of 3.8 acres of new concrete aircraft deicing apron and rehabilitation of certain taxiways, the touchdown area of Runway 24R and a portion of the General Aviation Center #1 ramp. The storm water permit requires the construction of this deicing apron. A pavement maintenance program scheduled these sections of pavement for rehabilitation. (#1 and #3 on Figure 7.2 and 7.4)

Deicing Process $5,350,000
Consists of the pipes, pumps, wet wells, equalization lagoons, pump house, sanitary sewer and related infrastructure necessary for the collecting, pumping and storing of the used deicing fluid. The storm water discharge permit requires this project. (#2 on Figure 7.2 and 7.4)

Residential Sound Insulation Phase II Professional Services
$1,000,000
Design phase and small planning review related to the reduction of noise in approximately 25 residences near the Airport. ODOT grant provides $50,000. (Figure 7.3 and #6 on Figure 7.4)

Land Acquisition (Noise - Eligible for AIP) $1,460,000
Acquisition of approximately nine parcels all or partially within the 70 DNL noise contour identified in the Noise Compatibility Study. (Figure 7.3 and #5 on Figure 7.4)

Hanger Site Development (ED/GE) $450,000
Included is the relocation of a storm water detention pond and the extension of certain utilities, the construction of vehicle and pedestrian access and other infrastructure modifications necessary to prepare a site for the proposed PSA hanger. ED/GE grant provides $450,000.

Emery Warehouse Site Development — $2,800,000
The phased project consists of the road network, utilities and other infrastructure necessary to allow the development of this proposed logistics development. Two phases of construction and engineering are proposed for 1996.

Land Acquisition (Non-Federal) — $2,600,000
Parcels may be obtained as the opportunities occur for long term airport development.

Regional Aircraft/FIS Facility Remodel — $300,000
Purchase of two "lift" vehicles allowing access by handicapped personnel to regional or commuter aircraft. An international customs passenger staging area would be provided.

ARFF Vehicle Replacement — $535,000
This project would replace the 3,000 gallon aircraft rescue and fire fighting vehicle. (#4 on Figure 7.4)

ARFF Fire Station Expansion — $450,000
The construction of the previously designed project is to renovate the existing fire station at the airport to accommodate female fire fighters, additional personnel and to comply with ADA and OSHA requirements.

Law Enforcement Office Remodel — $450,000
Construction of the previously designed new Law Enforcement Office and Incident Command Center.

SUBTOTAL — $20,095,000

The following additional capital improvement projects may be implemented depending on fund availability.

Equipment — $1,475,000

Runway Sweeper	$245,000
Snow Blower (2) Replacement	$550,000
Snow Plows (4) Replacement	$680,000

(#7 on Figure 7.4)

Landside Road/Utility Engineering — $350,000
Professional Services for airport landside roadway planning and engineering including pavement rehabilitation design and service during construction related to following project for 1996 and subsequent development opportunities.

Landside Road Rehabilitation Rehabilitation of Freight Drive including pavement, curbs, gutters and various other aspects. New tenant parking may be included. Rehabilitation of the baggage access roads, center 1 and 2 asphalt road network and tenant parking. The storm water trench drain and dock area structures are to be reconstructed.	$1,000,000
FSS Roof Replacement Replace roof membrane and insulation of City-owned building.	$145,000
PC Network Provide network capability to Aviation Administration staff, ARFF and Operations.	$100,000
Terminal Electrical System Upgrade - Phase I Modernization of Terminal Building electrical distribution system design and construction. Includes replacement of system of subpanels and breakers installed in 1958.	$300,000
SUBTOTAL	$3,370,000
GRAND TOTAL	**$23,465,000**

Figure 7.2: Dayton International Airport

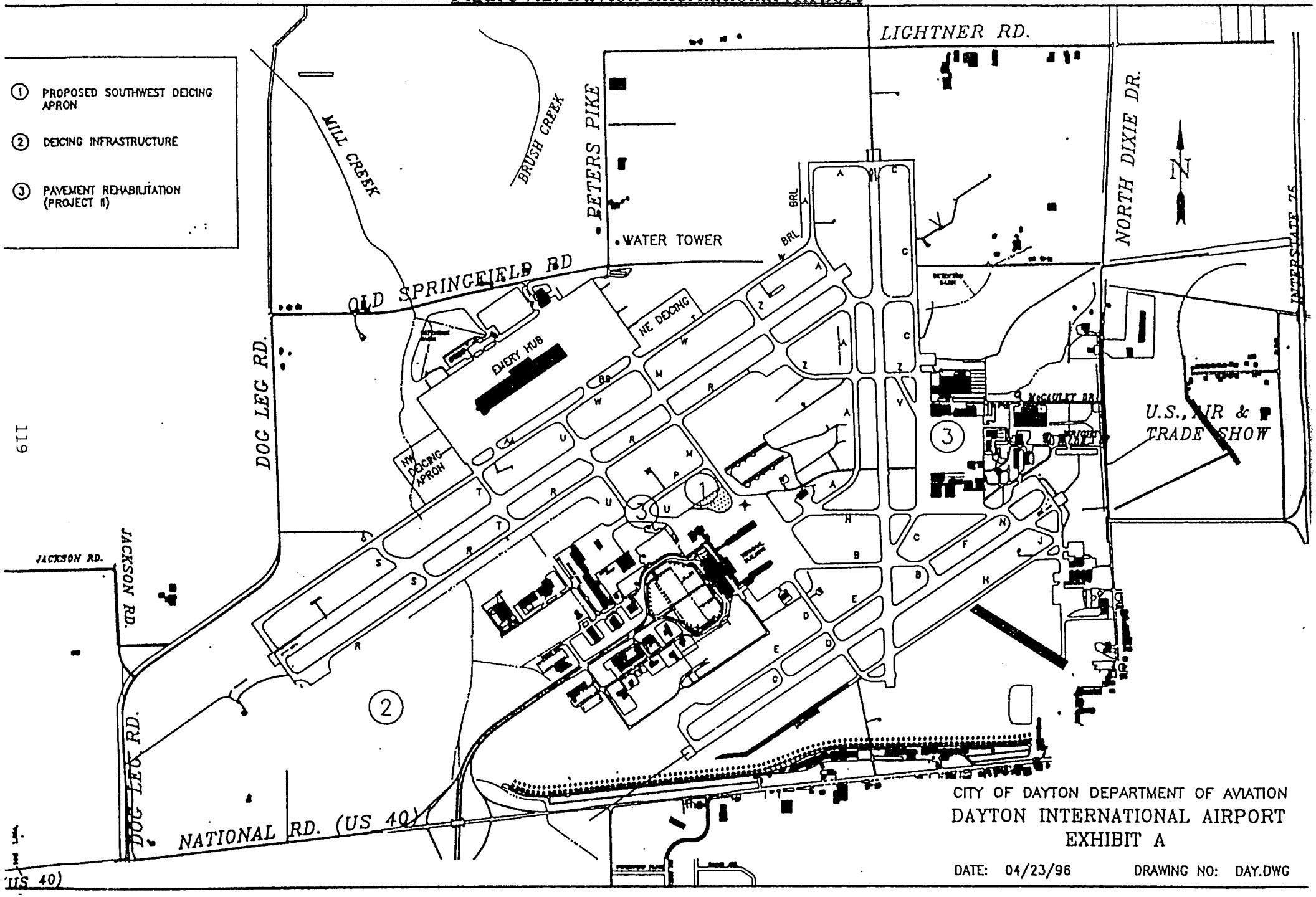
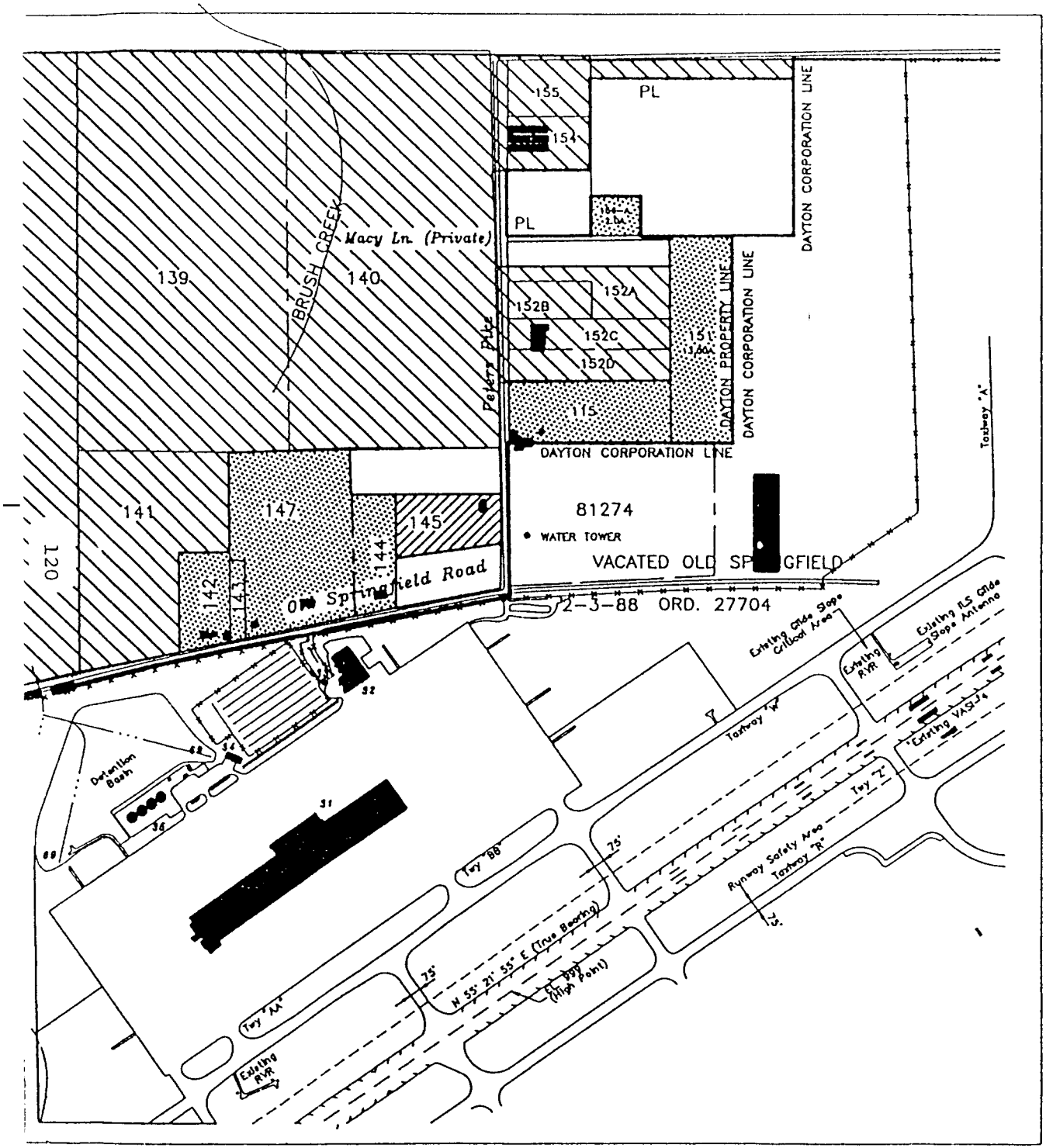


Figure 7.3



PARCEL NO.	APPROXIMATE VALUE	RELOCATE Y/N	RESTRICTIONS Y/N	ACREAGE
115	$150,000.00	Y	N	10.00 A.
142	$ 72,000.00	Y	Y	5.000 A.
143	$ 75,000.00	Y	Y	1.299 A.
144	$150,000.00	Y	Y	5.053 A.
147	$190,000.00	Y	Y	18.771 A.
151	$ 175,000.00	Y	Y	13.000 A.
156A	$ 65,000.00	Y	N	2.000 A.

CORPORATION LINE

PROPERTY OWNED BY DAYTON INTERNATIONAL AIRPORT

NONCOMPATIBLE USE AND QUALIFIED FOR NCP PURCHASE

NONCOMPATIBLE USE

CURRENT USE IS COMPATIBLE

CITY OF DAYTON DEPARTMENT OF AVIATION
DAYTON INTERNATIONAL AIRPORT

NOISE ABATEMENT
LAND ACQUISITION

drawn D 1" = dr no.

5 YEAR AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP) FY - 1996 TO FY - 2000

(IN THOUSANDS OF DOLLARS)

	TYPE	YEAR	1996	1997	1998	1999	2000
ESTIMATED CARGO AND PASSENGER ENPLANEMENT FUNDS:	PASSENGER	AMOUNT	1,200	1,200	1,000	1,000	1,000
	CARGO	AMOUNT	1,400	1,400	1,000	1,000	1,000
	TOTAL	AMOUNT	2,600	2,600	2,000	2,000	2,000

Figure 7.4

ITEM ##	DESCRIPTION	FISCAL YEAR	TOTAL COST	FAA SHARE	SPONSER'S ENTITLEMNETS ASSIGNED	SUM SPONSOR'S ENTITLEMENTS	DISCRETIONARY FUNDS NEEDED	SPONSOR'S SHARE	PFC SPONSOR'S SHARE
1	SW DEICING APRON (AE + C)	1996	2,100	1,890	224	224	1,666	210	210
2	DEICING INFRASTRUCTURE	1996	4,400	3,540	000	224	3,540	860	860
3	PAVEMENT REHAB (AE + C)	1996	2,900	2,610	000	224	2,610	290	290
4	ARFF VEHICLE REPLACEMENT	1996	535	481	000	224	481	54	000
5	LAND ACQUISITION (NOISE)	1996	1,460	1,314	000	224	1,314	146	000
6	RESIDENTIAL SOUND INSUL (AE + C)	1996	1,000	900	000	224	900	100	000
7	EQUIPMENT (SNOW REMOVAL)	1996	1,475	1,327	000	224	1,327	148	148
8	PAVEMENT REHAB (AE + C)	1997	4,000	3,600	2,600	2,824	1,000	400	400
9	LAND AQUISITION	1997	1,500	1,350	000	2,824	1,350	150	000
10	RES. SOUND INSUL III (AE + C)	1998	1,500	1,350	000	2,824	1,350	150	000
11	PAVEMENT REHAB (AE + C)	1998	4,000	3,600	2,000	4,824	1,600	400	000
12	LAND AQUISITION	1998	1,500	1,350	000	4,824	1,350	150	000
13	PAVEMENT REHAB	1999	4,000	3,600	2,000	6,824	1,600	400	000
14	LAND AQUISITION	1999	1,500	1,350	000	6,824	1,350	150	000

INFORMATION SOURCE: David A. Mason prepared on 2-8-96

ODA CONTACT: Dave Dennis - 614-793-5052
FAA CONTACT: Barbara Kulvelis - 313-487-7298

AE is Prof. Services
C is Construction

- For FAA and ODA use.

APPENDIX A

MVRPC Public Involvement Policy For Transportation Planning

MIAMI VALLEY REGIONAL PLANNING COMMISSION

PUBLIC INVOLVEMENT POLICY FOR TRANSPORTATION PLANNING

Public Involvement

Public involvement in the development of transportation programs and major plans is a key component of the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA legislation seeks to build new partnerships by requiring early and inclusive public involvement of all interested parties throughout the transportation planning and programming process, including private citizens, public officials, and interested agencies who represent a wide range of disciplines and areas of expertise.

With the passage of ISTEA, several significant changes were imposed upon the development and implementation of transportation programs and plans within the Dayton metropolitan area. One of these changes mandates the creation and adoption a formal public participation process. As part of the development of the MVRPC's formal public involvement process, several objectives are identified:

- Continue and enhance current public involvement efforts
- Enact outreach efforts to broaden scope, include those not previously represented, and provide the opportunity for participation into early plan development efforts

MVRPC's Current Public Involvement Activities

Public participation has always been a significant factor in the development of MVRPC's transportation planning activities. It is the objective of MVRPC to maintain its commitment to public involvement and improve the opportunity for citizen participation in the development of transportation programs and major plans.

Public education efforts currently include the production of an annual report, which documents significant activities and accomplishments of MVRPC in the past calendar year. Sent to all elected officials within the region, members of MVRPC's transportation-related committees, a variety of interested agencies and private businesses, and television, radio and print news editors, the annual report contains all regularly scheduled meeting dates of the MVRPC Board of Directors and MVRPC's transportation committee structure (the Transportation Committee, Transportation Technical Advisory Committee, and Council of Citizens).

Beyond the public involvement conducted on individual projects, MVRPC also secures public comment through the Intergovernmental Review process (of both its work program/budget and the Transportation Improvement Program and amendments), as well as its current transportation committee structure.

Through its transportation committee structure described in the proceeding paragraph, MVRPC provides timely information about current and anticipated transportation issues (Table 1). Input from the committee discussions with affected State and Federal agencies, cities and local

jurisdictions, and public transit representatives is collected during the development of all major regional transportation plans, TIPs, and major plan amendments (including those which add or delete a project which contributes to and/or reduces transportation-related emissions).

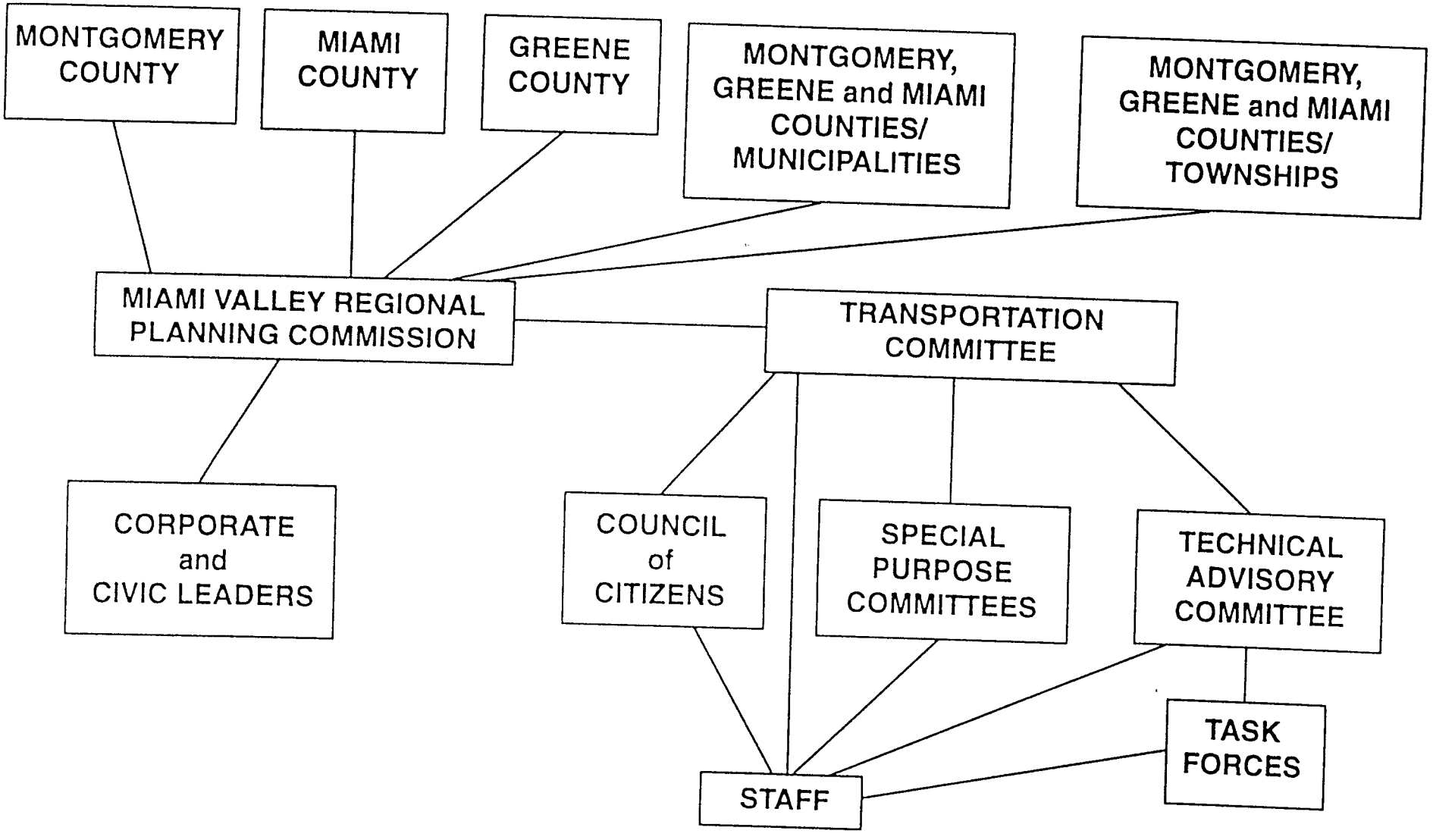
The Transportation Committee (TC), which serves as the transportation policy-making body of MVRPC, is primarily composed of local elected officials, Ohio Department of Transportation (ODOT) representatives, transit officials, corporate and civic leaders; it has the primary responsibility for planning regional transportation programs and facilities. All transportation-related subcommittees report to and advise TC. The two primary subcommittees are: 1) the Transportation Technical Advisory Committee (TTAC), consisting of transportation professionals of various public and quasi-public agencies and 2) the Council of Citizens (COC), consisting of 32 citizens representing nine geographic sectors of Greene, Miami, and Montgomery Counties. The COC members work with the staff in the development of transportation policies and programs and ensure the comments of private citizens in the transportation decision making process. COC meetings also serve as a public forum between the MVRPC staff, COC members, and the public on topics such as the transportation planning process, project funding parameters, major long and short range plans and programs, and applicable local, state, and federal planning guidelines. One additional subcommittee, the Human Services Transportation Committee (HSTC), consists of over 90 representatives from human service organizations and the transportation-disabled; it supplies comments on the development of transportation plans as they relate to the needs of the transportation-disabled.

All standing MVRPC committees, as described in the preceding paragraph, are open to the public. Notices and agendas for committee meetings are provided to local radio, television, and newspaper media approximately one week prior to the meeting. Proceedings of these meetings are transcribed and minutes or summaries are available upon request.

MVRPC conducts public involvement meetings at key decision points throughout the transportation planning development process, including during plan development/before draft plan adoption and prior to final plan adoption. MVRPC advertises these meetings by publishing public notices that also specify the availability of draft and final transportation programs and major plans for public review and comment at MVRPC offices. The public notices are published at least 30 days before the scheduled TC meeting in one regionally circulated newspaper (Dayton Daily News) and one additional newspaper in each of the three counties (Greene County - Xenia Daily Gazette, Miami County - Troy Daily News, and Montgomery County - Kettering-Oakwood Times). Notes from the meeting, which include significant public comments that were made and MVRPC's response, are summarized and included in the final plan document. (Please note that these and other public involvement activities are summarized in Table 2.)

In addition to comments presented at public involvement meetings, written comments on the transportation programs and major plans (including the TIP) are also accepted. Comments are accepted for a period of 30 days after the public notice appears; all written comments receive a written response from MVRPC approximately one week after they are received. All comments and corresponding responses by MVRPC are summarized and included in the final plan document. When received, other public comments are addressed by MVRPC on an ongoing basis and documented whenever possible. All input is considered in shaping programs, plans, updates, and major amendments. When the final plan document differs substantially from the one originally made available for public comment or raises new issues (specifically the addition

Miami Valley Regional Planning Commission
Transportation Program Organization



one originally made available for public comment or raises new issues (specifically the addition or deletion of a project which contributes to and/or reduces transportation-related emissions), an added opportunity for public comment is given. This added opportunity for public comment will follow the same public involvement activities required for the original plan.

All public meetings are accessible to the disabled. Newspaper public notices, as placed by MVRPC, state the availability of interpreters for hearing-impaired individuals, with the provision that MVRPC receives the request one week before the meeting.

Additionally, press releases and public service announcements are prepared and distributed to cable television organizations, newspapers, radio and television stations within Greene, Miami, and Montgomery Counties. Distributed approximately two weeks before the scheduled meeting, these announcements notify news editors of scheduled public involvement meetings that provide an opportunity for public comment and examination of developing transportation programs and major plans. Copies of these press releases and public service announcements are also provided to Transportation Committee members in their meeting packet mailout.

When requested by interested parties, MVRPC provides reasonable public access to technical and policy information used in the development of transportation plans and programs.

Wherever possible, the MVRPC public involvement process enhances ongoing statewide public involvement efforts in the development of statewide transportation programs and plans. In an effort to coordinate MVRPC's public involvement activities with those of ODOT, representatives of ODOT Districts Seven and Eight are notified and invited to attend the scheduled MVRPC public involvement meetings. Whenever possible, MVRPC also attends scheduled ODOT public involvement meetings.

In addition to its current public involvement activities, MVRPC will expand its process to include the following:

- Major amendments and updates of the plans summarized in Table 2 will require use of the public involvement process. Major amendments include a change in design concept or scope of a project on a major transportation corridor. (This includes an amendment which adds or deletes a project which contributes to and/or reduces transportation-related emissions).

- In addition to publishing public notices in regional newspapers, MVRPC may also purchase paid advertisements in print and broadcast media announcing public meetings scheduled during the plan's development, including during the development of the draft and final versions of major plans and plan updates.

- ISTEA states that the public involvement process shall provide for:

  > ". . . timely information about transportation issues and process to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs, and projects . . ."

To increase the participation of citizens and organizations in the transportation planning process, MVRPC has developed and will maintain a mailing list notifying various groups of scheduled public involvement meetings. By announcing scheduled public involvement meetings approximately two weeks before the meeting date, the goal of this mailing list is to include those groups not already directly involved through the transportation-related committee structure. The list currently includes representatives of chambers of commerce, intermodal interests, minority representatives, environmental groups, neighborhood citizen groups (city priority boards), and those representatives for those traditionally underserved by existing transportation systems. In addition to groups identified in the ISTEA legislation, MVRPC will add those interested parties requesting placement on this mailing list. The list also contains many organizations originally involved in the Long Range Plan Committee, which is not a standing committee.

Future expansion of the mailing list will occur as additional representatives or individuals are identified or request being added to the list. Organizations represented on this list will receive notices of scheduled public involvement meetings approximately two weeks before the meeting, at which they will have the opportunity to make comments, ask questions, and receive responses.

- The MVRPC Public Meeting Information Line provides information about scheduled MVRPC public meetings. By dialing 1-800-55MVPRC (1-800-556-8772) or (513)496-3835 for local calls, callers hear a recorded message announcing the date, time and location of MVRPC public meetings for each month. Callers are also instructed to call the MVRPC main telephone number (513-223-6323) during regular business if they have questions.

- MVRPC will conduct an annual review of public participation procedures to assure the effectiveness of the process and provide full and open access to all. Qualitative evaluation criteria includes: attendance at meetings, amount of feedback from all available avenues, cost effectiveness of the public input process relative to the amount of feedback, type of input demonstrating citizen understanding, and responsiveness of MVRPC to citizen questions and comments. Revisions and/or amendments to the MVRPC Public Involvement Policy for transportation planning will require a 45-day comment period in addition to the stated public involvement process, a public meeting, and adoption of proposed changes by the Transportation Committee.

TABLE 2: MVRPC's Public Involvement Policy for Various Transportation Planning Activities

	Press Release and Pub.Ser. Anncmt.	Public Involmt. Meeting: projects received	Public Involmt. Meeting: before/ during draft develop.	Public Involmt. Meeting: before final plan adoption	Intrgov. Review Process	MVRPC Transp. Comitte. Struct.	Publish public/ legal notice	Paid Media Advertisement (if needed)
TIP	✔	✔	✔	✔	✔	✔	✔	
Major TIP amendment	✔			✔	✔	✔	✔	
Minor TIP amendment					✔	✔		
Transportn. Enhancmnt. Program	✔	✔	✔	✔		✔		
Long Range Plan-- update or amendment	✔		✔ (amend.: as needed)	✔		✔	✔ (as needed)	✔
Managemnt. Systems	✔		✔	✔		✔		✔
Major Investment Studies	✔		✔ (as needed)	✔		✔		✔
Functional Classificatn. Amendment						✔		
MVRPC's ISTEA Policies & Procedures Amendment						✔		
Annual Self Certification Process						✔		

APPENDIX A_1

Intermodal Surface Transportation Efficiency Act:
Metropolitan Transportation Planning Process: Elements.
Section 450.316 (b)(1)

(b) In addition, the metropolitan transportation planning process shall:

(1) Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs and meets the requirements and criteria specified as follows;

(I) Require a minimum public comment period of 45 days before the public involvement process is initially adopted or revised;

(ii) Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to central city and other local jurisdiction concerns);

(iii) Provide reasonable public access to technical and policy information used in the development of plans and TIPs and open public meetings where matters related to the Federal-aid highway and transit programs are being considered;

(iv) Require adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to, approval of plans and TIPs (in nonattainment areas, classified as serious and above, the comment period shall be at least 30 days for the plan, TIP, and major amendments);

(v) Demonstrate explicit consideration and response to public input received during the planning and program development processes;

(vi) Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households;

(vii) When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the U.S. EPA's conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP;

(viii) If the final transportation plan or TIP differs significantly from the one which was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available;

(ix) Public involvement processes shall be periodically reviewed by the MPO in terms of their effectiveness in assuring that the process provides full and open access to all;

(x) These procedures will be reviewed by the FHWA and the FTA during certification reviews for TMAs, and as otherwise necessary for all MPOs, to assure that full and open access is provided to MPO decision making processes;

(xi) Metropolitan public involvement process shall be coordinated with statewide public involvement processes wherever possible to enhance public consideration of the issues, plan, and programs and reduce redundancies and costs;

APPENDIX B

Public Notice of TIP Availability

Miami Valley Regional
Planning Commission

400 Miami Valley Tower
40 West Fourth Street
Dayton, Ohio 45402-1827
(513) 223-6323
Fax (513) 223-9750
Ohio Relay Service
(1-800-750-0750 TTY/TDD)

Chair
Jack L. Shirley

Executive Director
Nora E. Lake

COUNCIL OF CITIZENS/PUBLIC INVOLVEMENT MEETING NOTES

SEPTEMBER 20, 1995

PRESENT

Tom Becker, Northeast
Kenneth Beers, Northeast
Jackie Blakesly, Northeast
D. E. Campbell, Citizen
Norman Fountain, Southwest
David Heitz, South
Hans Jindal, ODOT District 8
James Lenz, South
Walt Lichtenberg, East
Glenn McCarthy, East
Mike Morris, ODOT District 8
Jack J. Poore, Southeast
Clare P. Pressler, Citizen
Conny Riddell, Southeast
Lee Schatzley, East
Robert Sheridan, Northeast
Clyde Smitley, Citizen
Hank Sokolnicki, MVRTA
Joddy Tash, Citizen
Naomi Trout, East
Steve Wanders, Citizen
Joe Wilson, Upper Northwest
Barbara Zajbel, Citizen
Tom Zajbel, Citizen

MVRPC STAFF

Scott Glum
Susan Habina
Gloria Johnson
Rich Schultze
Don Spang

I. INTRODUCTION

The meeting was called to order by Council of Citizens Chairperson Jack Poore. He introduced himself and gave a brief description of the Council of Citizens and its agenda for the evening. Mr. Poore had all those present introduce themselves.

II. PUBLIC INPUT ON:

A. PRESENTATION OF PROPOSED NEW PROJECTS TO BE ADDED TO THE UPCOMING FY1997-FY2000 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Chairperson Poore introduced Don Spang who presented the list of proposed new projects for inclusion in the MVRPC's Transportation Improvement Program (TIP) for FY1997-FY2000. Mr. Spang also discussed the four FY1996-FY1997 Transportation Enhancement Program applications for scenic improvements as well as the three applications for pedestrian/bicycle

improvements.

Comment: The Xenia Urban Design Planning Committee as well as local citizens and businesses have spent a great deal of time and effort studying the economic benefits of the Xenia Station Alternative Transportation Center (Hub) and preparing the project application. Positive consideration of the project was requested because of the many benefits to the City of Xenia.

Response: The COC and MVRPC do not have final say on what projects get funded, but will review and rank the applications and make recommendations at the next COC meeting. MVRPC's Transportation Committee will then meet in November for a final decision on the ranking of the projects and forward the results to ODOT. ODOT has final say on funding.

Comment: Will the Honey Creek and Stillwater bridge replacement projects include a widening of the bridges?

Response: No. These projects are just replacements of the existing bridges. The roads may be realigned.

Comment: How will the road be changed at Honey Creek?

Response: The COC does not know the details of the realignment. Call Doug Christian, County Engineer of Miami County, for specific details.

There being no other comments on the proposed list of projects, Mr. Spang turned the floor over to Rich Schultze for other public involvement issues.

B. PROPOSED AMENDMENT OF THE FY1995-FY1998 AND FY1996-FY1999 TIPs FOR MIAMI COUNTY TRANSIT PROJECTS

Mr. Schultze explained that the proposed amendment for Miami County Transit would change the system's fleet to allow for more of the full size sedans to replace the vans. He also stated that part of this amendment was for a change in the computer hardware purchase to FY1995 instead of FY1996 and also included software.

There were no comments on this issue.

C. PROPOSED METHOD OF ADDRESSING THE USDOT'S MAJOR INVESTMENT STUDIES PLANNING REQUIREMENTS FOR THE RTA's PROPOSED PHASE II ELECTRIC TROLLEY BUS ROUTE EXTENSIONS

Mr. Schultze described the RTA's proposed Phase II Electric Trolleybus Route Extensions project and the major studies and planning/programming documents that were prepared for the project. He explained that MVRPC, RTA, and ODOT believe that these studies and documents fulfill the Major Investment Study (MIS) requirements and that no additional planning

documentation is needed. A document entitled Fulfillment of MIS Planning Requirements for the RTA's Phase II Electric Trolleybus Route Extensions Project, which includes all the planning/programming documents that were prepared, is being proposed for adoption by the Transportation Committee of MVRPC. Mr. Schultze said that this issue is being presented to the public to see if there are any comments on the project.

Comment: What does Phase II consist of?
Response: The addition of about 40 miles of electric trolleybus routes to routes #2, #3, #4, #7, and #8.

Comment: Would any of the routes extend into Miami County?
Response: No.

Comment: The bus services that we already have need to be more fully utilized. There is a lack of passengers that ride the RTA services in places like Oakwood and Centerville. How many passengers are needed for a route to break even on a run?
Response: The RTA has service standards that describe the minimum ridership for a route to be considered productive. Bus service is more of a social service for the transportation dependent and a way to reduce congestion, save energy, and reduce pollution. RTA representatives are available for questioning after the meeting.

Comment: There are areas north of downtown that are not covered very well by RTA.
Response: RTA is studying these areas. The proposed electric trolley route extensions will free up some of the diesel buses. This may allow diesel buses to better serve areas north and northwest of downtown. The RTA is looking at transit hubs in the suburbs to better facilitate transit usage.

D. PROPOSED PROCEDURES FOR FACILITATING COORDINATION BETWEEN HUMAN SERVICES AGENCIES WHEN APPLYING FOR FEDERAL FUNDING FOR VEHICLES AND OTHER TRANSPORTATION EQUIPMENT

Mr. Schultze outlined the Federal Transit Administration's Specialized Transportation Section 16 program which provides capital funding for transportation of the elderly and disabled by non-profit human services agencies. The HSTC Section 16 Subcommittee, which ranks such applications locally, has proposed changes in scoring and ranking. A subcommittee has been formed to identify operating practices that will facilitate more efficient coordination of the vehicles used to transport these citizens.

Comment: One way to make better use of the vehicles would be to use RTA transportation more in conjunction with the special vehicles such as mobility vans. People could take an RTA bus to an area where they can board a van that takes them to their final destination.
Response: The RTA does promote this approach.

Comment: The transportation for the elderly and handicapped in Miami County is inefficient. There needs to be monitoring of the system. Wanted to know the origin of the idea to provide the service. A system or bus route that is inefficient should be eliminated and not waste tax payer money.

Response: There are several layers of monitoring for transit service. As funder, the State and Federal governments can review programs and attempt to correct problems. The MPO also places projects on the TIP, and therefore, can provide advice on a project. The public also plays a role by providing public comments.. The commentor was referred to Miami County Community Action.

Comment: Are users of transit a source of revenue?

Response: Individual users pay a small percent of the total operating costs and capital costs of transit.

Comment: As a human services operator, commentor is in favor of the shared concept, but can't envision how the agency would fit in. While only one person in a vehicle is inefficient, if one person has a critical appointment at a medical clinic the vehicle has to be there for the duration. Perhaps doctors and hospitals could be involved in this to schedule patients with routine visits who live near one another to come on the same day and time. The concept will be difficult to achieve.

Response: A meeting will be set up to bring all agencies together and any other groups that may be helpful in this project. Even if only a few agencies get involved in the sharing of vehicles it would be a start in the right direction.

Comment: How can the average citizen help to coordinate the needs of disabled persons?

Response: RTA is concerned about service for disabled persons and is open to coordination with the public to better serve the needs of these people.

III. ADJOURNMENT

Chairperson Poore adjourned the public involvement meeting.

PUBLIC NOTICE
COMMENTS SOLICITED ON PROJECT APPLICATIONS AND AMENDMENTS TO FOUR-YEAR PROGRAM

The Miami Valley Regional Planning Commission (MVRPC) is making available and soliciting comments on transportation-related capital and operating project applications submitted for federal-aid funding consideration; amending the four-year transportation program for transit projects; results of meeting the Federal Major Investment Study requirements for the Miami Valley Regional Transit Authority's (RTA) proposed Phase II electric trolleybus route extensions; and procedures for coordinating human service agencies applying for transportation-related Federal funding.

Information about these issues is available for public inspection and comment during regular business hours at the commission offices. Comments will be accepted during a public involvement meeting on Wednesday, September 20, 1995, at 7:00PM in Room 300, 40 West Fourth Street in Downtown Dayton. At this meeting, the issues will be reviewed by MVRPC's Council of Citizens, a 32-member citizen committee representing the Greene, Miami and Montgomery County areas. MVRPC's Technical Advisory Committee, consisting of appointed local officials and transportation professionals, will review the project applications at their meeting on September 21, 1995. The Transportation Committee, which acts on behalf of MVRPC on transportation-related issues and consisting primarily of local elected officials, will consider adopting these issues at their regular October 5, 1995 and November 2, 1995 meetings.

All meetings are at MVRPC and open to the public. Interpreters for the hearing impaired are available upon request; requests should be made a week prior. Written comments will also be accepted through October 4, 1995. Materials for these issues are available for public inspection during regular business hours through October 4, 1995 at MVRPC offices, 400 Miami Valley Tower, 40 West Fourth St., Dayton, OH 45402(Phone: 223-6323).

Miami Valley Regional
Planning Commission

400 Miami Valley Tower
40 West Fourth Street
Dayton, Ohio 45402-1827
(513) 223-6323
Fax (513) 223-9750
Ohio Relay Service
(1-800-750-0750 TTY/TDD)

Chair
Jack L. Shirley

Executive Director
Nora E. Lake

TO: **Potentially Interested Agencies and Organizations**

SUBJECT: **Invitation to attend a Public Involvement Meeting for transportation project applications being considered for funding in the Miami Valley Regional Planning Commission's (MVRPC) Transportation Improvement Program (TIP)**

DATE: **September 12, 1995**

The Miami Valley Regional Planning Commission (MVRPC) is responsible for developing, implementing, monitoring, and updating a variety of transportation plans and programs designed to enhance the Region's competitive position, promote integration and growth of the Region's economy, improve both personal mobility and movement of goods, and preserve the environment.

As part of its public involvement process MVRPC is making available the list of transportation project applications being considered for funding in the Transportation Improvement Program (TIP). The TIP includes highway, bikeway, bridge and transit projects planned for State Fiscal Year (July 1 through June 30) 1996 through 2000.

The list of transportation project applications, submitted by local jurisdictions for funding consideration, is available for public inspection through October 4, 1995 during regular business hours at MVRPC Offices, 400 Miami Valley Tower, 40 West Fourth Street, in Downtown Dayton.

At this meeting, public comment will also be accepted on a proposed amendment to the TIP for Miami County Transit projects, a proposed method of addressing the U.S. Dept. of Transportation's Major Investment Studies planning requirements for the Miami Valley Regional Transit Authority's proposed Phase II electric trolleybus route extensions, and proposed procedures for facilitating coordination between human service agencies when applying for Federal funding for vehicles and other transportation equipment.

The first opportunity for public comment on the list of transportation project applications and the other proposed items will occur at a ***public involvement meeting at 7:00 P.M., Wednesday, September 20, 1995 at MVRPC, Room 300 of the Miami Valley Tower, 40 West Fourth Street in Downtown Dayton.*** At this meeting, the list of transportation project applications and the other proposed items will be reviewed by MVRPC's Council of Citizens, a group of citizens representing the Greene, Miami, and Montgomery County areas.

MVRPC delegates transportation issues to the Transportation Committee, a policy-making body composed primarily of local elected officials, along with corporate and civic leaders. At its October 5, 1995 meeting, the Transportation Committee will review and consider the list of transportation project applications and the other proposed items.

For any questions, please call Rich Schultze, Transportation Studies Director or Don Spang, Assistant Director for Transportation Programs at (513)223-6323.

Miami Valley Regional
Planning Commission

400 Miami Valley Tower
40 West Fourth Street
Dayton, Ohio 45402-1827
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Chair
Jack L. Shirley

Executive Director
Nora E. Lake

TO: ALL PUBLIC SERVICE DIRECTORS

FROM: TOM MCQUEEN, TRANSPORTATION PLANNER, 223-6323

DATE: SEPTEMBER 12, 1995 KILL DATE: OCTOBER 4, 1995

30 SECONDS

THE MIAMI VALLEY REGIONAL PLANNING COMMISSION'S LIST OF TRANSPORTATION PROJECT APPLICATIONS, AS SUBMITTED BY LOCAL JURISDICTIONS FOR FEDERAL FUNDING CONSIDERATION, IS AVAILABLE FOR PUBLIC REVIEW. ALSO AVAILABLE ARE MIAMI COUNTY TRANSIT AMENDMENTS, A PLANNING STUDY FOR ELECTRIC TROLLEY BUS EXTENSION, AND IMPROVEMENTS FOR HUMAN SERVICE TRANSPORTATION COORDINATION.

COMMENTS WILL BE ACCEPTED DURING REGULAR OFFICE HOURS AND DURING A PUBLIC MEETING ON WEDNESDAY, SEPTEMBER 20, 1995 AT 7:00 PM. THE MEETING WILL BE HELD IN THE MIAMI VALLEY REGIONAL PLANNING COMMISSION OFFICES, 40 WEST FOURTH STREET, SUITE 300, IN DOWNTOWN DAYTON. FOR FURTHER INFORMATION, CALL 223-6323.

-30-

Miami Valley Regional
Planning Commission

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Chair
Jack L. Shirley

Executive Director
Nora E. Lake

TO: ALL NEWS DIRECTORS

FROM: TOM MCQUEEN, TRANSPORTATION PLANNER, 223-6323

DATE: SEPTEMBER 12, 1995 KILL DATE: OCTOBER 4, 1995

THE LIST OF TRANSPORTATION PROJECT APPLICATIONS BEING CONSIDERED FOR FUNDING IN THE STATE FISCAL YEAR (JULY 1 THROUGH JUNE 30) 1997- 2000 TRANSPORTATION IMPROVEMENT PROGRAM IS NOW AVAILABLE FOR PUBLIC COMMENT. THE INTERMODAL SURFACE TRANSPORTATION ACT (ISTEA) REQUIRES THAT ALL METROPOLITAN PLANNING ORGANIZATIONS SUCH AS THE MIAMI VALLEY REGIONAL PLANNING COMMISSION (MVRPC) PREPARE A TRANSPORTATION IMPROVEMENT PROGRAM (TIP) CONSISTING OF MULTI-MODAL TRANSPORTATION PROJECTS. THE TIP INCLUDES ALL TRANSPORTATION PROJECTS IN GREENE, MIAMI AND MONTGOMERY COUNTIES TO BE FINANCED WITH FEDERAL-AID TRANSPORTATION FUNDS.

ALSO AVAILABLE FOR REVIEW ARE A PROPOSED AMENDMENT TO THE TIP FOR MIAMI COUNTY TRANSIT PROJECTS, A PROPOSED METHOD OF ADDRESSING THE U.S. DEPT. OF TRANSPORTATION'S MAJOR INVESTMENT STUDIES PLANNING REQUIREMENTS FOR THE MIAMI VALLEY REGIONAL TRANSIT AUTHORITY'S PROPOSED PHASE II ELECTRIC TROLLEYBUS ROUTE EXTENSIONS, AND PROPOSED PROCEDURES FOR FACILITATING COORDINATION BETWEEN HUMAN SERVICE AGENCIES WHEN APPLYING FOR FEDERAL

--MORE--

FUNDING FOR VEHICLES AND OTHER TRANSPORTATION EQUIPMENT.

THE LIST OF TRANSPORTATION PROJECT APPLICATIONS (WHICH WERE SUBMITTED BY LOCAL JURISDICTIONS FOR FEDERAL FUNDING CONSIDERATION) AND THE OTHER PROPOSED ITEMS ARE AVAILABLE FOR PUBLIC INSPECTION THROUGH OCTOBER 4, 1995 DURING REGULAR BUSINESS HOURS AT MVRPC OFFICES, 400 MIAMI VALLEY TOWER, 40 WEST FOURTH STREET IN DOWNTOWN DAYTON. PUBLIC COMMENTS ON THE LIST OF TRANSPORTATION PROJECT APPLICATIONS AND OTHER PROPOSED ITEMS WILL BE ACCEPTED DURING A PUBLIC INVOLVEMENT MEETING AT 7:00 PM, WEDNESDAY, SEPTEMBER 20, 1995 IN THE MVRPC OFFICES, ROOM 300, 40 WEST FOURTH STREET IN DOWNTOWN DAYTON. WRITTEN COMMENTS WILL ALSO BE ACCEPTED.

MVRPC DELEGATES TRANSPORTATION ISSUES TO THE TRANSPORTATION COMMITTEE, A POLICY-MAKING BODY COMPOSED PRIMARILY OF LOCAL ELECTED OFFICIALS, ALONG WITH CORPORATE AND CIVIC LEADERS. THE TRANSPORTATION COMMITTEE WILL REVIEW THE LIST OF TRANSPORTATION PROJECT APPLICATIONS AND THE OTHER PROPOSED ITEMS ON OCTOBER 5, 1995. FORMAL TRANSPORTATION COMITTEE ENDORSEMENT WILL OCCUR ON NOVEMBER 2, 1995.

-30-

Miami Valley Regional
Planning Commission

400 Miami Valley Tower
40 West Fourth Street
Dayton, Ohio 45402-1827
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Chair
Jack L. Shirley

Executive Director
Nora E. Lake

COUNCIL OF CITIZENS/PUBLIC INVOLVEMENT MEETING NOTES

Wednesday, January 17, 1996

PRESENT

Wayne Barnett, MVRTA
Tom Becker, Northeast
Kenneth Beers, Northeast
Jackie Blakesly, Northeast
Mark N. Fredrick, Citizen
Norman Fountain, Southwest
Richard Gould, East
Richard Haines, Eastern
Hans R. Jindal, ODOT-District 8
Lora Kraft, Envirotest Systems
James Lenz, South
Walt Lichtenberg, East
Mike Morris, ODOT-District 8
Chuck Murray, Envirotest Systems
Pamela Pearson, Citizen
Jack L. Poore, Southeast
Conny S. Riddell, Southeast
Lee Schatzley, East
David Schmenk, Citizen
Hank Sokolnicki, RTA
Kathleen Tiller, Citizen
Tom Tiller, Citizen
Naomi Trout, Eastern
Joe Wilson, Upper Northwest

MVRPC Staff
Gloria Johnson
Rich Schultze
Don Spang
Scott Glum

I. INTRODUCTIONS

The meeting was called to order by Chairperson Poore. All persons in attendance introduced themselves.

II. PUBLIC INPUT ON:

A. PROPOSED ADOPTION OF THE DRAFT FY1997-FY2000 TRANSPORTATION IMPROVEMENT PROGRAM

Chairperson Poore introduced Don Spang who explained the TIP process and presented the list of highway/bikeway projects included in MVRPC's Transportation Improvement Program (TIP) for FY1997-FY2000. There being no public comments, Mr. Spang turned the floor over to Rich Schultze. Mr. Schultze provided an overview of the Transit Section of the TIP.

There were no comments on this issue.

B. PROPOSED AMENDMENTS TO THE SFY1996-SFY1999 TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Spang outlined a proposed amendment to the SFY1996-SFY1999 TIP that would advance the right-of-way acquisition and construction phases for the Greene County US35 new construction project from 1.5 miles west of Jamestown to one mile west of the Fayette County line.

Comment: Is this amendment part of the Issue 2 voted on in November?
Response: The Issue 2 passage provided ODOT additional bonding capacity for ODOT's major new and reconstruction programs. The US35 project is one of many projects which ODOT is now advancing as part of the passage of Issue 2.

Comment: Is this project shown in the TIP?
Response: Yes. The TIP currently lists 1999 for right-of-way acquisition and beyond 1999 for the construction phase. We are moving right-of-way acquisition up to 1996 and the construction phase up to 1998.

There being no further public comments, Mr. Spang turned the floor over to Rich Schultze. Mr. Schultze explained that RTA has requested an amendment to the Transit Section of the TIP in order to reflect a number of fiscal and project changes. These changes include new reduced funding levels, new categories of eligible projects, and a reduction in the scope of the downtown hub.

There were no comments on this issue.

III. ADJOURNMENT

Chairperson Poore adjourned the public involvement meeting.

PUBLIC NOTICE
TRANSPORTATION PROJECTS BEING CONSIDERED IN FOUR YEAR PROGRAM

The Miami Valley Regional Planning Commission's (MVRPC) list of projects included in the draft Transportation Improvement Program (TIP) is available for public review and comment. The draft TIP list includes highway, bikeway, bridge, traffic, rideshare and transit projects planned for State Fiscal Year (July 1 through June 30) 1997 through 2000. Resolutions to amend the transit portion of the FY1996-FY1999 Transportation Improvement Program and to adopt the new draft FY1997-FY2000 Transportation Improvement Program are also available for public review and comment.

The TIP is a multi-modal document prepared by MVRPC in cooperation with local and state officials, other agencies and transit operators. It is consistent with the amount of Federal-aid funding reasonably expected to be available to the region and conforms with requirements of the Clean Air Act Amendments of 1990. Updated annually and amended as needs arise, the TIP includes all projects in Greene, Miami and Montgomery Counties financed with Federal-aid transportation funds. Listing eligible projects in the TIP is the first step to secure Federal funds for any proposed phase of work. Generally, Federal-aid funds pay 80% of the total project cost and 20% is paid by state or local project sponsor.

An opportunity for public comment on the TIP will occur at a public involvement meeting at 7:00 p.m., January 17, 1996 at MVRPC, 300 Miami Valley Tower, 40 West Fourth St. in downtown Dayton. At this meeting, the draft TIP and revised FY1996-FY1999 TIP will be reviewed by MVRPC's Council of Citizens, a group of 32 citizens representing the Greene, Miami and Montgomery County areas. Written comments are accepted through January 31, 1996. MVRPC's Technical Advisory Committee, consisting of appointed local officials and transportation professionals, will review the draft TIP at their January 18, 1996 meeting. The Transportation Committee, acting on behalf of MVRPC on transportation-related issues and primarily consisting of local elected officials, will consider both issues for approval at their February 1, 1996 meeting.

For the public involvement meeting, interpreters for hearing impaired individuals are available; requests should be made at least eight days prior to the meeting. The list of projects included in the draft report is available for public inspection during regular business hours through January 31, 1996 at MVRPC offices, 400 Miami Valley Tower, 40 West Fourth St., Dayton, OH 45402, (513)223-6323.

Miami Valley Regional
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Chair
Jack L. Shirley

Executive Director
Nora E. Lake

TO: Potentially Interested Agencies and Organizations
SUBJECT: Invitation to Attend Public Involvement Process for Transportation Improvement Program
DATE: January 5, 1996

As a result of the new Intermodal Surface Transportation Efficiency Act, Metropolitan Planning Organizations such as the Miami Valley Regional Planning Commission (MVRPC) are expanding their public involvement process as an integral part of its transportation planning process.

MVRPC delegates transportation issues to the Transportation Committee, a policy making body composed primarily of local elected officials, along with corporate and civic leaders. The Transportation Technical Advisory Committee (TTAC) and the Council of Citizens (COC), serve as standing advisory committees to the Transportation Committee. In addition, there are a variety of project or issue-specific task forces which provide supplemental input to these standing committees.

MVRPC is responsible for developing, implementing, monitoring, and updating a variety of transportation plans and programs designed to enhance the Region's competitive position, promote integration and growth of the Region's economy, improve both personal mobility and movement of goods, and preserve the environment. One of these programs is called the Transportation Improvement Program (TIP). The TIP is a short range (four year) capital improvement program consisting of highway, bikeway and transit projects. Its goal is to ensure coordination between the urban transportation planning process and actual projects utilizing federal funds.

While it has historically incorporated public involvement activities as part of the development process of transportation plans, MVRPC has expanded these activities to include a mailing list notifying various groups of scheduled public involvement meetings; the next of which will focus on the draft Fiscal Year (FY)1997-FY2000 Transportation Improvement Program (TIP). The goal of such a list is to include those groups not already directly involved through MVRPC's transportation committee structure mentioned above.

As part of its public involvement process, MVRPC is making available and soliciting comments on the FY1997-FY2000 Transportation Improvement Program (TIP), which includes transportation projects approved for federal-aid funding consideration. The list of projects included in the draft TIP is available for public inspection through January 31, 1996 during regular business hours at MVRPC Offices, 400 Miami Valley Tower, 40 West Fourth Street, in Downtown Dayton. Also available are resolutions to amend the transit portion of the FY1996-FY1999 Transportation Improvement Program and to adopt the new draft FY1997-FY2000 Transportation Improvement Program.

The first opportunity for public comment on the list of projects included in the draft TIP will occur at a **public involvement meeting at 7:00 P.M., Wednesday, January 17, 1996 at MVRPC, Room 300 -- Miami Valley Tower, 40 West Fourth Street in Downtown Dayton.** Projects include highway, bikeway, transit, bridge, traffic and rideshare projects submitted by communities in Greene, Miami and Montgomery Counties. The list of projects will be reviewed by MVRPC's Council of Citizens, a group of citizens representing the Greene, Miami, and Montgomery County areas.

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Chair
Jack L. Shirley

Executive Director
Nora E. Lake

TO: ALL PUBLIC SERVICE DIRECTORS

FROM: SCOTT GLUM, ENVIRONMENTAL PLANNER, 223-6323

DATE: JANUARY 5, 1996 KILL DATE: JANUARY 31, 1996

30 SECONDS

THE MIAMI VALLEY REGIONAL PLANNING COMMISSION'S LIST OF PROJECTS INCLUDED IN THE DRAFT TRANSPORTATION IMPROVEMENT PROGRAM IS AVAILABLE FOR PUBLIC REVIEW AND COMMENT. ALSO AVAILABLE ARE RESOLUTIONS TO AMEND THE CURRENT PROGRAM AND TO ADOPT THE NEW DRAFT PROGRAM.

COMMENTS WILL BE ACCEPTED DURING REGULAR OFFICE HOURS AND DURING A PUBLIC MEETING ON WEDNESDAY, JANUARY 17, 1996 AT 7:00 PM. THE MEETING WILL BE HELD IN THE MIAMI VALLEY REGIONAL PLANNING COMMISSION OFFICES, 40 WEST FOURTH STREET, SUITE 300, IN DOWNTOWN DAYTON. FOR FURTHER INFORMATION, CALL 223-6323.

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Chair
Jack L. Shirley

Executive Director
Nora E. Lake

TO: ALL NEWS DIRECTORS

FROM: SCOTT GLUM, ENVIRONMENTAL PLANNER, 223-6323

DATE: JANUARY 5, 1996 KILL DATE: JANUARY 31, 1996

THE MIAMI VALLEY REGIONAL PLANNING COMMISSION'S (MVRPC) LIST OF PROJECTS INCLUDED IN THE DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP) IS AVAILABLE FOR PUBLIC REVIEW AND COMMENT. THE DRAFT TIP LIST INCLUDES HIGHWAY, BIKEWAY, BRIDGE, TRAFFIC, RIDESHARE AND TRANSIT PROJECTS PLANNED FOR STATE FISCAL YEAR (JULY 1 THROUGH JUNE 30) 1997 THROUGH 2000. RESOLUTIONS TO AMEND THE TRANSIT PORTION OF THE FY1996-FY1999 TRANSPORTATION IMPROVEMENT PROGRAM AND TO ADOPT THE NEW DRAFT FY1997-FY2000 TRANSPORTATION IMPROVEMENT PROGRAM ARE ALSO AVAILABLE FOR PUBLIC REVIEW AND COMMENT.

THE TIP IS A MULTI-MODAL DOCUMENT PREPARED BY MVRPC IN COOPERATION WITH LOCAL AND STATE OFFICIALS, OTHER AGENCIES AND TRANSIT OPERATORS. IT IS CONSISTENT WITH THE AMOUNT OF FEDERAL-AID FUNDING REASONABLY EXPECTED TO BE AVAILABLE TO THE REGION AND CONFORMS WITH REQUIREMENTS OF THE CLEAN AIR ACT AMENDMENTS OF 1990. UPDATED ANNUALLY AND AMENDED AS NEEDS ARISE, THE TIP INCLUDES ALL PROJECTS IN GREENE, MIAMI AND MONTGOMERY COUNTIES FINANCED WITH FEDERAL-AID TRANSPORTATION FUNDS. LISTING ELIGIBLE PROJECTS IN THE TIP IS THE FIRST STEP TO SECURE FEDERAL FUNDS FOR ANY PROPOSED

--MORE--

PHASE OF WORK. GENERALLY, FEDERAL-AID FUNDS PAY 80% OF THE TOTAL PROJECT COST AND 20% IS PAID BY STATE OR LOCAL PROJECT SPONSOR.

AN OPPORTUNITY FOR PUBLIC COMMENT ON THE TIP WILL OCCUR AT A PUBLIC INVOLVEMENT MEETING AT 7:00 P.M., JANUARY 17, 1996 AT MVRPC, 300 MIAMI VALLEY TOWER, 40 WEST FOURTH ST. IN DOWNTOWN DAYTON. AT THIS MEETING, THE DRAFT TIP AND REVISED FY1996-FY1999 TIP WILL BE REVIEWED BY MVRPC'S COUNCIL OF CITIZENS, A GROUP OF 32 CITIZENS REPRESENTING THE GREENE, MIAMI AND MONTGOMERY COUNTY AREAS. WRITTEN COMMENTS ARE ACCEPTED THROUGH JANUARY 31, 1996. MVRPC'S TECHNICAL ADVISORY COMMITTEE, CONSISTING OF APPOINTED LOCAL OFFICIALS AND TRANSPORTATION PROFESSIONALS, WILL REVIEW THE DRAFT TIP AT THEIR JANUARY 18, 1996 MEETING. THE TRANSPORTATION COMMITTEE, ACTING ON BEHALF OF MVRPC ON TRANSPORTATION-RELATED ISSUES AND PRIMARILY CONSISTING OF LOCAL ELECTED OFFICIALS, WILL CONSIDER BOTH ISSUES FOR APPROVAL AT THEIR FEBRUARY 1, 1996 MEETING.

THE LIST OF PROJECTS INCLUDED IN THE DRAFT REPORT IS AVAILABLE FOR PUBLIC INSPECTION DURING REGULAR BUSINESS HOURS THROUGH JANUARY 31, 1996 AT MVRPC OFFICES, 400 MIAMI VALLEY TOWER, 40 WEST FOURTH ST., DAYTON, OH 45402, (513)223-6323.

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Chair
Jack L. Shirley

Executive Director
Nora E. Lake

COUNCIL OF CITIZENS/PUBLIC INVOLVEMENT MEETING NOTES

Wednesday, April 17, 1996

PRESENT

Tom Becker, Northeast
Kenneth Beers, Northeast
Norman Fountain, Southwest
Richard Gould, East
Chuck Harvey, Upper Northeast
James Lenz, South
Walt Lichtenberg, East
James Lyman, Upper Northeast
Jack L. Poore, Southeast
Conny S. Riddell, Southeast
Lee Schatzley, East
Mark Schwab, Citizen
Robert Sheridan, Northeast
Hank Sokolnicki, RTA
Joddy Tash, Citizen

MVRPC Staff
Gloria Johnson
Rich Schultze
Don Spang

I. INTRODUCTIONS

The meeting was called to order by Chairperson Poore. All persons in attendance introduced themselves.

II. PUBLIC INPUT ON:

A. PROPOSED FINAL SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM

Chairperson Poore introduced Mr. Spang who explained the TIP process and presented the list of highway/bikeway projects included in MVRPC's Transportation Improvement Program (TIP) for SFY1997-SFY2000.

Comment: Why are no projects listed for Dayton area roads?

Response: There are a number of Dayton area projects listed in the TIP. We will discuss them in detail after the meeting.

Mr. Spang turned the floor over to Mr. Schultze. Mr. Schultze provided an overview of the Transit Section of the TIP.

Comment: How many applications were received for vans from human services agencies serving the elderly and disabled?

Response: Fifteen requests for applications were received.

Comment: How will you determine which applications will be determined to warrant award of a vehicle?

Response: We follow guidelines required by the State of Ohio. The main criteria are: (1) the need that will be addressed, (2) the number of passengers to be served, (3) coordination and prioritization, and (4) operating/financial plan.

Comment: I signed up for RTA's Project Mobility but am unable to get to my doctor appointments.

Response: The RTA is under federal mandate to provide Project Mobility service to those who meet ADA criteria by January 1, 1997.

Comment: The bus does not go to my doctor's office.

Response: If the RTA does not serve that area with fixed route buses, they are not obligated to provide Project Mobility service.

Comment: The new trolleys don't have a passenger seat behind the bus driver and there are not enough seats for all passengers. Also, some of the steps are too large for elderly and disabled people.

Response: Please put that in writing and submit it to the RTA.

III. ADJOURNMENT

Chairperson Poore adjourned the public involvement meeting.

PUBLIC NOTICE
TRANSPORTATION PROJECTS CONSIDERED IN FOUR YEAR PROGRAM

The Miami Valley Regional Planning Commission's (MVRPC) list of projects included in the final FY1996-FY1999 Transportation Improvement Program (TIP) will be available for public review approximately one week prior to the scheduled public involvement meeting (April 17, 1996). The TIP includes highway, bikeway, bridge and transit projects planned for State Fiscal Year (July 1 through June 30) 1996 through 1999.

The TIP is a multi-modal document prepared by MVRPC in cooperation with local and state officials, other agencies and transit operators. It is consistent with the amount of Federal-aid funding reasonably expected to be available to the region and conforms with requirements of the Clean Air Act Amendments of 1990. Updated annually and amended as needs arise, the TIP includes all projects in Greene, Miami and Montgomery Counties financed with Federal-aid transportation funds. Listing eligible projects in the TIP is the first step to secure Federal funds for any proposed phase of work. Generally, Federal-aid funds pay 80% of the total project cost and 20% is paid by state or local project sponsor.

An opportunity for public comment on the TIP will occur at a public involvement meeting at 7:00 p.m., April 17, 1996 at MVRPC, 300 Miami Valley Tower, 40 West Fourth St. in downtown Dayton. At this meeting, the TIP will be reviewed by MVRPC's Council of Citizens, a group of 32 citizens representing the Greene, Miami and Montgomery County areas. Written comments are accepted through April 30, 1996. MVRPC's Technical Advisory Committee, consisting of appointed local officials and transportation professionals, will review the TIP at their April 18, 1996 meeting. The Transportation Committee, acting on behalf of MVRPC on transportation-related issues and primarily consisting of local elected officials, will consider the TIP for approval at their May 2, 1996 meeting.

For the public involvement meeting, interpreters for hearing impaired individuals are available; requests should be made at least eight days prior to the meeting. The report will be available for public review, approximately one week before the April 17, 1996 meeting, during regular business hours at MVRPC offices, 400 Miami Valley Tower, 40 West Fourth St., Dayton, OH 45402 (513)223-6323.

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Chair
Jack L. Shirley

Executive Director
Nora E. Lake

TO: Potentially Interested Agencies and Organizations
SUBJECT: Invitation to Attend Public Involvement Process for Transportation Improvement Program
DATE: April 3, 1996

The Miami Valley Regional Planning Commission (MVRPC) is responsible for developing, implementing, monitoring, and updating a variety of transportation plans and programs designed to enhance the Region's competitive position, promote integration and growth of the Region's economy, improve both personal mobility and movement of goods, and preserve the environment.

The final list of projects included in MVRPC's SFY1997-SFY2000 Transportation Improvement Program (TIP), which includes highway, bikeway, bridge and transit projects planned for State Fiscal Year (July 1 through June 30) 1997 through 2000, will be available for public review as part of MVRPC's public involvement process. An opportunity for public comment on the proposed list of TIP projects will occur at a ***public involvement meeting at 7:00 P.M., Wednesday, April 17, 1996 at MVRPC, Room 300 of the Miami Valley Tower, 40 West Fourth Street in Downtown Dayton***. At this meeting, the proposed list of TIP projects will also be reviewed by MVRPC's Council of Citizens, a group of citizens representing the Greene, Miami, and Montgomery County areas.

The proposed list of SFY1997-SFY2000 TIP projects will be available for public inspection prior to the April 17 public involvement meeting during regular business hours at MVRPC Offices, 400 Miami Valley Tower, 40 West Fourth Street, in Downtown Dayton.

MVRPC delegates transportation issues to the Transportation Committee, a policy-making body composed primarily of local elected officials, along with corporate and civic leaders. At its May 2, 1996 meeting, the Transportation Committee will review and consider the proposed list of TIP projects for endorsement.

If you have any questions, feel free to call Rich Schultze, Transportation Studies Director or Don Spang, Assistant Director for Transportation Programs at (513)223-6323.

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Chair
Jack L. Shirley

Executive Director
Nora E. Lake

TO: ALL PUBLIC SERVICE DIRECTORS

FROM: SCOTT GLUM, PLANNER, 223-6323

DATE: APRIL 3, 1996 KILL DATE: MAY 1, 1996

30 SECONDS

THE MIAMI VALLEY REGIONAL PLANNING COMMISSION'S LIST OF SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS, INCLUDING HIGHWAY, BIKEWAY, BRIDGE AND TRANSIT PROJECTS WILL SOON BE AVAILABLE FOR PUBLIC REVIEW.

PUBLIC COMMENTS WILL BE ACCEPTED DURING REGULAR OFFICE HOURS AND DURING A PUBLIC INVOLVEMENT MEETING ON WEDNESDAY, APRIL 17, 1996 AT 7:00 PM IN THE MIAMI VALLEY REGIONAL PLANNING COMMISSION OFFICES, 40 WEST FOURTH STREET, SUITE 300, IN DOWNTOWN DAYTON. FOR FURTHER INFORMATION, CALL 223-6323.

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Chair
Jack L. Shirley

Executive Director
Nora E. Lake

TO: ALL NEWS DIRECTORS

FROM: SCOTT GLUM, PLANNER, 223-6323

DATE: APRIL 3, 1996 KILL DATE: MAY 1, 1996

THE INTERMODAL SURFACE TRANSPORTATION ACT (ISTEA) REQUIRES THAT ALL METROPOLITAN PLANNING ORGANIZATIONS (MPOs) PREPARE A TRANSPORTATION IMPROVEMENT PROGRAM (TIP) CONSISTING OF MULTI-MODAL TRANSPORTATION PROJECTS. THE LIST OF HIGHWAY, BIKEWAY, BRIDGE AND TRANSIT PROJECTS INCLUDED IN THE STATE FISCAL YEAR (JULY 1 THROUGH JUNE 30) 1997- 2000 TIP IS CURRENTLY BEING ASSEMBLED AND WILL BE AVAILABLE FOR PUBLIC COMMENT PRIOR TO AN APRIL 17 PUBLIC INVOLVEMENT MEETING. THE TIP INCLUDES ALL TRANSPORTATION PROJECTS IN GREENE, MIAMI AND MONTGOMERY COUNTIES TO BE FINANCED WITH FEDERAL-AID TRANSPORTATION FUNDS. THE TIP IS UPDATED ANNUALLY AND IS AMENDED AS NEEDS ARISE. LISTING AN ELIGIBLE PROJECT IN THE TIP IS THE FIRST STEP IN SECURING THE FEDERAL FUNDS FOR ANY PROPOSED PHASE OF WORK. GENERALLY, FEDERAL-AID FUNDS PAY 80% OF THE TOTAL PROJECT COST AND THE REMAINING 20% IS PAID BY THE STATE OR LOCAL

--MORE--

PROJECT SPONSOR.

THE TIP IS A MULTI-MODAL DOCUMENT THAT IS PREPARED BY THE MIAMI VALLEY REGIONAL PLANNING COMMISSION (MVRPC- THE LOCAL MPO) IN COOPERATION WITH LOCAL AND STATE OFFICIALS, OTHER AGENCIES AND TRANSIT OPERATORS. IT IS CONSISTENT WITH THE AMOUNT OF FEDERAL-AID FUNDING REASONABLY EXPECTED TO BE AVAILABLE TO THE AREA AND ALSO CONFORMS WITH THE REQUIREMENTS OF THE CLEAN AIR ACT AMENDMENTS OF 1990.

THE LIST OF PROJECTS INCLUDED IN THE SFY1997-SFY2000 TIP WILL BE AVAILABLE FOR PUBLIC INSPECTION THROUGH MAY 1, 1996 AT MVRPC OFFICES ON THE FOURTH FLOOR OF THE MIAMI VALLEY TOWER, 40 WEST FOURTH STREET IN DOWNTOWN DAYTON FROM 8:00 AM - 5:00 PM, MONDAY-FRIDAY. PUBLIC COMMENTS WILL BE ACCEPTED DURING A PUBLIC INVOLVEMENT MEETING ON WEDNESDAY, APRIL 17, 1996 AT 7:00 PM IN THE MVRPC OFFICES, 40 WEST FOURTH STREET IN DOWNTOWN DAYTON. WRITTEN COMMENTS WILL ALSO BE ACCEPTED AT THE PRECEDING ADDRESS.

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APPENDIX C
CONFORMITY DOCUMENTATION

1. Resolution affirming the conformity between the SIP and Plan and TIP.

a) SFY1997-SFY2000 Transportation Improvement Program (TIP) Conformity Determination with Ohio's State Implementation Plan Under the Clean Air Act Amendments of 1990.

b) Adopting the SFY1997-SFY20009 Transportation Improvement Program (TIP), affirming the Long Range Transportation Plan (LRP) and consistency of the LRP and TIP with the State Implementation Plan

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RESOLUTION
SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM CONFORMITY DETERMINATION WITH OHIO'S STATE IMPLEMENTATION PLAN UNDER THE CLEAN AIR ACT AMENDMENTS OF 1990

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; and

WHEREAS, the Dayton-Springfield metropolitan area had been found to be a moderate non-attainment area for ozone pollutants and has been redesignated to attainment for such; and

WHEREAS, the Miami Valley Regional Planning Commission is responsible for developing a four-year Transportation Improvement Program for the Dayton transportation planning area which includes Greene, Miami and Montgomery Counties; and

WHEREAS, Section 176 (c)(3) of the Clean Air Act Amendments of 1990, requires that the MPO make a determination that the Transportation Improvement Program and the Long Range Transportation Plan for the Dayton transportation planning area are in conformity with respect to Ohio's State Implementation Plan for attainment of the National Ambient Air Quality Standards (NAAQS); and

WHERAS, the SFY1997-SFY2000 MVRPC Transportation Improvement Program will become effective concurrent with US DOT approval of the SFY1997-SFY2000 Ohio State Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED THAT:

(1) MVRPC determines that there is conformity between the SFY1997-SFY2000 Transportation Improvement Program and Ohio's State Implementation Plan for the attainment of the NAAQS, as described below.

(2) MVRPC determines that there is conformity between the Long Range Transportation Plan and Ohio's State Implementation Plan for the attainment of the NAAQS, as described below.

(3) MVRPC assures that the SFY1997-SFY2000 Transportation Improvement Program and

the Long Range Transportation Plan contain no goals, directives, recommendations or projects which contradict any requirements or commitments of Ohio's State Implementation Plan.

(4) MVRPC assures that the SFY1997-SFY2000 Transportation Improvement Program and the Long Range Transportation Plan are consistent with the most recent estimates of mobile source emissions.

(5) MVRPC certifies that the SFY1997-SFY2000 Transportation Improvement Program developed under the Long Range Transportation Plan will provide for the expeditious implementation of transportation control measures found in Ohio's State Implementation Plan.

(6) Based upon the support documentation, MVRPC determines that the SFY1997-SFY2000 Transportation Improvement Program and the Long Range Transportation Plan will contribute to annual reductions in carbon monoxide and ozone emissions in the non-attainment area.

(7) Based upon this same support documentation, MVRPC determines that the SFY1997-SFY2000 Transportation Improvement Program and the Long Range Transportation Plan do not increase the frequency nor severity of emissions of the relevant pollutants in the future, relative to emissions over the same period without the program or plan.

BY ACTION OF the Miami Valley Regional Planning Commission's Transportation Committee.

Robert Stilwell

Robert Stilwell, Chair
TRANSPORTATION COMMITTEE OF THE MIAMI VALLEY REGIONAL PLANNING COMMISSION

Nora E. Lake

6/6/96

Date

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Chair
Jack L. Shirley

Executive Director
Nora E. Lake

RESOLUTION
ADOPTING THE SFY1997-SFY2000 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), AFFIRMING THE LONG RANGE TRANSPORTATION PLAN (LRTP) AND CONSISTENCY OF THE LRTP AND TIP WITH THE STATE IMPLEMENTATION 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; and

WHEREAS, MVRPC's Transportation Committee serves as the policy and decisions making body through which local governments guide the MPO's transportation planning process; and

WHEREAS, MVRPC is designated as the Metropolitan Clearinghouse for Darke, Greene, Montgomery, and Preble Counties; and

WHEREAS, the MPO has, pursuant to 23 United States Code 134, and 49 United States Code 1602(a)(2), 1603 (a), and 1604 (g)(1) and (I), developed a Transportation Plan consisting of the Long Range Transportation Plan, adopted in July 1994, and documented Transportation System Management planning activities in the SFY1997-SFY2000 Transportation Improvement Program; and

WHEREAS, the MPO, pursuant to FTA/FHWA Joint Statewide and Metropolitan Planning Requirements, has updated the Long Range Transportation Plan to address the ISTEA mandated issues; and

WHEREAS, the MPO has, pursuant to FTA/FHWA Joint Statewide and Metropolitan Planning Requirements, prepared a Transportation Improvement Program for SFY1997 through SFY2000; and

WHEREAS, the MVRPC, pursuant to 42 United States Code 1857 et. eq., as amended by 1977 and 1990 Clean Air Act Amendments, Section 1001, worked with the Ohio Environmental Protection Agency to complete the State Implementation Plan; and

WHEREAS, the Long Range Transportation Plan has been determined to be consistent with Ohio's State Implementation Plan under the 1990 Clean Air Act Amendment and no significant changes to the Long Range Transportation Plan have taken place which adversely affect air

quality.

NOW THEREFORE BE IT RESOLVED THAT the MVRPC's Transportation Committee reaffirms its approval of the Long Range Transportation Plan as the Transportation Plan for Greene, Miami and Montgomery Counties.

BE IT FURTHER RESOLVED THAT the MVRPC's Transportation Committee adopts the SFY1997-SFY2000 Transportation Improvement Program.

BE IT FURTHER RESOLVED THAT MVRPC's Transportation Committee hereby concurs with the advancement to SFY1997 of all delayed projects initially scheduled in SFY1996.

BE IT FURTHER RESOLVED THAT the MVRPC's Transportation Committee affirms the conformance of both the Long Range Transportation Plan, and the SFY1997-SFY2000 Transportation Improvement Program with the State Implementation Plan.

BY ACTION OF the Miami Valley Regional Planning Commission's Transportation Committee.

Robert Stilwell

Robert Stilwell, Chairperson
TRANSPORTATION COMMITTEE OF THE MIAMI VALLEY REGIONAL PLANNING COMMISSION

Nora E. Lake

Nora E. Lake

6/6/96

Date

2. Background providing a brief history on the MPO and its involvement in the air quality process.

a. Date of SIP submission and status
- Redesignation Plan submitted 11/5/93, became effective 7/5/95
- NOx waiver effective 2/21/95 (Federal Register 3760) rescinded by revision in conformity rule 11/7/95 (Federal Register 40098)
- Maintenance period for ozone

b. Attainment for all NAAQS

c. no specified TCMs in SIP

d. CMAQ projects noted in Tables 4.2 and 5.4.A.1. of the TIP.

e. following are copies of Memorandums of Understanding

1) Memorandum of Understanding Among The Ohio Environmental Protection Agency, The Miami Valley Regional Planning Commission, and The Regional Air Pollution Control Agency.

2) Memorandum of Understanding Between The Clark County - Springfield Transportation Study and The Miami Valley Regional Planning Commission

MEMORANDUM OF UNDERSTANDING

AMONG

THE OHIO ENVIRONMENTAL PROTECTION AGENCY
THE MIAMI VALLEY REGIONAL PLANNING COMMISSION, AND
THE REGIONAL AIR POLLUTION CONTROL AGENCY

WHEREAS, pursuant to the Clean Air Act Amendments of 1990, the State of Ohio must revise the State Implementation Plan to attain and maintain the National Ambient Air Quality Standards (NAAQS), and

WHEREAS, Section 174 of the Clean Air Act Amendments of 1977 provides that for each area for which the NAAQS for ozone has not been attained, the required implementation plan shall be prepared by an organization of elected officials of local governments designated by agreement of the local governments in an affected area and certified by the state for this purpose, and

WHEREAS, Section 174 of the Clean Air Act Amendments of 1977 requires the state to provide a process of consultation with local governments and organizations of local elected officials for any measure pertaining to non-attainment requirements (Part D) or to prevention of significant deterioration (Part C), and

WHEREAS, Federal Guidelines for the implementation of Section 174 of the Clean Air Act indicate that the consultation process should involve all affected governmental organizations, including, as a minimum, the following: general purpose local governments; organizations of elected officials; air pollution control agencies; areawide intergovernmental review clearinghouses; areawide water quality management planning agencies designated under Section 208 of the Federal Water Pollution Control Act; Metropolitan Planning Organizations designated under Title 23, Section 134 of the Federal Highway Act of 1962; areawide comprehensive planning agencies designated under Section 701 of the Housing Act of 1954, as amended; economic and community development planning agencies; housing planning agencies; and interested citizen groups; whenever the programs for which they are responsible are directly or indirectly affected; and any other affected governmental organization that may be responsible for implementing or enforcing the plan element being developed; and

WHEREAS, the Ohio Environmental Protection Agency (OEPA) has the overall responsibility for submittal of an adequate Ohio State Implementation Plan, and has the authority to designate an organization of elected officials to prepare the implementation plan for a substate region, and to initiate with all signatory parties of this Agreement, a consultation process to: provide for information dissemination to and education of relevant organizations and individuals on, at least, all elements of the State Implementation Plan, and provide an opportunity for regular and frequent involvement of affected governmental organizations and elected officials in development of all elements of the Revised State Implementation Plan which affect their area; and

WHEREAS, the 1990 Amendments require that the state and the affected local governments jointly review and update the planning procedures that were in effect before the enactment of the 1990 Amendments, and

WHEREAS, the Miami Valley Regional Planning Commission has been designated by local, state, and federal agencies as the coordinative management agency responsible for comprehensive planning and all necessary notification and review functions in keeping with applicable State and Federal circulars for the Counties of Darke, Preble, Greene, Miami, and Montgomery; and,

WHEREAS, the Miami Valley Regional Planning Commission has entered into a Memorandum of Understanding with the Clark County-Springfield Transportation Study which designates MVRPC as the lead agency responsible for coordinating the development of and strategy for implementing a revised State Implementation Plan for air quality attainment in the Metropolitan Dayton Intrastate Air Quality Control Region; and

WHEREAS, the Combined Health District of Montgomery County is recognized as the Regional Air Pollution Control Agency (RAPCA) for Montgomery, Greene, Darke, Miami, Clark, and Preble Counties, the Metropolitan Dayton Intrastate Air Quality Control Region; and,

WHEREAS, RAPCA has been designated the regulatory agency related to air quality matters, and, as such, the local agency which reviews changes in ambient air quality and monitors the performance of emissions sources for the same area noted above; and,

WHEREAS, pursuant to the Clean Air Act Amendments of 1990, the area consisting of the counties of Montgomery, Miami, Preble, Greene, and Clark, have been designated by the United States Environmental Protection Agency (U.S. EPA) as a non-attainment area for ozone; and

WHEREAS, pursuant to the Clean Air Act Amendments of 1990, emission reduction strategies shall be developed and implemented in the nonattainment area to the extent necessary to reduce volatile organic emissions by at least fifteen percent.

NOW, THEREFORE, BE IT RESOLVED THAT:

A. The Miami Valley Regional Planning Commission shall be designated as the lead agency responsible for coordinating the development of and strategy for implementing a revised state implementation plan for air quality attainment in the Metropolitan Dayton Intrastate Air Quality Control Region, and submitting the plan to Ohio EPA, pursuant to Section 176(c) of the Clean Air Act Amendments of 1990, which describes conformity with the implementation plan.

B. MVRPC shall identify and document the integration of air quality into the transportation systems management process and prepare a mechanism for implementation by its member jurisdictions and the transit authority.

C. RAPCA and Ohio EPA shall prepare plan elements relating to control of air pollution emissions from point and area sources, for implementation by RAPCA.

D. The Ohio EPA shall prepare plan elements relating to programs for the inspection and maintenance of motor vehicles, the installation of Stage II Vapor recovery devices, and the development of reasonably available control measures for implementation by state agencies, and shall be responsible for involving affected state level governmental agencies and interested citizen groups at the state level.

E. The planning process to prepare for coordination of the development of and strategy for a revised implementation plan shall be in accordance with the decision-making procedure and detailed division of planning tasks and responsibilities set forth in this Memorandum of Understanding, the Prospectus and Annual Work Program, and any other attachments which may be identified and mutually agreed upon in writing by the signators to this agreement. It is further understood that the extent of work undertaken within this process shall be proportional to, and contingent upon, the availability of funds.

F. Various addenda to this Memorandum of Understanding may be developed to detail the specific procedures for consultation on different facets of regulatory and planning activities, including conformity determinations, air quality modeling, and achieving the fifteen percent volatile organic emission reductions.

MIAMI VALLEY REGIONAL PLANNING COMMISSION

Richard A. Graeff
Chairman

Nora E. Lake
Executive Director

October 23, 1991
Date

COMBINED HEALTH DISTRICT OF MONTGOMERY COUNTY

Morton Nelson, M.D.
Health Commissioner

William J. Marshall, M.D.
President, Board of Health

2-5-92
Date

OHIO ENVIRONMENTAL PROTECTION AGENCY

Donald R. Schregardus
Director

4-13-92
Date

MEMORANDUM OF UNDERSTANDING

BETWEEN

THE CLARK COUNTY-SPRINGFIELD TRANSPORTATION STUDY AND THE MIAMI VALLEY REGIONAL PLANNING COMMISSION

WHEREAS, pursuant to the Clean Air Act Amendments of 1990, the State of Ohio must revise the State Implementation Plan to attain and maintain the National Ambient Air Quality Standards (NAAQS), and

WHEREAS, Section 174 of the Clean Air Act Amendments of 1977 provides that for each area for which the NAAQS for ozone has not been attained, the required implementation plan shall be prepared by an organization of elected officials of local governments designated by agreement of the local governments in an affected area and certified by the state for this purpose, and

WHEREAS, Section 174 of the Clean Air Act Amendments of 1977 requires the state to provide a process of consultation with local governments and organizations of local elected officials for any measure pertaining to non-attainment requirements (Part D) or to prevention of significant deterioration (Part C), and

WHEREAS, Federal Guidelines for the implementation of Section 174 of the Clean Air Act indicate that the consultation process should involve all affected governmental organizations, including, as a minimum, the following: general purpose local governments; organizations of elected officials; air pollution control agencies; areawide intergovernmental review clearinghouses designated under Executive Order 12372; areawide water quality management planning agencies designated under Section 208 of the Federal Water Pollution Control Act; Metropolitan Planning Organizations designated under Title 23, Section 134 of the Federal Highway Act of 1962; areawide comprehensive planning agencies designated under Section 701 of the Housing Act of 1954, as amended; economic and community development planning agencies; housing planning agencies; and interested citizen groups; whenever the programs for which they are responsible are directly or indirectly affected; and any other affected governmental organization that may be responsible for implementing or enforcing the plan element being developed; and

WHEREAS, the Ohio Environmental Protection Agency (OEPA) has the overall responsibility for submittal of an adequate Ohio State Implementation Plan, and has the authority to designate an organization of elected officials to prepare the implementation plan for a substate region, and to initiate with all signatory parties of this Agreement, a consultation process to: provide for information dissemination to and education of relevant organizations and individuals on, at least, all elements of the State Implementation Plan, and provide an opportunity for regular and frequent involvement of affected governmental organizations and elected officials in development of all elements of the Revised State Implementation Plan which affect their area; and

WHEREAS, the 1990 Amendments require that the State and the affected local governments jointly review and update the planning procedures that were in effect before the enactment of the 1990 Amendments, and

WHEREAS, the Clark County-Springfield Transportation Study has been designated as the Metropolitan Planning Organization for Clark County; and

WHEREAS, the Miami Valley Regional Planning Commission has been designated as the Metropolitan Planning Organization for Montgomery and Greene Counties; and

WHEREAS, the Miami Valley Regional Planning Commission has been designated by local, state, and federal agencies as the coordinative management agency responsible for comprehensive planning, notification and review functions, the local Intergovernmental Review Clearinghouse, and the Areawide Water Quality Management Planning Agency for the Counties of Darke, Preble, Greene, Miami, and Montgomery; and

WHEREAS, pursuant to the Clean Air Act Amendments of 1990, the area consisting of the counties of Montgomery, Greene, Miami, Preble and Clark have been designated by the United States Environmental Protection Agency (U.S. EPA) as a non-attainment area for ozone; and

WHEREAS, pursuant to the Clean Air Act Amendments of 1990, emission reduction strategies shall be developed and implemented in the nonattainment area to the extent necessary to reduce volatile organic emissions by at least fifteen percent.

NOW, THEREFORE, BE IT RESOLVED THAT:

A. The Miami Valley Regional Planning Commission (MVRPC) shall be designated as the lead agency responsible for coordinating the development of and strategy for implementing a revised State Implementation Plan for air quality attainment in the Metropolitan Dayton Intrastate Air Quality Control Region (Clark, Darke, Greene, Miami, Montgomery, and Preble Counties), and submitting the plan to Ohio EPA, pursuant to Section 176(c) of the Clean Air Act Amendments of 1990, which describes conformity with the implementaton plan.

B. MVRPC shall identify and document the integration of air quality into the transportation system management process and prepare a mechanism for implementation by its member jurisdictions and the transit authority.

C. In carrying out these responsibilities, MVRPC shall oversee and coordinate the development by others of individual plan elements, provide for the analysis of the potential impacts and effects of the plan, provide for public comment on this analysis, and assure that the plan is consistent with all applicable regulations and guidelines.

   It is expressly understood that any plan and accompanying strategy will be implemented by existing units of local and/or state government, or their designated agents.

D. The Clark County-Springfield Transportation Study shall work in conjunction with MVRPC to provide appropriate information on strategy impact, assist in coordination and provide public input.

E. The Clark County-Springfield Transportation Study shall prepare transportation system management measures to improve air quality for implementation by its member jurisdictions and the transit operators.

F. The planning process to prepare for coordination of the development of and strategy for a revised implementation plan shall be in accordance with the decision-making procedure and detailed division of planning tasks and responsibilities set forth in this Memorandum of Understanding, the Prospectus and Annual Work Program, and any other attachments which may be identified and mutually agreed upon in writing by the signatories to this agreement. It is further understood that the extent of work undertaken within this process shall be proportional to, and contingent upon, the availability of funds.

G. Various addenda to this Memorandum of Understanding may be developed to detail the specific procedures for consultation on different facets of regulatory and planning activities, including conformity determinations, air quality modeling, and achieving the fifteen percent volatile organic emission reductions.

MIAMI VALLEY REGIONAL PLANNING COMMISSION

Richard A. Graeff — October 23, 1991
Chairman — Date

Nora E. Lake — October 23, 1991
Executive Director — Date

CLARK COUNTY-SPRINGFIELD TRANSPORTATION STUDY

John W. Sesslar — November 8, 1991
Chairman — Date

Walter Szczesny — November 8, 1991
Executive Director — Date

3. Identify sources of the data for the most recent planning assumptions

The SFY 1997-2000 STIP conformity analyses meets this requirement. The MVRPC and CCTCC TIPs are developed consistent with the most recent MPO Transportation Plans. The modeling process used to develop each MPO Transportation Plan is calibrated using the latest population and land use data available. Further, USEPA's most recent emissions software, MOBILE5Ah, is used for all mobile source emission analyses. The emission inventories and budgets are also from the most recent Ohio SIP submittals, which were also developed using the MOBILE5Ah software. All mobile source emission inventories, budgets, and milestone projections were generated using the appropriate Inspection and Maintenance, anti-tampering, and vapor recovery flags in MOBILE5Ah.

At a July 15, 1994 meeting to review the Draft version of this report, the FHWA suggested that the Vehicle Miles Traveled (VMT) growth projected in Ohio's urban transportation models be compared with the historical HPMS VMT growth. It was suggested that this comparison would provide an additional means of assuring that the models were providing accurate results, thereby meeting the conformity requirements for using the latest planning assumptions.

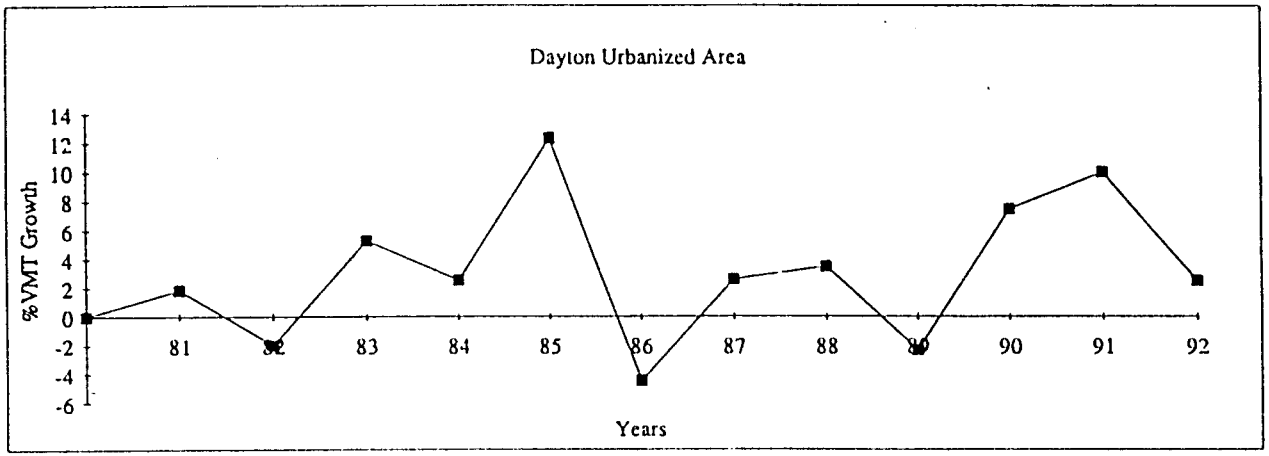
To initiate this comparison, ODOT reviewed the HPMS data, as submitted to the FHWA, for Ohio's urbanized areas for the years 1980 to 1992. As a first step, data for each functional class of roadway in each urbanized was totaled by year. This calculation represents total urbanized area HPMS VMT for each year between 1980 and 1992. A percentage annual change in total HPMS VMT growth was then calculated for each urbanized area. ODOT's intent was to then compare the annual percentage HPMS VMT growth with the annual percentage VMT growth from the urban models. However, there was so much fluctuation in the annual HPMS VMT growth, that ODOT does not have confidence in the HPMS VMT growth trends.

For example, there are numerous years where the HPMS data varies from negative percentage of VMT growth to a growth rate exceeding 10% to 15% in a three year span. Figure 1 charts the HPMS growth rates for the Dayton and Toledo urbanized areas. These areas are representative of the fluctuation in the VMT growth rates that the HPMS data provides. Further, in 1990, significant changes were made to the HPMS data base to correct under reporting from previous years. A one-time adjustment was made to bring the estimates more in line with the FHWA/HPMS theoretical predictions. A new methodology used larger samples that yielded VMT figures which were generally higher than those submitted previously. The ODOT Engineers working with the HPMS data assert that any comparison of the pre 1990 data and the post 1990 data is not valid.

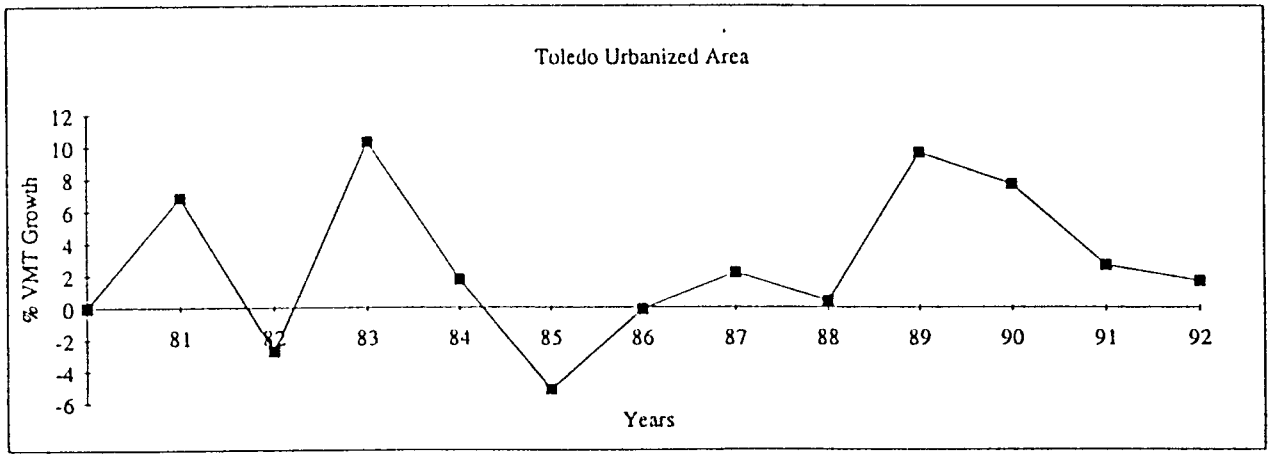
Figure 1

HPMS Annual % of VMT Growth
(1980-1992)

	81	82	83	84	85	86	87	88	89	90	91	92
Dayton	1.84	-1.99	5.27	2.51	12.31	-4.48	2.58	3.47	-2.31	7.47	10	2.49



	81	82	83	84	85	86	87	88	89	90	91	92
Toledo	6.86	-2.75	10.36	1.75	-5.16	-0.11	2.17	0.39	9.66	7.68	2.64	1.66



Because of the fluctuation in the HPMS VMT growth, ODOT does not have confidence that a comparison of this data with the urban models' VMT growth is meaningful. The urban transportation models are therefore the best information that ODOT can provide concerning urbanized area VMT growth. As stated above the models are developed and kept current based upon the most recent population and land use data available. They are also validated based upon current traffic counts. ODOT is confident that the urban models accurately project VMT growth in Ohio's urbanized areas.

4. Discuss the use of the most recent emissions model.

The following is a discussion on the methodology used for ODOT held models. The conformity demonstrations for Ohio's urbanized nonattainment areas utilize the capabilities of the urban transportation models. These models are uniquely suited to perform the attainment and milestone year Plan and TIP build/no build scenarios analyses required under the Final Conformity rule (Section 51.436). The modeling process identifies growth in the vehicle miles of travel and changes in regional travel patterns resulting from the projects that are proposed in the nonattainment area transportation plans and programs.

To generate pollutant burdens for the respective TIP/Plan analysis scenarios, ODOT completes a three phase process. Phase 1 uses program GAOHPAR, written by ODOT, to create the control records required by U.S. EPA MOBILE5Ah to estimate emission factors. The temperature, percent Hot and Cold starts, and the vehicle mix vary for each hour of the day for both hydrocarbons (HC) and carbon monoxide vary for each hour of the day for both hydrocarbons (HC) and carbon monoxide (CO). Emission factors are calculated for each speed measured in miles per hour (MPH). The speeds vary from 5 MPH to 65 MPH for freeways and from 5 MPH to 55 MPH for surface arterials. Parameter records are used to override default values. The values for the Inspection Maintenance program, Anti-Tampering program, Pressure test, the Stage II Vapor Recovery System, and on board VRS were specified by the Ohio EPA.

The G5AIMPAR.MSG listing shows:

a) The control records for program G5AIMPAR
b) The flag summary for the hourly ambient HC, the hourly ambient CO and the 24 hour HC required for evaporative and refueling emission factors
c) The hours requested
d) Inspection and Maintenance program summary

e) Anti-Tampering program summary
f) Pressure Test program summary
g) Stage II Vapor Recovery System program summary
h) On board Vapor Recovery System summary
I) The hourly temperatures (s for HC and w for CO), percent Cold and Hot starts and the vehicle mixes for freeways and surface arterials. The percent cold and Hot starts were developed using "Determination of Percentages of Vehicles Operating In the Cold Start Mode, EPA-450/3-77-023, Office of Air and Waste Management, Office of Air Quality Planning Standards, Research Triangle Park, North Carolina 27711". The vehicle mixes were developed using Ohio observed data obtained by the Bureau of Technical Services.
j) Summary of the first scenario record for HC for freeway
k) Summary of the first local area parameter record for HC for freeway

Phase 2 uses USEPA MOBILE5A to generate 13,444 emission factors based on input created by program G5AIMPAR. Output routines were added to MOBILE5Ah to write the emission factors in an array format.

Phase 3 uses program CMAQ5ANO. Program CMAQ5ANO reads 1) the transportation links containing the weighted 24 hour volumes 2) the node grid coordinates and 3) the emission factors from program MOBILE5A 5h and the lists 1) the credits 2) the program control records 3) the table summaries used by the program 4) the number of centroids 5) the option values used 6) the hours requested 7) the seasonal factors for both HC and CO. The hourly volumes are multiplied by the corresponding seasonal factor.

After the seasonal factors, listed is the interzonal VMT. The VMT is calculated by assuming that the zonal area in square miles is represented as a circle. The radius is computed and the intrazonal VMT. The directional hourly speeds are estimated by applying the percent Average Daily Traffic (ADT), percent direction, percent heavy duty trucks adjusted by 1.7 to represent auto equivalents. The auto equivalent is divided by the directional capacity and the resulting volume to capacity ration (V/C) is used in a table lookup to determine the directional speed. The hour, functional classification and directional speed are used to derive the directional emission factor using USEPA MOBILE5Ah array file. If required, emission factors are interpolated. The above process is done hourly by direction on each link in the network. After processing all hours, CMAQ5ANO lists the 1) hourly vehicle miles of travel and pollutant burdens for freeways and surface arterials 2) the total vehicle miles and pollutant burden for evaporative and refueling HC and 3) the total HC pollutant burden. All items listed above are summarized for the Build and the No build runs. The preceding discussion covers the procedures that ODOT's makes available with PlanPac.

The speed-flow model used in the CMAQ5ANO (hereinafter referred to as CMAQ5A) program was evaluated against the 1985 Highway Capacity Manual (HCM) equations. A basic freeway segment analysis was performed along with each of the three arterial types as defined by the HCM. For each illustration the HCM and other data were converted using Level of Service 'C' being equal to a volume-to-capacity ratio of 1.0, as this is the capacity used by the CMAQ5A model. In each analysis the CMAQ5A curve could be considered to be the more conservative equation when used in a conformity analysis.

5. Documentation of the public hearing for the TIP and/or Plan, a copy of the comments received, and the response to those comments. *(See Appendix B)*

6. Describe the analytical methodology. Provide a copy of model's input and output files.

The model input and output files will be provided by ODOT where appropriate.

7. Describe the baseline and action networks for each analysis year. Provide a list of projects that were included in the baseline and action scenarios.

The MVRPC list of federal and state (ODOT) funded TIP highway/bikeway projects (Tables 4.1, 4.2 and 4.3) and transit capital projects (See Section 5) include a column showing if a project was included in the air quality analysis or if it was exempt. In addition, Tables C-1, C-2, and C-3 detail the previous and current analysis status of all analyzed roadway projects. Projects transferred from the "build" scenario of previous TIPs to the "no build"scenario of the current TIP as well as projects which have been implemented are identified. These tables include federal, state and local regionally significant transportation projects. Tables C-1 thru C-3 also include regionally significant transportation-related projects not funded under Title 23, USC, or Transit Act, but needing Federal approval.

8. Show how the models have been normalized to be consistent with HPMS.

Section 51.440 of the final Conformity rule requires development of a factor "to reconcile and calibrate the network-based model estimates of vehicle miles traveled in the base year of its validation to the HPMS estimates for the same period."

Although Sec. 51.452 refers to calibrating VMT, it specifies that this is a requirement for serious and above areas after Jan. 1, 1995. Although no Ohio nonattainment areas meet this requirement, Ohio decided that reconciling the HPMS generated data and the model generated data was merited. ODOT, OEPA, and the MPOs discussed whether the calibration should be based upon differences in emissions or on differences in VMT. The group decided that the emissions were the pertinent factor and therefore used the emissions difference for the calibration.

Ohio's factoring process compares the SIP 1990 baseline emission inventories from the SIP with the 1990 baseline emissions from the urban model. A simple ratio calculating the percentage difference between the 1990 HPMS-generated emissions and the model emissions establishes the calibration factor. This factor is then applied to the Plan and TIP analysis scenarios to compare those emissions to the emissions in the redesignation plans, 15% plans or Attainment demonstrations. The factor for HC and NOX are shown for the affected areas in Table 2 and 3.

This process is used for the nonattainment area geography covered by an urban model. For geography not covered by an urban model, the HPMS data is used to directly calculate emissions.

$$\frac{\text{1990 HPMS}}{\text{1990 Model}} = \text{Calibration Factor}$$

Dayton HC factor = 1.175
Dayton NOx factor = 0.665
Springfield HC factor = 0.978
Springfield NOx factor = 1.01

9. Include emissions analysis from the non-modeled portion of the nonattainment area.

A limitation of the urban models is that they do not always cover the entire nonattainment area boundary. For the non-modeled portions of the nonattainment areas, conformity analyses are performed based on a process using the HPMS vehicle miles of travel (VMT) estimates. The base year 1990 VMT estimates are taken directly from the HPMS information that was used to develop the Ohio SIP. Attainment and milestone year VMT rates, for the conformity analysis, are derived by applying a growth factor by functional classification to the base year VMT estimates.

The HPMS VMT estimates are generated on a countywide basis by functional classification. The Mobile5A emission factors for future years for each functional classification use the same input parameters that were used for the State Implementation Program (SIP) such as vehicle speed, vehicle mix, percentage of hot and cold starts, etc. The pollutant burden by functional

classification are summed and the total pollutant burden is used as a base condition for the future year. The HPMS based data is factored to proportionally reflect the nonattainment area geography not included in an urban model.

Build and no build pollutant burdens are generated for proposed projects. The difference in the pollutant burdens from the build and no build is added to the future base condition to evaluate the impacts associated with new projects.

10. List any off-model emission reductions credits.

The SFY1997-SFY2000 TIP has no off-model emission reductions.

11. List any regionally significant, non-federal projects that affect air quality.

These projects are noted in Tables C-1, C-2, and C-3.

12. Show how the Plan and/or TIP conforms to the requirements of the baseline and action test and/or the budget test.

See Table C-4.

TABLE C 1 SFY1997-SFY2000 TIP AIR QUALITY CONFORMITY ANALYSIS (BASELINE SCENARIO PROJECT LIST)
(GREENE, MIAMI AND MONTGOMERY COUNTIES)

I.D. #	PID NO.	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	#La	LENGTH	TOTAL COST(000)	RESPON. AGENCY	PLAN FILE DATE	R/W AUTH. DATE	EXPECTED SALE DATE
A616.6	15236	ANALYZED 96-99 05B NO BUILD	GRE-Grange Hall Rd. Signals Grange Hall Rd.-0.257 KM. S. of IR675 to 0.370 KM N. of IR675-Reconstruct Two Signals and Install Interconnect Cable-100% MVRPC STP	3	0.00	290	Beavrck	11/15/96	NA	07/10/97
A013.6	15906	ANALYZED 96-99 NB NO BUILD	GRE035-10.00/GRE068-09.68 US35/US68/West Second St. Orange St to Fair St/Third to Kinsey/Simon Kenton School to US42-Computer Interconnect (100% MVRPC STP Funds)	2/4	0.00	1,294	Xenia	11/28/95	NA	06/26/96
A014.1	5001	ANALYZED 96-99 NB NO BUILD	GRE035-14.44 US35-.6 Mi. E. of Bickett Rd. to existing US35 1.5 Mi. W. of Jamestown-Relocate US35 to a Four Lane Divided Highway on New Location	4	10.78	33,905	ODOT	07/05/95	02/24/95	10/23/96
A015.1	4992	ANALYZED 96-99 NB NO BUILD	GRE035-21.14 US35-1.5 Mi W of Jamestown WCL to 1 Mi. W. of GRE/FAY Co Line-Relocate US35 to a Four Lane Divided Highway on New Location	4	8.14	34,050	ODOT	12/29/95	04/01/96	04/20/98
A016.1	4388	ANALYZED 96-99 NB NO BUILD	GRE035-26.20/FAY035-00.00 US35-1 Mi. W. of GRE/FAY C.L. to Existing US35 W of IR71 Relocate US35 to a Four Lane Divided Highway on New Location	4	7.00	15,471	ODOT	08/01/97	1Q98	11/15/98
A032.2	10717	ANALYZED 96-99 NB NO BUILD	MIA-Dorset Rd. Dorset Rd. Extension 0.07 Mi. N. of SR55 to SR718 New Construction (State STP Funds)	4	0.30	956	Troy	07/31/95	05/08/95	05/08/96
A046.2	13908	ANALYZED 96-99 NB NO BUILD	MIA194CR-00.00 Looney Rd. (CR194) US36 to CR25A Widening and Reconstruction Sidewalks, Curb, Gutter and Storm Sewer	4	1.86	3,879	Mia. Co	05/10/95	1Q95	04/24/96
A049.2	7166	ANALYZED 96-99 NB NO BUILD	MOT-Chambersburg Rd. Chambersburg Rd. .08 Mi. E. of SR202 to .53 Mi. E. of SR202 Reconstruction/Widening (MVRPC STP Funds)	3	0.72	340	H.Hghts	04/14/97	12/31/96	11/11/97
A051.2	8030	ANALYZED 96-99 NB NO BUILD	MOT-County Line Rd. County Line Rd. N. from Dorothy Ln. to Shakertown Rd. Reconstruction and Widening (MVRPC STP Funds)	3	2.18	2,600	Kett.	05/20/96	09/30/95	08/28/96
A059.2	6428	ANALYZED 96-99 96B NO BUILD	MOT-Gettysburg Ave. Gettysburg Ave. Nicholas Road to Home Avenue Widening and Reconstruction (MVRPC STP Funds)	4	1.19	2,835	Dayton	11/15/94	2Q96	12/18/96
A457.2	14060	ANALYZED 96-99 NB NO BUILD	MOT048-01.754 (1.09) SR48-0.06 Mi. S. of Nutt Rd. to Sheehan-Reconstruction & Widen for Center Turn Lane, Curb, Gutter and Sidewalks	3	0.98	230	ODOT	07/29/96	NA	12/18/96

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION

TABLE C 1 SFY1997-SFY2000 TIP AIR QUALITY CONFORMITY ANALYSIS (BASELINE SCENARIO PROJECT LIST)
(GREENE, MIAMI AND MONTGOMERY COUNTIES)

I.D. #	PID NO.	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	#La	LENGTH	TOTAL COST(000)	RESPON. AGENCY	PLAN FILE DATE	R/W AUTH. DATE	EXPECTED SALE DATE
A081.1	5907	ANALYZED 96-99 NB NO BUILD	MOT049-00.00 SR49 Relocated (Trotwood Connector) US35 West to 0.04 Mi. N. of Wolf Creek Pk. New Construction	4/6	5.65	20,500	ODOT	04/01/95	04/01/95	03/12/97
A083.1	5910	ANALYZED 96-99 NB NO BUILD	MOT049-05.632 (3.50) SR49 Relocated (Trotwood Connector) 0.04 Mi. N. of Wolf Creek Pk. to Salem Ave. New Construction	4/6	2.86	16,850	ODOT	05/01/95	04/01/95	06/12/96
A090.1	9949	ANALYZED 96-99 NB NO BUILD	MOT074CR-00.00 (Phase 1) Turner Road-Salem Ave (SR49) to Wolf Rd. (CR53) Extend 4 Lanes Divided on New Alignment-County Engineer	4	1.20	2,639	Mont.Co	04/28/95	10/17/94	08/14/96
A089.1	13965	ANALYZED 96-99 NB NO BUILD	MOT074CR-27.964(17.3-Phase 2) Turner Road-Proposed SR49 Relocated to Salem Ave (SR49) Extend 4 Lanes Divided on New Alignment (MVRPC STP Funds)	4	1.48	4,875	Mont.Co	09/97	12/96	03/98
A106.2	7147	ANALYZED 96-99 05B NO BUILD	MOT741-00.00/WAR-15.53 SR741 (Springboro Rd.)-SR73 to Miamisburg-Sprinboro/ Austin Roads Widen to 4 Lanes With Median, Curb, Gutter & Storm Sewer	4	4.32	8,000	Spgboro	01/12/96	03/20/96	01/15/98
B015.2		ANALYZED 96-99 NB COMPLETE	MOT-Airway Dr. Airway Rd. Dayton WCL to Woodman Dr. Reconstruction/Widening Regionally Significant Non-Federal	5	0.84	1,430	Mont.Co	NA	NA	NA
B016.2		ANALYZED 96-99 NB NO BUILD	MOT-Alexandersville Rd Alexandersville Rd. Maue-Lyons Rd. to Leiter Rd. Reconstruction/Widening Regionally Significant Non-Federal	4	0.32	977	Miamibg	NA	NA	NA
B003.2		ANALYZED 96-99 NB NO BUILD	MOT-Byers Rd. Byers Rd. Lyons Rd. to Benner Rd. Reconstruction/Widening Regionally Significant Non-Federal	5	0.84	800	Mont.Co	NA	NA	NA
B012.2		ANALYZED 96-99 NB NO BUILD	MOT-E. Franklin St E. Franklin St. Joanna Rd. to Clyo Rd. Reconstruction/Widening Regionally Significant Non-Federal	3/5	0.58	1,620	Cent.	NA	NA	NA
B013.2		ANALYZED 96-99 NB NO BUILD	MOT-Needmore Rd Needmore Rd. N. Dixie Dr. to I75 Reconstruction/Widening Regionally Significant Non-Federal	5	0.47	625	Mont.Co	NA	NA	NA
B011.1		ANALYZED 96-99 NB COMPLETE	MOT-Sellars Rd. Sellars Reconstruct/Extension Gettysburg Ave to Great Miami Extension/Widening Regionally Significant Non-Federal	5	1.63	7,500	Moraine	NA	NA	NA

TABLE C 1 SFY1997-SFY2000 TIP AIR QUALITY CONFORMITY ANALYSIS (BASELINE SCENARIO PROJECT LIST)
(GREENE, MIAMI AND MONTGOMERY COUNTIES)

I.D. #	PID NO.	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	#La	LENGTH	TOTAL COST(000)	RESPON. AGENCY	PLAN FILE DATE	R/W AUTH. DATE	EXPECTED SALE DATE
B004.2		ANALYZED 96-99 NB NO BUILD	MOT-Shiloh Springs Rd. Shiloh Springs Rd. Basore Rd. to Wolf Rd. Reconstruction/Widening Regionally Significant Non-Federal	5	0.32	350	Mont.Co	NA	NA	NA
B000.2		ANALYZED 96-99 NB NO BUILD	MOT-Stonequary Rd. Stonequary Rd. Peters Pk. to Helke Rd. Reconstruction/Widening Regionally Significant Non-Federal	3	0.99	601	Vandal.	NA	NA	NA
B006.2		ANALYZED 96-99 NB COMPLETE	MOT-S. Main St. (SR48) SR48 (Main St.) Sheehan Rd. to Edenhurst Rd. Reconstruction/Widening Regionally Significant Non-Federal	5	1.21	2,800	Cent.	NA	NA	NA
B017.2		ANALYZED 96-99 15B NO BUILD	MOT-West Spring Valley Rd. West Spring Valley Rd - W. of Paragon Rd. to W. of SR48 Reconstruction/Widening Regionally Significant Non-Federal	3/5	1.17	1,670	Miamibg	NA	NA	NA
B005.2		ANALYZED 96-99 NB NO BUILD	MOT-West Third St. W. Third St. Victory Dr. to Lensdale Ave. Reconstruction/Widening Regionally Significant Non-Federal	5	0.79	785	Jef.Twp	NA	NA	NA
B010.2		ANALYZED 96-99 NB COMPLETE	MOT-Wilmington Pk. Wilmington Pike Whipp Rd. to Brown Rd. Reconstruction/Widening Regionally Significant Non-Federal	5	0.42	1,099	Cent/Gre	NA	NA	NA
B009.2		ANALYZED 96-99 NB COMPLETE	MOT-W. Stroop Rd. West Stroop Rd. Tait Rd. to SR48 Reconstruction/Widening Regionally Significant Non-Federal	5	1.68	1,910	Kett.	NA	NA	NA
B014.2		ANALYZED 96-99 NB COMPLETE	MOT201-Brandt Pk. SR201 (Brandt Pk.) Longford Rd. to I70 Reconstruction/Widening Regionally Significant Non-Federal	5	1.00	1,650	Huber H.	NA	NA	NA
B008.2		ANALYZED 96-99 NB COMPLETE	MOT202-Troy Pk. SR202 Angelita to IR70 Reconstruction/Widening Regionally Significant Non-Federal	5	1.00	950	Huber H.	NA	NA	NA
B007.2		ANALYZED 96-99 NB COMPLETE	MOT741-Springboro Pk. SR741 Alex-Bell Rd. to Sellars Rd. Reconstruction/Widening Regionally Significant Non-Federal	5	1.10	600	Moraine	NA	NA	NA
I073.1	4521	ANALYZED 96-99 NB COMPLETE	MOT035-09.89 US35 West W. Third St. to W. of Liscum Dr. New Construction	6	1.44	9,630	ODOT	4Q95	NA	11/10/94

PREPARED BY MIAMI VALLEY REGIONAL PLANNING COMMISSION

TABLE C 1 SFY1997-SFY2000 TIP AIR QUALITY CONFORMITY ANALYSIS (BASELINE SCENARIO PROJECT LIST)
(GREENE, MIAMI AND MONTGOMERY COUNTIES)

I.D. #	PID NO.	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	#La	LENGTH	TOTAL COST(000)	RESPON. AGENCY	PLAN FILE DATE	R/W AUTH. DATE	EXPECTED SALE DATE
H055.1	4522	ANALYZED 96-99 NB COMPLETE	MOT035-11.33 US35 West W. of Liscum Dr. to W. of James McGee Blvd. New Construction	6	2.24	49,309	ODOT	05/07/91	08/10/89	12/22/92
I048.2	4613	ANALYZED 96-99 NB COMPLETE	MOT-Alex-Bell Rd. Alex-Bell Road Central Avenue to SR741 Widening and Reconstruction	3	1.07	5,841	W.Carr.	3Q94	2Q93	11/10/94
I052.6	13937	ANALYZED 96-99 NB COMPLETE	MOT-VMS Replace Dayton VMS Computer Replace Conversion of Approx. 100 Signalized Signal Locations From VMS to Closed Loop Sys. Purchase Order Contract		0.00	502	Dayton	3Q95	NA	01/29/96

TABLE C 2 SFY1997-SFY2000 TIP AIR QUALITY CONFORMITY ANALYSIS (2005 BUILD SCENARIO PROJECT LIST)
(GREENE, MIAMI AND MONTGOMERY COUNTIES)

I.D. #	PID NO.	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	#La	LENGTH	TOTAL COST(000)	RESPON. AGENCY	PLAN FILE DATE	R/W AUTH. DATE	EXPECTED SALE DATE
A004.2	5005	ANALYZED 96-99 05B 05 BUILD	GRE-Dayton-Xenia Rd. Dayton-Xenia Road (CR142) .19 Mi. W. of IR675 to Grange Hall Rd.-Reconstruction and Widening to 4 Lanes With Left Turn Lanes	4	1.55	4,240	Beavrck	08/01/99	1Q00	4Q00
A214.2	13979	ANALYZED 96-99 05B 05 BUILD	GRE235-11.279 (7.01) SR235-IR675 to 0.58 Mi N of IR675 Reconstruction and Widening (MVRPC STP Funds)	5	0.93	1,459	Fair.	1Q98	1Q98	1Q99
A618.2	3	ANALYZED 96-99 05B 05 BUILD	MIA025ACR-Tipp City County Route 25A SR571 to 0.49 Mi. S. of Kessler-Cowlesville Rd. Widening and Reconstruction	4	0.83	2,256	TippCty	01/00	06/98	06/00
A609.2	15144	ANALYZED 96-99 05B 05 BUILD	MIA025ACR-04.84 County Route 25A Tipp-Cowlesville Rd. to 0.11 Mi. S. of Dye Mill Rd. Widening and Reconstruction (County STP in SFY2001)	4	2.57	3,368	Mia. Co	01/29/99	07/06/98	10/27/99
A336.2	14915	ANALYZED 96-99 05B 05 BUILD	MOT-East Main St. (Free Pike) East Main St. (AKA Free Pike) Olive Rd. to Proposed SR49 Relocated(Trotwood Connector) Widening and Reconstruction (MVRPC STP Funds)	5	1.03	2,110	Trot.	07/15/98	07/01/98	04/22/99
A062.2	7322	ANALYZED 96-99 05B 05 BUILD	MOT-James H. McGee Blvd. James H. McGee Blvd. Gettysburg Ave. to Little Richmond Rd. Widening and Reconstruction (MVRPC STP Funds)	4	1.03	2,865	Dayton	10/31/99	06/30/99	05/01/00
A063.2	8224	ANALYZED 96-99 05B 05 BUILD	MOT-Linden Ave (Dayton) Linden Ave. Smithville Rd. to Conrail RR Widening and Reconstruction (MVRPC STP Funds)	4	0.82	2,180	Dayton	11/30/99	03/31/99	06/01/00
A064.2	7320	ANALYZED 96-99 05B 05 BUILD	MOT-Liscum Dr. Liscum Dr.-Proposed US35 to Third St.-Center Left Turn Lane and N.B. Right Turn Lane Into the VA Center. Widening and Reconstruction	4	0.98	2,040	Dayton	08/98	08/98	08/99
A602.2	4515	ANALYZED 96-99 15B 05 BUILD	MOT048-37.780 (23.48) SR48-0.08 Mi. N. of US40 to Phillipsburg-Union Road (Local Funds for Plan Prep. & & STP Funds for R/W & Const.) Widening and Reconstruction	4	3.07	4,128	Englwd	11/14/97	07/15/97	11/98
A205.2	12701	ANALYZED 96-99 05B 05 BUILD	MOT048-26.355 (16.38) SR48-Woodruff Dr to Poplar Dr Reconstruction and Widen to Provide Center Turn Lane	5	3.21	2,885	ODOT	12/30/98	02/02/98	04/28/99
A096.2	13434	ANALYZED 96-99 05B 05 BUILD	MOT075-04.924 (3.06) IR75 at Lyons Rd.-.65 Mi S of SR725-Byers Rd to SR741 Widen Existing Two Lane Bridge to Four Lanes Includes Approach Pavement	4	0.85	3,515	ODOT	1Q99	1Q99	4Q99

TABLE C 2 SFY1997-SFY2000 TIP AIR QUALITY CONFORMITY ANALYSIS (2005 BUILD SCENARIO PROJECT LIST)
(GREENE, MIAMI AND MONTGOMERY COUNTIES)

I.D. #	PID NO.	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	#La	LENGTH	TOTAL COST(000)	RESPON. AGENCY	PLAN FILE DATE	R/W AUTH. DATE	EXPECTED SALE DATE
A095.2	4853	ANALYZED 96-99 05B 05 BUILD	MOT099CR-26.999 (16.78) North Dixie Drive-Great Miami River to Needmore Dr. Reconstruction and Widen for Turn Lane Plan Status (MVRPC STP Funds)	5	3.21	6,430	Mont.Co	4Q98	4Q98	4Q99
A204.2	12577	ANALYZED 96-99 05B 05 BUILD	MOT725-22.220(13.81)/741-4.27 SR725/SR741 Widening & Signal SR725 @ Mall Woods, Prestige and IR675 N.B. Ramp/SR741 at Newmark and from .66 Mi N of SR725 to .09 Mi S of A-B Rd.	5	3.82	2,402	ODOT	05/12/97	02/10/97	10/22/97
P037.2	11160	ANALYZED 96-99 05B 05 BUILD	MIA075-07.948 (4.94) IR75-0.54 Mi. N. of CR25A to 1.13 Mi. N. of SR41 Reconstruction and Widening (Also NH Funded) (Plan Status-PE Only)	6	9.49	26,850	ODOT	2001	2001	2001
P320.2	13433	ANALYZED 96-99 05B 05 BUILD	MIA075-30.410 (18.90) IR75 (Part of larger project) 1.05 Mi. S. of MIA/SHE C.L. to 0.39 Mi. N. of SR29 Reconstruction and Widening (Plan Status)	6	16.04	44,800	ODOT	2001	NA	2001
P206.2	12699	ANALYZED 96-99 05B 05 BUILD	MOT049-06.822 (4.24) SR49-Hillcrest Ave to Corundu Dr.-Reconstruction & Widening to Provide a Two-Way Left Turn Lane, Curb, Gutter and Sidewalks (Plan Status)	5	1.67	1,625	ODOT	2001	2001	2001
P207.2	12697	ANALYZED 96-99 05B 05 BUILD	MOT725-32.341 (20.10) SR725-Loop Rd to Wilmington Pk.-Reconstruction and Widen to 4/5 lanes, Curb, Gutters, Sidewalks and Storm Sewers (State STP Funds)	5	3.45	4,850	Cent.	2001	2001	2001
B002.2		ANALYZED 96-99 05B 05 BUILD	MOT-Little York Rd. Little York Rd. N. Dixie Rd. to IR75 Reconstruction/Widening Regionally Significant Non-Federal	3	0.53	1,000	Mont.Co	NA	NA	
B001.2		ANALYZED 96-99 05B 05 BUILD	MOT-Stonequary Rd. Stonequary Rd. Helke Rd. to Dixie Dr. Reconstruction/Widening Regionally Significant Non-Federal	3	0.52	316	Vandal.	NA	NA	
T002.8		ANALYZED 96-99 NB 05 BUILD	MOT-Trolley Infrastructure RTA Trolley Infrastructure In 1997 Electric Trolley Extensions		0.00	744	MVRTA	NA	NA	
T004.8		ANALYZED 96-99 NB 05 BUILD	MOT-Trolley Infrastructure RTA Trolley Infrastructure In 1999-2000 Electric Trolley Extensions		0.00	7,883	MVRTA	NA	NA	
T003.8		ANALYZED 96-99 NB 05 BUILD	MOT-Trolley Infrastructure RTA Trolley Infrastructure In 1997-1999 Electric Trolley Extensions		0.00	4,968	MVRTA	NA	NA	

TABLE C 2 SFY1997-SFY2000 TIP AIR QUALITY CONFORMITY ANALYSIS (2005 BUILD SCENARIO PROJECT LIST)
(GREENE, MIAMI AND MONTGOMERY COUNTIES)

I.D. #	PID NO.	AIR QUALITY STATUS	COUNTY, ROUTE, SECTION, LOCATION AND TERMINI	#La	LENGTH	TOTAL COST(000)	RESPON. AGENCY	PLAN FILE DATE	R/W AUTH. DATE	EXPECTED SALE DATE
T001.8		ANALYZED 96-99 NB 05 BUILD	MOT-Trolley Infrastructure RTA Trolley Infrastructure In 1996 Electric Trolley Extensions		0.00	3,587	MVRTA	NA	NA	
I622.2		ANALYZED 96-99 05B 05 BUILD	MOT-Maue Rd. (Phase II) Maue Rd. Heincke Rd to Gephart Church Rd. Widening and Reconstruction	3	0.92	1,341	Miamibg	3Q96	3Q96	
I802.2		ANALYZED 96-99 05B 05 BUILD	MOT-Maue Rd. (Phase III) Maue Rd. Linden Ave. to Heincke Rd. Widening and Reconstruction	3	0.54	786	Miamibg	3Q97	3Q97	

TABLE C-3 FY1997-FY2000 TIP AIR QUALITY CONFORMITY ANALYSIS
(2015 BUILD SCENARIO PROJECT LIST)

GREENE, MIAMI, AND MONTGOMERY COUNTIES

Project Number	Air Quality Status	County	Road Name	Project Description	Length (miles)	Cost ($000)	Projected Construction
2	Analyzed 96-99 15B 15 Build	GRE	I675	rehabilitate and widen from 6 to 8 lanes from Montgomery County line to N. Fairfield Road (see MOT I675)	10.22	57,217	2006-2010
3	Analyzed 96-99 15B 15 Build	GRE	I675	rehabilitate and widen from 4 to 6 lanes from N. Fairfield Road interchange to CLA	7.41	41,496	2011-2015
5	Analyzed 96-99 15B 15 Build	GRE	I675	add full movements at Grange Hall Road interchange	0.00	2,500	2001-2005
6	Analyzed 96-99 15B 15 Build	GRE	I675	add additional westbound-on and eastbound-off ramp capacity (1 lane) at N. Fairfield Road interchange	0.00	1,000	2001-2005
8A	Analyzed 96-99 15B 15 Build	GRE	US35	widen from 4 to 6 lanes from Montgomery County line to I675 (see MOT US35)	0.60	3,359	2006-2010
8B	Analyzed 96-99 15B 15 Build	GRE	US35	widen from 4 to 6 lanes from I675 to west end of Xenia beltway	7.78	43,562	2011-2015
9A	Analyzed 96-99 15B 15 Build	GRE	US35	full movement interchanges at Factory and relocated Valley; eliminate direct intersections at Alpha, Shakertown and Orchard, and provide access roads to new interchanges	0.00	13,000	2011-2015
9B	Analyzed 96-99 15B 15 Build	GRE	US35	full movement interchange at N. Fairfield Road	0.00	7,000	1995-2000
10A	Analyzed 96-99 15B 15 Build	GRE	US42	widening at intersections and additional safety upgrading as needed from Church Street in Xenia to Nash/Charlton Mill Roads	4.36	1,000	2011-2015
17	Analyzed 96-99 15B 15 Build	GRE	SR72	widening at intersections and safety upgrading and realignments as needed between Jamestown north Corp. limits and Cedarvile south Corp. limits	5.83	1,000	1995-2000

Prepared by Miami Valley Regional Planning Commission

TABLE C-3 FY1996-FY1999 TIP AIR QUALITY CONFORMITY ANALYSIS
(2015 BUILD SCENARIO PROJECT LIST)

GREENE, MIAMI, AND MONTGOMERY COUNTIES

Project Number	Air Quality Status	County	Road Name	Project Description	Length (miles)	Cost ($000)	Projected Construction
24	Analyzed 96-99 15B 15 Build	GRE	SR444	widen from 2 to 4 lanes from Central to I675; improve intersection with Spangler	1.63	5,000	2001-2005
30	Analyzed 96-99 15B 15 Build	GRE	BEAVER VALLEY RD	widen from 2 to 3 lanes from Dayton-Xenia to Five Points in Fairborn	5.20	9,152	1995-2000
32	Analyzed 96-99 15B 15 Build	GRE	BICKETT	upgrade from 2 to 3 lanes between US42 and US35E (relocated); realign to intersect US42 at Brush Row Road; retain old Bickett as access to Central State University	1.64	2,800	1995-2000
39	Analyzed 96-99 15B 15 Build	GRE	DAYTON-XENIA RD	widen from 2 to 3 lanes from Grange Hall Road east to Beaver Valley	3.53	7,490	2006-2010
52	Analyzed 96-99 15B 15 Build	GRE	GRANGE HALL RD	widen bridge over I675 to 5 lanes to New Germany-Trebein Road	0.10	5,000	2001-2005
53A	Analyzed 96-99 15B 15 Build	GRE	GRANGE HALL RD	widen from 2 to 3 lanes from New Germany-Trebein to Dayton-Xenia Road	1.30	2,233	2001-2005
56	Analyzed 96-99 15B 15 Build	GRE	INDIAN RIPPLE RD	widen from 2 to 5 lanes from I675 to N. Fairfield Road	1.97	5,811	2001-2005
64A	Analyzed 96-99 15B 15 Build	GRE	N. FAIRFIELD RD	widen bridge over I675 to 6 through lanes (add 1 lane in each direction)	0.00	5,000	2001-2005
64B	Analyzed 96-99 15B 15 Build	GRE	N. FAIRFIELD RD	widen from 2 to 3/4 lanes from Seajay to Shakertown Road	0.75	1,288	2001-2005
64C	Analyzed 96-99 15B 15 Build	GRE	N. FAIRFIELD RD	widen from 2 to 3/4 lanes from Shakertown Road to Indian Ripple Road	1.14	1,958	2001-2005
66A	Analyzed 96-99 15B 15 Build	GRE	NEW GERMANY-TREBEIN RD	widen from 2 to 5 lanes from Beaver Valley Road to west of N. Fairfield	3.09	5,731	1995-2000

Prepared by Miami Valley Regional Planning Commission

TABLE C-3 FY1997-FY2000 TIP AIR QUALITY CONFORMITY ANALYSIS
(2015 BUILD SCENARIO PROJECT LIST)

GREENE, MIAMI, AND MONTGOMERY COUNTIES

Project Number	Air Quality Status	County	Road Name	Project Description	Length (miles)	Cost ($000)	Projected Construction
70B	Analyzed 96-99 15B 15 Build	GRE	PROGRESS DRIVE	extend as 3 lanes from US35(Business)/W. Main St. south to W. Second St.	0.54	1,570	1995-2000
72	Analyzed 96-99 15B 15 Build	GRE	RAHN RD/WALDEN LANE	extend as 2 lanes from terminus at county line to Swigart and from terminus at Little Sugar Creek to Wagner	0.40	1,507	2011-2015
88A	Analyzed 96-99 15B 15 Build	GRE	WILMINGTON-DAYTON RD	widen from 2 to 3 lanes from SR725 south to Centerville Station Road	0.68	1,164	2001-2005
89	Analyzed 96-99 05B 15 Build	MIA	I75	rehabilitate and widen from 4 to 6 lanes from 1.13 miles north of SR41 north to 1.05 miles south of Shelby County Line	4.85	25,917	1995-1998
92	Analyzed 96-99 15B 15 Build	MIA	US36	widen to 5 lanes from Spiker Road into Piqua (at approximately West Water Street)	2.30	7,678	2006-2010
94	Analyzed 96-99 15B 15 Build	MIA	US36	widen to 4 lanes from Piqua (at approximately I75) east to Troy-Sidney Road (CR14)	1.05	2,662	2001-2005
96	Analyzed 96-99 15B 15 Build	MIA	SR41	widen to 5 lanes from Washington Road to Troy Corporation Line; realign intersection with Washington Road	0.27	500	2001-2005
98	Analyzed 96-99 15B 15 Build	MIA	SR48	widen from 2 to 3 lanes from Woods/Cedar to Montgomery County line	1.44	2,464	2006-2010
99	Analyzed 96-99 15B 15 Build	MIA	SR49	widen from 2 to 4 lanes from MOT to DAR	0.80	1,698	2006-2010
100B	Analyzed 96-99 15B 15 Build	MIA	SR202	widen to 3 lanes from MOT to US40 (see MOT SR202)	0.90	1,542	2001-2005

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TABLE C-3 FY1997-FY2000 TIP AIR QUALITY CONFORMITY ANALYSIS
(2015 BUILD SCENARIO PROJECT LIST)

GREENE, MIAMI, AND MONTGOMERY COUNTIES

Project Number	Air Quality Status	County	Road Name	Project Description	Length (miles)	Cost ($000)	Projected Construction
102B	Analyzed 96-99 15B 15 Build	MIA	SR571	interconnect signals to east of I75 interchange	0.50	100	1995-2000
103	Analyzed 96-99 15B 15 Build	MIA	BARNHART RD	fill in with 3 lanes between SR718 and Experiment Farm Road (CR36)/Stanfield Road (TR135)	1.35	3,267	2006-2010
105A	Analyzed 96-99 15B 15 Build	MIA	CR25A	widen to 4 lanes from MOT to SR571	2.70	6,831	2006-2010
105C	Analyzed 96-99 15B 15 Build	MIA	CR25A	widen to 4 lanes from Main St. in Troy north to corp. limits	0.35	885	2001-2005
108	Analyzed 96-99 15B 15 Build	MIA	DONN DAVIS WAY	extension of 3 lanes north parallel to CR153, then crossing CR153 near Arapaho, then parallel to I75, intersecting CR25A midway between TR40A and CR39A	1.70	1,925	2001-2005
113	Analyzed 96-99 15B 15 Build	MIA	EXPERIMENT FARM RD (CR36)	widen to 4 lanes from City of Troy NCL to Eldean (CR33)	0.60	550	1995-2000
117B	Analyzed 96-99 15B 15 Build	MIA	LOONEY RD (CR194)	extend as 4 lanes from Garbry Road to abandoned railroad ROW	0.20	1,062	1995-2000
122	Analyzed 96-99 15B 15 Build	MIA	MONROE-CONCORD RD	relocate west of CR25A to intersection with CR153 and CR25A; create a 4-legged intersection; cul-de-sac the old intersection with CR25A	0.25	200	1995-2000
123	Analyzed 96-99 15B 15 Build	MIA	N. HYATT ST (CR153)	reconstruct at 2 lanes from SR571 to Park	0.25	502	1995-2000
130	Analyzed 96-99 15B 15 Build	MIA	S. HYATT ST (CR153)	widen from 2 to 3 lanes from Barbara Way to Maple Hill	0.55	336	1995-2000

Prepared by Miami Valley Regional Planning Commission

TABLE C-3 FY1997-FY2000 TIP AIR QUALITY CONFORMITY ANALYSIS
(2015 BUILD SCENARIO PROJECT LIST)

GREENE, MIAMI, AND MONTGOMERY COUNTIES

Project Number	Air Quality Status	County	Road Name	Project Description	Length (miles)	Cost ($000)	Projected Construction
131	Analyzed 96-99 15B 15 Build	MIA	SIGNAL SYSTEM IN PIQUA	CBD coordinated signal system in Piqua	0.00	1,000	2001-2005
140A	Analyzed 96-99 15B 15 Build	MIA	WESTVIEW DRIVE	extend south as 4 lanes from Piqua-Clayton Road (CR29) to US36	0.55	2,100	1995-2000
143	Analyzed 96-99 15B 15 Build	MOT	GREATER DAYTON BELTWAY (SR892)	4 lane divided highway to interstate standards from I75 near WAR county line west to SR4 then north to I70 near SR49 interchange	23.74	225,230	2011-2015
144	Analyzed 96-99 15B 15 Build	MOT	I70	rehabilitate and widen from 4 to 6 lanes throughout MOT	23.55	131,880	2006-2010
145	Analyzed 96-99 15B 15 Build	MOT	I70	improve the I70/SR201 interchange by adding 1 lane to each ramp	0.00	2,000	2001-2005
146	Analyzed 96-99 15B 15 Build	MOT	I70	improve the I70/SR202 interchange by adding 1 lane to each ramp	0.00	2,000	2001-2005
148	Analyzed 96-99 15B 15 Build	MOT	I75	rehabilitate and widen from 6 to 8 lanes from MOT north to just south of the Kettering/Moraine/W. Carrollton interchange at S. Dixie; rebuild the bridges; some of the lanes may be designated as truck lanes	6.39	53,037	2006-2010
151	Analyzed 96-99 15B 15 Build	MOT	I75	add full movements at the West Carrollton/Kettering/Moraine interchange	0.00	5,000	2006-2010
152	Analyzed 96-99 15B 15 Build	MOT	I675	rehabilitate and widen from 6 to 8 lanes and improve interchanges as needed from SR725 to Greene County line (see GRE I675)	5.32	29,788	2006-2010
153	Analyzed 96-99 15B 15 Build	MOT	I675	rehabilitate and widen from 4 to 6 lanes from I75 to SR725	2.13	11,930	2006-2010

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TABLE C-3 FY1997-FY2000 TIP AIR QUALITY CONFORMITY ANALYSIS
(2015 BUILD SCENARIO PROJECT LIST)

GREENE, MIAMI, AND MONTGOMERY COUNTIES

Project Number	Air Quality Status	County	Road Name	Project Description	Length (miles)	Cost ($000)	Projected Construction
154	Analyzed 96-99 15B 15 Build	MOT	US35	widen from 4 to 6 lanes from Dayton CBD eastward to Greene County line (see GRE US35)	4.52	25,338	2006-2010
158	Analyzed 96-99 15B 15 Build	MOT	US40	widen to 5 lanes from Corporation Center Drive (E. of Peters Pike) to Vandalia WCL	0.75	1,600	2001-2005
161B	Analyzed 96-99 15B 15 Build	MOT	SR4	add missing eastbound Valley St. to southbound SR4 and northbound SR4 to westbound Valley St. movements at Valley St./SR444 interchange	0.00	2,500	2006-2010
167	Analyzed 96-99 15B 15 Build	MOT	SR48	widen from 2/3 to 5 lanes from Sheehan Road to WAR	1.67	4,298	2006-2010
173	Analyzed 96-99 15B 15 Build	MOT	SR49	widen from 2 to 4 lanes from US40 to MIA	3.92	8,322	2001-2005
176A	Analyzed 96-99 15B 15 Build	MOT	SR201	widen to 3 lanes from I70 north to Shull Road	0.55	940	2001-2005
176C	Analyzed 96-99 15B 15 Build	MOT	SR201	widen from 4 to 5 lanes from Needmore to Kitridge; improve intersections as needed	0.75	400	2006-2010
177	Analyzed 96-99 15B 15 Build	MOT	SR202	widen to 3 lanes south of Angelita (Huber Heights) to Needmore	1.40	3,606	2006-2010
179	Analyzed 96-99 15B 15 Build	MOT	SR202	widen to 3 lanes from Shull Road to MIA (see MIA SR202)	0.50	1,265	2001-2005
181	Analyzed 96-99 15B 15 Build	MOT	SR235	widen from 2 to 4 lanes from SR4 to Medway Road in Greene County	1.30	3,801	2011-2015
194	Analyzed 96-99 15B 15 Build	MOT	ALEX RD	widen to 5 lanes between Central Avenue and Dixie Drive	0.05	160	1995-2000

Prepared by Miami Valley Regional Planning Commission

TABLE C-3 FY1997-FY2000 TIP AIR QUALITY CONFORMITY ANALYSIS
(2015 BUILD SCENARIO PROJECT LIST)

GREENE, MIAMI, AND MONTGOMERY COUNTIES

Project Number	Air Quality Status	County	Road Name	Project Description	Length (miles)	Cost ($000)	Projected Construction
202	Analyzed 96-99 15B 15 Build	MOT	AUSTIN RD/SOCIAL ROW RD	widen from 2 to 4 lanes from SR741 to SR48	3.65	10,725	2001-2005
208	Analyzed 96-99 15B 15 Build	MOT	BRIDGE ST (MILLER)	replace and widen bridge from 2 to 3 lanes	0.00	3,000	2011-2015
209	Analyzed 96-99 15B 15 Build	MOT	BROOKVILLE-ARLINGTON RD	widen from 2 to 4 lanes from Wolf Creek Street to US40	1.90	4,070	2001-2005
213A	Analyzed 96-99 15B 15 Build	MOT	BYERS RD	widen to 3 lanes from Miamisburg-Springboro Pike to Benner Road	1.93	3,725	2001-2005
225	Analyzed 96-99 15B 15 Build	MOT	DAYTON-CINCINNATI PIKE	provide for eastbound-to-northbound turn onto Dryden Road	0.00	500	1995-2000
229	Analyzed 96-99 05B 15 Build	MOT	EDWIN C. MOSES BLVD	widen to 4 lanes and reconstruct from Wiscondin Blvd to I75	0.50	3,689	2001-2005
233	Analyzed 96-99 15B 15 Build	MOT	FREE PIKE	widen to 4 lanes from Trotwood Connector to Arlene Avenue	1.00	3,730	2001-2005
238	Analyzed 96-99 15B 15 Build	MOT	HARSHMAN RD	widen bridge near the Hydrobowl to 5 lanes to allow turn lanes	0.00	5,000	2006-2010
256	Analyzed 96-99 15B 15 Build	MOT	LITTLE YORK RD	widen to 3 lanes from N. Dixie to Brown School Road	0.50	1,060	2001-2005
260	Analyzed 96-99 15B 15 Build	MOT	MAD RIVER RD	improve intersection at Yankee/Munger, including widening bridge on Mad River at Yankee to 3 lanes	0.00	3,000	1995-2000
266	Analyzed 96-99 15B 15 Build	MOT	MCEWEN RD	extend 3 lanes from Spring Valley Road to current terminus south of SR725	0.51	2,297	1995-2000
267	Analyzed 96-99 15B 15 Build	MOT	MIAMISBURG-SPRINGBORO PK	widen from 2 to 5 lanes from Byers to SR741	0.72	2,409	2001-2005

Prepared by Miami Valley Regional Planning Commission

TABLE C-3 FY1997-FY2000 TIP AIR QUALITY CONFORMITY ANALYSIS
(2015 BUILD SCENARIO PROJECT LIST)

GREENE, MIAMI, AND MONTGOMERY COUNTIES

Project Number	Air Quality Status	County	Road Name	Project Description	Length (miles)	Cost ($000)	Projected Construction
271	Analyzed 96-99 15B 15 Build	MOT	N. DIXIE DR	widen bridge over Great Miami River to 5 lanes	0.00	5,000	2006-2010
272	Analyzed 96-99 15B 15 Build	MOT	N. DIXIE DR	widen to 4 lanes from Northwoods to MIA	1.50	3,795	1995-2000
274	Analyzed 96-99 15B 15 Build	MOT	NEEDMORE RD	widen bridge over I75 to 7 lanes	0.00	5,000	2001-2005
288	Analyzed 96-99 15B 15 Build	MOT	OLIVE RD	reconstruct and widen from 2 to 4 lanes from Trotwood City Limits to West Third Street	2.54	10,538	2001-2005
289	Analyzed 96-99 15B 15 Build	MOT	PARAGON RD	complete with 4 lanes between Congress Park Drive and SR725	0.50	2,123	1995-2000
291A	Analyzed 96-99 15B 15 Build	MOT	PARK CENTER RD	extend as 2 lanes to extended Webster to connect Poe and Webster	0.13	418	2001-2005
295	Analyzed 96-99 15B 15 Build	MOT	RIDGE AVE	widen bridge over Stillwater to 3 lanes	0.00	3,000	2006-2010
299	Analyzed 96-99 15B 15 Build	MOT	SALEM AVE	widen to 5 lanes from Curundu to Wolf Road	0.40	1,012	2001-2005
301A	Analyzed 96-99 15B 15 Build	MOT	SALEM BEND DR	widen from 2 to 4 lanes	1.20	3,520	2001-2005
305	Analyzed 96-99 15B 15 Build	MOT	SIEBENTHALER AVE	replace and widen (from 2 to 3 lanes) bridge over the Stillwater; improve intersection at Riverside Drive	0.00	3,500	2006-2010
313	Analyzed 96-99 15B 15 Build	MOT	SPRING VALLEY RD	extend from Washington Church Road to Yankee as 4 lanes	0.50	2,185	1995-2000
315	Analyzed 96-99 15B 15 Build	MOT	SPRING VALLEY RD	widen to 4 lanes from Yankee to Paragon Rd	0.94	1,136	1995-2000

Prepared by Miami Valley Regional Planning Commission

TABLE C-3 FY1997-FY2000 TIP AIR QUALITY CONFORMITY ANALYSIS
(2015 BUILD SCENARIO PROJECT LIST)

GREENE, MIAMI, AND MONTGOMERY COUNTIES

Project Number	Air Quality Status	County	Road Name	Project Description	Length (miles)	Cost ($000)	Projected Construction
317	Analyzed 96-99 15B 15 Build	MOT	STEWART ST	replace and widen bridge from 4 to 5 lanes	0.00	5,000	2006-2010
320	Analyzed 96-99 15B 15 Build	MOT	TAYWOOD RD	widen to 4 lanes from I70 to Westbrook	1.55	4,554	2001-2005
329	Analyzed 96-99 15B 15 Build	MOT	WEBSTER ST	extend 3 lanes from Stop Eight to Little York Road	1.20	5,764	2001-2005
334	Analyzed 96-99 15B 15 Build	MOT	WYSE RD	extend as 2 lanes to extended Webster	0.25	803	2001-2005
335	Analyzed 96-99 15B 15 Build	MOT	YANKEE ST	widen to 5 lanes from Social Row to north of Lyons Road	2.20	7,337	2001-2005

Prepared by Miami Valley Regional Planning Commission

TABLE C-4

DAYTON/SPRINGFIELD AIR QUALITY CONFORMITY

	VEHICLE MILES TRAVELED (VMT)		HYDROCARBONS (HC) tons/day		NITROGEN OXIDES (NOx) tons/day	
	MVRPC	Clark Co.\Springfield TCC	MVRPC	Clark Co.\Springfield TCC	MVRPC	Clark Co.\Springfield TCC
2005 TIP "Build"	22,418,698	3,887,559	24.251	3.115	25.321	5.829
TOTAL			27.366		31.150	
2015 "Build"	24,529,956	4,213,095	20.788	2.506	23.845	5.196
TOTAL			23.294		29.041	
Mobile Source 2005 Emissions Budget			27.39	4.31	31.60	7.80
			31.700		39.400	

This data was taken from OEPA and ODOT documentation, which is included in Appendix C following this table.

not impose any new requirements, I certify that it does not have a significant impact on any small entities. Moreover, due to the nature of the federal-state relationship under the CAA, preparation of a regulatory flexibility analysis would constitute federal inquiry into the economic reasonableness of state action. The CAA forbids EPA to base its actions concerning SIPs on such grounds. *Union Electric Co.* v. *U.S. E.P.A.*, 427 U.S. 246, 256–66 (S.Ct. 1976); 42 U.S.C. 7410(a)(2).

List of Subjects in 40 CFR Part 52

Air pollution control, Incorporation by reference, Intergovernmental relations, Particulate matter.

Dated: April 12, 1995.

Patrick M. Tobin,

Acting Regional Administrator.

Part 52 of chapter I, title 40, *Code of Federal Regulations*, is amended as follows:

PART 52—[AMENDED]

1. The authority citation for part 52 continues to read as follows:

Authority: 42.U.S.C. 7401–7671q.

Subpart Z—Mississippi

2. Section 52.1270 is amended by adding paragraph (c)(26) to read as follows:

§ 52.1270 Identification of plan.

* * * * *

(c) * * *

(26) The Mississippi Department of Environmental Quality has submitted revision to Regulation APC-S–5. The purpose of this regulation is to adopt by reference Federal regulations for the prevention of significant deterioration of air quality as required by 40 CFR 51.166 and 52.21.

(i) Incorporation by reference.

(A) Regulations of the prevention of significant deterioration of air quality—Regulation APC–S–5 effective January 9, 1994.

(ii) Additional information—None.

[FR Doc. 95–11050 Filed 5–4–95; 8:45 am]

BILLING CODE 6560–60–P

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40 CFR Parts 52 and 81

[OH54–1–6164a; FRL–5201–2]

Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes: State of Ohio

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rule.

SUMMARY: USEPA is approving, through "direct final" procedure, a redesignation request and maintenance plan for the Dayton-Springfield, Ohio area as a revision to Ohio's State Implementation Plan (SIP) for ozone. The revision is based on a request from the State of Ohio to redesignate Montgomery, Greene, Clark, and Miami Counties from nonattainment to attainment for ozone, and to approve the maintenance plan for the area. The State has met the requirements for redesignation contained in the Clean Air Act (CAA), as amended in 1990. The redesignation request is based on ambient monitoring data that show no violations of the ozone National Ambient Air Quality Standard (NAAQS) during the three-year period from 1990 through 1992. In the proposed rules section of this **Federal Register**, USEPA is proposing approval of this requested redesignation and SIP revision, and is now soliciting public comments on this action. If adverse comments are received on this direct final rule, USEPA will withdraw this final rule and address these comments in a subsequent final rule based on the proposed rule.

DATES: This final rule is effective July 5, 1995 unless adverse or critical comments are received by June 5, 1995. If the effective date is delayed, timely notice will be published in the **Federal Register**.

ADDRESSES: Copies of the SIP revision request and USEPA's analysis are available for inspection at the following address: (It is recommended that you telephone Angela Lee at (312) 353–5142 before visiting the Region 5 Office.) United States Environmental Protection Agency, Region 5, Air and Radiation Division, 77 West Jackson Boulevard, Chicago, Illinois 60604.

Written comments can be mailed to: William MacDowell, Chief, Regulation Development Section, Air Enforcement Branch (AE–17J), United States Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois, 60604.

FOR FURTHER INFORMATION CONTACT: Angela Lee, Regulation Development Section, Air Enforcement Branch (AE–17J), United States Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 353–5142.

SUPPLEMENTARY INFORMATION: On November 8, 1993, Ohio submitted a redesignation request and section 175A maintenance plan for Montgomery, Greene, Miami, and Clark Counties. The USEPA reviewed these submittals against the redesignation criteria set forth by section 107(d)(3)(E) of the Act, which are discussed in a September 4, 1992, memorandum from John Calcagni, Director of the Air Quality Management Division, Office of Air Quality Planning and Standards, to Directors of Regional Air Divisions, entitled, "Procedures for Processing Requests to Redesignate Areas to Attainment" (Calcagni Memorandum). A second memorandum dated September 17, 1993, signed by Michael Shapiro, Acting Assistant Administrator for Air and Radiation, entitled, "State Implementation Plan (SIP) Requirements for Areas Submitting Requests for Redesignation to Attainment of the Ozone and Carbon Monoxide NAAQS on or after November 15, 1992" was also used to evaluate Ohio's request. An analysis of these submittals is contained in a Technical Support Document (TSD), dated January 17, 1995.

I. Background

The 1977 Act required areas that were designated nonattainment based on a failure to meet the ozone NAAQS, to develop SIPs with sufficient control measures to expeditiously attain and maintain the standard. For Ohio, Montgomery, Greene, Miami and Clark Counties were designated nonattainment for ozone, see 43 FR 8962 (March 3, 1978), 43 FR 45993 (October 5, 1978), and 40 CFR part 81.

After enactment of the amended Act on November 15, 1990, the nonattainment designation of the Dayton-Springfield area continued by operation of law according to section 107(d)(1)(C)(i) of the Act; furthermore, it was classified by operation of law as moderate for ozone pursuant to section 181(a)(1) (56 FR 56694, November 6, 1991), codified at 40 CFR 81.336.

More recently, ambient monitoring data show no violations of the ozone NAAQS in the Dayton-Springfield area during the period from 1990 through 1992. Therefore, the area became eligible for redesignation from nonattainment to attainment consistent with the amended Act. To ensure continued attainment of the ozone standard, Ohio submitted an ozone maintenance SIP for the Dayton Springfield area to USEPA on November 8, 1993. On November 8, 1993 Ohio requested redesignation of the area to attainment with respect to the ozone NAAQS. On December 20, 1993, Ohio held a public hearing on the maintenance plan and redesignation request.

II. Evaluation Criteria

The 1990 Amendments revised section 107(d)(3)(E) to provide five specific requirements that an area must

meet in order to be redesignated from nonattainment to attainment.

1. The area must have attained the applicable NAAQS.

2. The area has meet all relevant requirements under section 110 and part D of the Act.

3. The area has a fully approved SIP under section 110(d) of the Act.

4. The air quality improvement must be permanent and enforceable.

5. The area must have a fully approved maintenance plan pursuant to section 175A of the Act.

Each of these requirements are addressed below.

A. Section 107(d)(3)(E)(i). The Administrator determines that the area has attained the National Ambient Air Quality Standard (NAAQS). For ozone, an area is considered in attainment of the NAAQS if there are no violations, as determined in accordance with 40 CFR 50.9, based on quality assured monitoring data for three complete, consecutive calendar years. A violation of the NAAQS occurs when the annual average number of expected exceedances is greater than 1.0 at any site in the area at issue. An exceedance occurs when the maximum hourly ozone concentration exceeds 0.124 ppm. The data should be collected and quality-assured in accordance with 40 CFR Part 58, and recorded in the Aerometric Information Retrieval System (AIRS) in order for it to be available to the public for review.

Ohio submitted ozone monitoring data recorded in the Dayton-Springfield area during the years 1983 through June, 1993. The ozone monitoring network consists of five monitors. Two are located in Clark County, one in Montgomery County, and the other in Preble County. Two slight exceedances of the ozone standard have been monitored since 1989. One exceedance of 0.125 ppm occurred in 1993 at the Timberlane monitor in Montgomery County. The other exceedance which occurred at the Urbana Road monitor (Clark County) in 1994 also measured 0.125 ppm. Data stored in AIRS was used to determine the annual average expected exceedances for the years 1990, 1991, 1992, 1993, and 1994. Data contained in AIRS have undergone quality assurance review by the State and USEPA. Since the annual average number of expected exceedances for each monitor during the most recent three years are less than 1.0, the Dayton-Springfield area is considered to have attained the standard.

B. Section 107(d)(3)(iii). The Administrator determines that the improvement in air quality is due to permanent and enforceable measures. The State must be able to reasonably attribute the improvement in air quality to emission reductions which are permanent and enforceable. To satisfy this requirement, Ohio estimated emission reductions from a nonattainment year (1988) to an attainment year (1990). Ohio submitted documentation which showed that in 1990 VOC emissions dropped almost ten percent from 1988 levels.

Most of the emission reductions which occurred over this time period resulted from federally mandated controls on the volatility of gasoline [1] and air pollution controls installed on new automobiles through the Federal Motor Vehicle Emissions Control Program (FMVCP). These controls reduced mobile source emissions by about 32 tons per day (tpd). Since these reductions result from federally mandated controls, the USEPA considers these reductions to be permanent and enforceable.

Stationary source shutdowns accounted for a decrease of 3.2 tpd in actual VOC emissions between 1988 and 1990. A 2.7 tpd increase in actual stationary source VOC emissions was estimated from permits to install (PTIs) issued in the area between 1988 and 1990. Since the operating permits for the shut down stationary sources have been revoked, and have been documented in the redesignation request, the USEPA considers the emission reductions to be permanent and enforceable. Overall, stationary source VOC emissions declined 0.5 tpd between 1988 and 1990.

Ohio used economic indicators to show that the area was not experiencing an economic downturn during this time period. Bureau of Economic Analysis (BEA) projections for manufacturing earnings from 1988 to 1995 indicate an annual growth rate of one percent for all Standard Industrial Classification (SIC) codes. BEA regional projections of population, personal income and earnings, and employment by place of work from 1973 to 1988 and from 1995 to 2040 increase from 1988 levels to 1995.

Ohio's demonstration that the improvement in air quality was due to permanent and enforceable reductions meets the requirements set forth in the Calcagni Memorandum.

C. The Area must have a fully approved maintenance plan meeting the requirements of Section 175A. Section 175A of the CAA sets forth the elements of a maintenance plan for areas seeking redesignation from nonattainment to attainment. The maintenance plan is a SIP revision which provides for maintenance of the relevant NAAQS in the area for at least 10 years after redesignation. The Calcagni Memorandum provides further guidance on the required content of a maintenance plan.

An ozone maintenance plan should address the following five areas: The attainment inventory, maintenance demonstration, monitoring network, verification of continued attainment and a contingency plan. The attainment emissions inventory identifies the emissions level in the area which is sufficient to attain the ozone NAAQS, and includes emissions during the time period which had no monitored violations. Maintenance is demonstrated by showing that future emissions will not exceed the level established by the attainment inventory. Provisions for continued operation of an appropriate air quality monitoring network are to be included in the maintenance plan. The State must show how it will track and verify the progress of the maintenance plan. Finally, the maintenance plan must include contingency measures which ensure prompt correction of any violation of the ozone standard.

1. Attainment Inventory

The State has developed an adequate attainment emission inventory for 1990 that identifies the level of emissions in the Dayton-Springfield area sufficient to attain the ozone NAAQS. The 1990 attainment inventory was based on comprehensive inventories of VOC and NO_x emissions from area, stationary, and mobile sources for 1990. The 1990 base year emission inventory represents 1990 average summer day actual emissions for the Dayton-Springfield area, and was prepared in accordance with USEPA guidance. USEPA's TSD prepared for the 1990 base year emission inventory SIP revision contains a detailed analysis of this inventory. This inventory was approved as satisfying the requirements of section 182(a)(1) for an emissions inventory on March 22, 1995 (60 FR 15053).

2. Maintenance Demonstration

To demonstrate continued attainment, Ohio projected point, area, and mobile source VOC and NO_x emissions from the year 1990 to the year 2005. The projections incorporate reductions from existing controls, the enhanced vehicle inspection and maintenance I/M program (enhanced I/M) and Stage II vapor recovery program (Stage II). The Stage II Vapor Recovery program is currently being implemented in the Dayton-Springfield area. The enhanced

[1] The Reid Vapor Pressure changed from 11.5 psi in 1988 to 10.5 psi in 1990.

I/M program is expected to be operational in 1996. The emissions reductions from Stage II and enhanced I/M offset emissions increases during the maintenance period. The projections also provide for a growth cushion for existing and new industrial sources. These projections show that the level of emissions established by the attainment inventory will not be exceeded during the maintenance period 1990–2005. Table 1 lists the emissions for the years 1990, 1996, 2000, and 2005. All emissions were converted to tons per day for a typical summer day.

Area source emissions were projected using population as a growth indicator for all area source subcategories. This method is acceptable since the recommended growth factors for the four largest area source subcategories in terms of emissions in the Dayton-Springfield area are less than the population growth factor. The recommended growth factors for area source subcategories are listed in Table III.3 of USEPA's guidance document entitled "Procedures for Preparing Emissions Projections", dated July 1991. Projections of total population for the period 1990 to 2005 were obtained using data from the Ohio Data User's Center and population patterns. This data yields a growth rate of less than one percent. A one percent annual growth rate was used because of expected residential growth in Greene and Miami Counties, and because point source growth by SIC has been forecast by the Ohio Environmental Protection Agency (OEPA) to be about one percent per year for any category.

Ohio projected point source emissions by estimating changes in emissions expected from source shutdowns, growth from new sources and potential growth from existing sources. Historical data for point source growth from 1988 to 1992 indicate that PTIs averaged about 700 tons per year (tpy). Shutdowns from 1988 to 1992 accounted for a reduction of 300 tons per year of actual emissions. Based on this information, Ohio added 400 tons of VOC emissions to each year out to the year 2005 to account for new, non-offset source growth. Existing companies were assumed to expand their actual emissions to permitted levels. The difference between actual and allowable emissions is 3250 tons. This was spread equally, areawide, over the 15 year period from 1990 to 2005. Ohio accounted for known changes to sources for each year between 1990 and 2005 and applied a growth factor based on manufacturing employment data provided by the Bureau of Economic Analysis (BEA), United States Department of Commerce, to derive inventories for all ensuing years. (BEA manufacturing employment growth for the aggregate of source categories is one percent.) To account for growth of existing sources, Ohio added 217 TPY each year to the total emissions from the previous year.

Mobile source emissions were projected by forecasting vehicle miles travelled (VMT) from the year 1990 to the year 2005. A 1.28 percent per year VMT growth rate was used for the four county area. This growth rate was determined by considering the future highway network, forecasts of socio-economic data, and 1990 Highway Performance Modeling System (HPMS) data. Stage II and enhanced I/M were accounted for in the MOBILE5a program which was used to determine the emission factors for the Dayton-Springfield area. Mobile source emissions for the year 2005 were produced by multiplying MOBILE5a VOC and NO_X emission factors by the projected average weekday VMT for each county.

TABLE 1.—MAINTENANCE DEMONSTRATION

Source category	1990	1996	2000	2005
VOC Emissions (tons per day)				
Point	37.4	61.6	77.7	97.4
Biogenic	105.2	105.2	105.2	105.2
Area	54.9	58.3	60.6	64.4
Mobile (on-road)	103.6	45.5	39.4	31.7
Total	301.1	270.6	282.9	298.7
NO_X Emissions (tons per day)				
Point	32.2	34.4	36.0	38.2
Area	36.5	38.5	39.9	41.7
Mobile (on-road)	60.9	42.7	41.2	39.4
Total	129.6	115.6	117.1	119.3

3. Maintenance Measures

Ohio chose to implement Stage II and enhanced I/M in the Dayton-Springfield area as maintenance measures. The Ohio Stage II rule requires owners and operators of gasoline dispensing facilities that dispense greater than 10,000 gallons of fuel per month (50,000 gallons per month in the case of an independent small business marketer) to install and operate gasoline vehicle refueling vapor recovery systems. Vapor recovery systems control the release of VOC, benzene, and toxics emitted during the refueling process. Enhanced I/M will be implemented in Green, Montgomery and Clark Counties (Miami County is excluded because its population is less than 100,000). Ohio's emissions projections show that the Stage II rule and enhanced I/M requirements provide the necessary VOC emissions reductions to offset desired new source growth and allow for maintenance of the ozone NAAQS.

The Stage II and enhanced I/M SIP revisions must be fully approved before USEPA can consider the maintenance plan to be fully approved. On October 20, 1994, the USEPA partially approved and partially disapproved Ohio's SIP revision for implementation of the Stage II program (58 FR 52911). As stated in that rulemaking action, with the exception of paragraph 3745–21–09 (DDD)(5), USEPA considers Ohio's Stage II program to fully satisfy the criteria set forth in the USEPA guidance document for such programs entitled "Enforcement Guidance for Stage II Vehicle Refueling Control Programs." Only those Stage II provisions previously approved by USEPA are part of the Dayton-Springfield maintenance plan. Ohio's I/M SIP revision, which allows an area to opt into enhanced I/M, was approved on April 4, 1995 (60 FR 16989). (The approval of the redesignation is contingent upon the approval of the I/M SIP revision. Consequently, should the direct final notice approving the I/M SIP Revision be withdrawn as a result of adverse comment, this direct final notice approving the redesignation will also be withdrawn and final action will be taken on the redesignation at a later date.)

All existing VOC RACT controls required in the ozone SIP for the Dayton-Springfield area and new RACT controls incorporated in the VOC RACT SIP revision approved on March 23, 1995, remain in effect after redesignation of the region to attainment.

4. Tracking Maintenance

The OEPA and Regional Air Pollution Control Agency (RAPCA) will regularly monitor ozone air quality. In the redesignation request, RAPCA committed to continue operating and maintaining the five existing ozone monitors consistent with the requirements of Federal and State monitoring guidelines. Backup monitoring equipment will also be maintained.

The OEPA and RAPCA will develop comprehensive mobile, point, and area emissions inventories every 3 years beginning with the year 1993. Updates will be provided for intervening years.

The point source inventory will be updated annually with facility and permit data. The area source inventory will be updated using new data and estimation procedures. The mobile source inventory will be updated to incorporate new VMT estimates and revised USEPA mobile emissions models. OEPA will submit annual progress reports to USEPA which summarize available VOC emissions data.

5. Emission Budgets

The mobile source emissions budgets for purposes of determining the conformity status of transportation plans and transportation improvement plans in the Dayton-Springfield maintenance area are 31.7 tons VOC/day and 39.4 tons NO_x/day. Ohio obtained this emissions budget by calculating emissions for each county. The emissions budget for Clark County is 7.8 tons NO_x/day and 4.31 tons VOC/day.

6. Contingency Plan

If a violation is monitored, Ohio has committed to adopt and implement new Control Technology Guideline (CTG) VOC RACT rules and NO_x RACT rules according to schedules shown in Table 2. If the sum of point, area, and mobile source VOC emissions exceed the 1990 attainment inventory level, Ohio has committed to adopt and implement new CTG VOC RACT rules according to the schedule shown in Table 2. The new VOC RACT rules that will serve as a contingency measure include rules for the following 11 Control Technology Guideline (CTG) categories found in section 183(a) of the amended CAA: Synthetic Organic Chemicals Manufacturing Industry (SOCMI) distillation, SOCMI reactors, wood furniture, plastic parts coating (business machines), plastic parts coating (other), offset lithography, industrial wastewater, autobody refinishing, SOCMI batch processing, VOL storage tanks, and clean up solvents.

The maintenance plan for Montgomery, Greene, Clark and Miami Counties contains all the necessary elements and is acceptable.

TABLE 2.—CONTINGENCY MEASURE IMPLEMENTATION SCHEDULE

Control measure	Triggering Event	Action	Completion date (from trigger)
New CTG VOC RACT rules.	violation of ozone NAAQS or exceedance of 1990 attainment inventory.	Identify and verify ambient violation or exceedance of attainment inventory.	1 month.
		Survey potential VOC categories or specific sources.	3 months.
		Propose revised rules for the Dayton-Springfield area.	6 months.
		Adopt rule revisions for the Dayton-Springfield area.	9 months.
		Source demonstration of compliance or submittal of schedule to achieve.	12 months.
		Achieve compliance with revised requirements of OAC 3745–21.	24 months.
NO_x RACT rules	Violation of ozone NAAQS	Identify and verify ambient violation and issue Director's Orders.	1 month.
		Adoption of NO_x RACT rules	9 months.
		Achieve compliance with requirements of OAC 2745–14–03 or request extension.	18 months.

D. The Area must have met all applicable requirements under Section 110 and Part D. Section 107(d)(3)(E) requires that, for an area to be redesignated, the area must have met all applicable requirements under section 110 and Part D. The USEPA interprets section 107(d)(3)(E)(v) to mean that for a redesignation to be approved, the State must have met all requirements that applied to the subject area prior to or at the time of the submission of a complete redesignation request. Requirements of the Act that come due subsequently continue to be applicable to the area at those later dates (see section 175A(c)) and, if the redesignation of the area is disapproved, the State remains obligated to fulfill those requirements.

1. Section 110 Requirements

General SIP elements are delineated in section 110(a)(2) of Title I, Part A. These requirements include but are not limited to the following: submittal of a SIP that has been adopted by the State after reasonable notice and public hearing, provisions for establishment and operation of appropriate apparatus, methods, systems and procedures necessary to monitor ambient air quality, implementation of a permit program, provisions for Part C (PSD) and D (NSR) permit programs, criteria for stationary source emission control measures, monitoring, and reporting, provisions for modeling, and provisions for public and local agency participation. For purposes of redesignation, the Ohio SIP was reviewed to ensure that all requirements under the amended Act were satisfied. Section 110 was amended in 1990, and the Dayton area SIP meets the requirements of the amended section 110(a)(2). A number of the requirements did not change in substance and, therefore, USEPA believes that the pre-1990 amendment SIP meets those requirements. Many of the requirements that were amended in 1990 are duplicative of other requirements in the Act, and USEPA has determined that the Dayton SIP is consistent with the requirements of section 110 of the amended Act.

2. Part D Requirements

Before the Dayton area may be redesignated to attainment, it must have fulfilled the applicable requirements of part D. Under part D, an area's classification determines the requirements to which it is subject. Subpart 1 of part D sets forth the basic nonattainment requirements applicable to all nonattainment areas. Subpart 2 of part D establishes additional requirements for nonattainment areas classified under table 1 of section 181(a). As described in the General Preamble for the Implementation of Title 1, specific requirements of subpart 2 may override subpart 1's general provisions (57 FR 13501 (April 16, 1992)). The Dayton area was classified as moderate (56 FR 56694). Therefore, in order to be redesignated, the State must

meet the applicable requirements of subpart 1 of part D—specifically sections 172(c) and 176, as well as the applicable requirements of subpart 2 of part D.

a. Section 172(c) Requirements

Section 172(c) sets forth general requirements applicable to all nonattainment areas. Under section 172(b), the section 172(c) requirements are applicable as determined by the Administrator, but no later than 3 years after an area has been designated as nonattainment under the amended Act. Furthermore, as noted above, some of these section 172(c) requirements are superseded by more specific requirements in subpart 2 of part D. The State has satisfied all of the section 172(c) requirements necessary for the Dayton area to be redesignated upon the basis of the November 8, 1993, redesignation request.

USEPA has determined that the section 172(c)(2) reasonable further progress (RFP) requirement (with parallel requirements for a moderate ozone nonattainment area under subpart 2 of part D, due November 15, 1993) was not applicable, as the State of Ohio submitted this redesignation request on November 8, 1993, and RFP was not due until November 15, 1993. Also the section 172(c)(9) contingency measures and additional section 172(c)(1) non-RACT reasonable available control measures (RACM) beyond those required in the SIP, are no longer necessary, since no earlier date was set for requirement of these measures.

The section 172(c)(3) emissions inventory requirement has been met by the submission and approval (60 FR 15053) of the 1990 base year inventory required under subpart 2 of part D, section 182(a)(1).

As for the section 172(c)(5) NSR requirement, USEPA has determined that areas being redesignated need not comply with the NSR requirement prior to redesignation provided that the area demonstrates maintenance of the standard without part D NSR in effect. The rationale for this view is described fully and a memorandum from Mary Nichols, Assistant Administrator for Air and Radiation, dated October 14, 1994, entitled, "Part D New Source Review (part D NSR) Requirements for Areas Requesting Redesignation to Attainment" and is based on the Agency's authority to establish *de minimis* exceptions to statutory requirements. *See Alabama Power Co. v. Costle*, 636 F. 2d 323, 360–61 (D.C. Cir. 1979). As discussed below, the State of Ohio has demonstrated that the Dayton area will be able to maintain the standard without part D NSR in effect and, therefore, the State need not have a fully-approved part D NSR program prior to approval of the redesignation request for Dayton. Ohio's part C PSD program will become effective in the Dayton area upon redesignation to attainment.

Finally, for purposes of redesignation, the Dayton SIP was reviewed to ensure that all requirements of section 110(a)(2), containing general SIP elements, were satisfied. As noted above, USEPA believes the SIP satisfies all of those requirements.

b. Section 176 Conformity Plan Provisions

Section 176(c) of the Act requires States to revise their SIPs to establish criteria and procedures to ensure that, before they are taken, Federal actions conform to the air quality planning goals in the applicable State SIP. The requirement to determine conformity applies to transportation plans, programs and projects developed, funded or approved under Title 23 U.S.C. or the Federal Transit Act (transportation conformity), as well as to all other Federal actions (general conformity).

The USEPA promulgated final transportation conformity regulations on November 24, 1993 (58 FR 62188) and general conformity regulations on November 30, 1993 (58 FR 63214). Pursuant to section 51.396 of the transportation conformity rule and section 51.851 of the general conformity rule, the State of Ohio is required to submit a SIP revision containing transportation conformity criteria and procedures consistent with those established in the Federal rule by November 25, 1994, and November 30, 1994, respectively. Because the deadlines for these submittals did not come due prior to the date the Dayton redesignation request was submitted, however, they are not applicable requirements under section 107(d)(3)(E)(v) and, thus, do not affect approval of this redesignation request.

3. Subpart 2 Requirements

The Dayton-Springfield area is classified moderate nonattainment; therefore, part D, subpart 2, section 182(b) requirements apply. The requirements which came due prior to the submission of the request to redesignate the Dayton-Springfield area must be fully approved into the SIP prior to redesignating the area to attainment. These requirements are discussed below:

(i) 1990 Base Year Emission Inventory

The 1990 base year emission inventory was due on November 15, 1992. It was submitted to the USEPA on March 15, 1994. The USEPA approved this submittal on March 22, 1995 (60 FR 15053).

(ii) Emission Statements

The emissions statement SIP was due on November 15, 1992. It was submitted to the USEPA on March 15, 1994. The USEPA approved this SIP revision through a direct final rulemaking action published on October 13, 1994 (59 FR 51863).

(iii) VOC RACT Requirements

Sections 182(a)(2)(A) and 182(b)(2) establish VOC RACT requirements applicable to moderate ozone nonattainment areas such as Dayton. Section 182(a)(2)(A) required the submission to USEPA of all rules and corrections to existing VOC RACT rules that were required under the RACT provision of the pre-1990 CAA (referred to as RACT "fix-ups"). Section 182(b)(2) required the submission to USEPA of (1) VOC RACT rules for all VOC sources covered by a CTG issued before the date of enactment of the 1990 CAA amendments (a requirement that the State has previously met), (2) VOC RACT for each VOC source covered by a CTG issued between the enactment of the 1990 CAAA and the attainment date (which is not an applicable requirement for purposes of this redesignation since the due date for these rules is November 15, 1994, a date after the submission of the redesignation request), and (3) VOC RACT for all other major stationary sources of VOC located in the area.

On June 9, 1988, August 24, 1990, and June 7, 1993, Ohio submitted VOC RACT rules to USEPA for approval. In a final rulemaking action, the USEPA partially approved, partially disapproved, and granted partial limited approval/limited disapproval to portions of Ohio's VOC RACT rules on May 9, 1994 (see 58 FR 49458). Ohio submitted negative declarations for source categories which must be subject to RACT but for which there are no sources in the Dayton-Springfield area. The USEPA has reviewed revised VOC RACT rules which addressed identified deficiencies. Ohio's VOC RACT rules submittals have now been approved in a direct final notice published on March 23, 1995 (60 FR 15235). Thus, the State has now satisfied all of the VOC RACT requirements applicable to the Dayton area. (The approval of this redesignation is contingent upon the approval of the VOC RACT rules and the 1990 Base-

Year Emissions Inventory. Thus, this redesignation will not become effective until the approval of the VOC RACT rules and the 1990 Base-Year Emissions Inventory become effective. Consequently, should the direct final notice approving the VOC RACT rules or 1990 Base-Year Inventory be withdrawn as a consequence of adverse comment, this direct final notice approving the redesignation will also be withdrawn and final action will be taken on the redesignation at a later date.)

(iv) Stage II Vapor Recovery (Stage II)

Section 182(b)(3) required States to submit Stage II rules to USEPA for moderate ozone nonattainment areas by November 15, 1992. Ohio submitted Stage II regulations as a SIP revision on June 7, 1993. However, as the USEPA promulgated onboard rules on April 6, 1994 (59 FR 16262), Stage II is no longer required for moderate ozone nonattainment areas (see section 202(a)(b). Thus, a Stage II program is not an applicable requirement for purposes of determining if the area has met all the section 110 and part D requirements. However, Ohio is implementing Stage II as a maintenance measure.

(v) Vehicle Inspection and Maintenance (I/M)

The USEPA's final I/M regulations in 40 CFR Part 85 require the State to submit to the USEPA a fully adopted I/M program by November 15, 1992. Ohio submitted the I/M rules on May 26, 1994. This submittal was approved on April 4, 1995, at 60 FR 16989. (The approval of this redesignation is contingent upon the approval of the I/M SIP revision. Consequently, should the direct final notice approving the I/M SIP Revision be withdrawn as a consequence of adverse comment, this direct final notice approving the redesignation will also be withdrawn and final action will be taken on the redesignation at a later date.)

(vi) 1.15:1 VOC and NO_X Offsets Requirement for NSR

As explained above, USEPA has determined that areas need not comply with the part D NSR requirements of the Act in order to be redesignated, provided that the area is able to demonstrate maintenance without part D NSR in effect. As maintenance has been demonstrated for the Dayton area without part D NSR in effect, USEPA is not requiring that the area have a fully-approved part D NSR plan meeting the requirements of sections 182 (a) and (b) prior to redesignation.

(vii) NO_X Requirement

Section 182(f) establishes NO_X requirements for ozone nonattainment areas. However, such requirement does not apply to an area such as Dayton if the Administrator determines that NO_X reductions would not contribute to attainment. The Administrator has made such a determination based upon three years of clean air quality data and has approved the State of Ohio's request to exempt the Dayton area from the section 182(f) NO_X requirements (60 FR 3760). Thus, the State of Ohio need not comply with the NO_X requirements of section 182(f) for Dayton to be redesignated. If a violation is monitored in the Dayton-Springfield area, Ohio has committed to adopt and implement NO_X RACT rules as a contingency measure.

E. Section 107(d)(3)(E)(ii). The Administrator has fully approved the applicable implementation plan for the area under Section 110(k). USEPA has reviewed the SIP to ensure that it contains all measures that were due under the amended 1990 Act. Based on the approval of submittals under the pre-amended CAA, and USEPA's approval of SIP revisions under the amended CAA, USEPA has determined that the Dayton-Springfield area has a fully approved SIP under section 110(k), which also meets the applicable requirements of section 110 and part D as discussed below. (45 FR 72122, 60 FR 3760, 60 FR 15035, 60 FR 15235, and 60 FR 16989.

III. Transport of Ozone Precursors to Downwind Areas

Preliminary modeling results utilizing USEPA's regional oxidant model (ROM) indicate that ozone precursor emissions from various States west of the ozone transport region (OTR) in the northeastern United States contribute to increases in ozone concentrations in the OTR. The State of Ohio has provided documentation that VOC and NO_X emissions in the Dayton-Springfield area will remain below attainment levels for the next eleven years. Should emissions exceed attainment levels, the contingency plan will be triggered. In addition, Ohio is required to submit a revision to the maintenance plan eight years after redesignation to attainment which demonstrates that the NAAQS will be maintained until the year 2015. The USEPA is currently developing policy which will address long range impacts of ozone transport. The USEPA is working with the States and other organizations to design and complete studies which consider upwind sources and quantify their impacts. The USEPA intends to address the transport issue through Section 110 based on a domain-wide modeling analysis.

The USEPA notified Environment Canada of this action. The redesignation is not expected to have any adverse impact on Canada since emissions are expected to remain below levels associated with attainment conditions in the Dayton area.

IV. Final Rulemaking Action

The State of Ohio has met the requirements of the Act for revising the Ohio ozone SIP. The USEPA approves the redesignation of Montgomery, Greene, Miami, and Clark Counties to attainment areas for ozone. In addition, the USEPA approves the maintenance plan into the ozone SIP for these Counties. As noted earlier, this approval is contingent upon the direct final approval of Dayton's VOC RACT rules, Ohio's I/M SIP revision, and Dayton's 1990 Base-Year Emissions Inventory becoming effective.

The USEPA is publishing this action without prior proposal because USEPA considers this action as a noncontroversial revision and anticipates no adverse comments. However, USEPA is publishing a separate document in this **Federal Register** publication, which constitutes a "proposed approval" of the requested SIP revision and clarifies that the rulemaking will not be deemed final if timely adverse or critical comments are filed. The "direct final" approval shall be effective on July 5, 1995, unless USEPA receives adverse or critical comments on this redesignation by June 5, 1995, or by April 21, 1995, regarding the 1990 Base-Year Emissions inventory published at 60 FR 15053, or by April 24, 1995, regarding the VOC RACT notice published at 60 FR 15235, or by May 4, 1995, regarding Ohio's I/M SIP revision published at 60 FR 16989. If USEPA receives comments adverse to or critical of any of these approvals, USEPA will withdraw this redesignation approval before its effective date by publishing a subsequent **Federal Register** notice which withdraws this final action. All public comments received will then be addressed in a subsequent rulemaking notice(s).

Any parties interested in commenting on this action should do so at this time. If no such comments are received, USEPA hereby advises the public that this redesignation will be effective on July 5, 1995.

The Office of Management and Budget has exempted this regulatory action from Executive Order 12866 review.

Nothing in this action should be construed as permitting or allowing or

establishing a precedent for any future request for revision to any SIP. Each request for revision to any SIP shall be considered separately in light of specific technical, economic, and environmental factors and in relation to relevant statutory and regulatory requirements.

This action has been classified as a Table 2 action by the Regional Administrator under the procedures published in the **Federal Register** on January 19, 1989 (54 FR 2214–2225), as revised by an October 4, 1993 memorandum from Michael H. Shapiro, Acting Assistant Administrator for Air and Radiation. The Office of Management and Budget exempted this regulatory action from Executive Order 12866 review.

Under the Regulatory Flexibility Act, 5 U.S.C. 600 *et seq.*, USEPA must prepare a regulatory flexibility analysis assessing the impact of any proposed or final rule on small entities (5 U.S.C. 603 and 604). Alternatively, USEPA may certify that the rule will not have a significant impact on a substantial number of small entities. Small entities include small businesses, small not-for-profit enterprises, and government entities with jurisdiction over populations of less than 50,000.

The SIP approvals under section 110 and subchapter I, part D, of the Act do not create any new requirements, but simply approve requirements that the State is already imposing. Therefore, because the Federal SIP approval does not impose any new requirements, I certify that it does not have a significant impact on small entities affected. Moreover, due to the nature of the Federal-State relationship under the Act, preparation of a regulatory flexibility analysis would constitute Federal inquiry into the economic reasonableness of State action. The Act forbids USEPA to base its actions concerning SIPs on such grounds. *Union Electric Co.* v. *USEPA*, 427 U.S. 246, 256–66 (1976).

Under Section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by July 5, 1995. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this rule for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See Section 307(b)(2).)

List of Subjects

40 CFR Part 52

Air pollution control, Environmental protection, Hydrocarbons, Intergovernmental relations, Motor vehicle pollution, Ozone, Volatile organic compounds, Reporting and recordkeeping requirements.

40 CFR Part 81

Air pollution control, Environmental protection, National parks, and Wilderness areas.

Dated: March 14, 1995.

Valdas V. Adamkus,

Regional Administrator.

Title 40 of the Code of Federal Regulations, chapter I, is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

2. Section 52.1885 is amended by removing paragraph (a)(5) and revising paragraph (b) to read as follows:

§ 52.1885 Control strategy: Ozone.

* * * * *

(b) The maintenance plans for the following counties are approved:

(1) Preble County.

(2) Columbiana County.

(3) Jefferson County.

(4) Montgomery, Greene, Miami, and Clark Counties. This plan includes implementation of Stage II vapor recovery and an enhanced vehicle inspection and maintenance program.

(5) Lucas and Wood Counties.

* * * * *

PART 81—DESIGNATION OF AREAS FOR AIR QUALITY PURPOSES

1. The authority citation for part 81 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

2. Section 81.336 is amended by revising the entry in the ozone table for the Dayton-Springfield area to read as follows:

§ 81.336 Ohio.

* * * * *

OHIO—OZONE

Designated area	Designation		Classification	
	Date [1]	Type	Date [1]	Type
. .	.	. .	.	.
Dayton-Springfield Area:				
Clark County	July 5, 1995	Attainment.		
Greene County	July 5, 1995	Attainment.		
Miami County	July 5, 1995	Attainment.		
Montgomery	July 5, 1995	Attainment.		
. .	.	. .	.	.

[1] This date is November 15, 1990, unless otherwise noted.

U.S.C. 7401 et seq.) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251 et seq.). Violations shall be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).

7. *Byrd Anti-Lobbying Amendment (31 U.S.C. 1352)*—Contractors who apply or bid for an award exceeding $100,000 shall file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the recipient.

8. *Debarment and Suspension (E.O.s 12549 and 12689)*—Certain contracts shall not be made to parties listed on the nonprocurement portion of the General Services Administration's "Lists of Parties Excluded from Federal Procurement or Nonprocurement Programs" in accordance with E.O.s 12549 and 12689, "Debarment and Suspension." This list contains the names of parties debarred, suspended, or otherwise excluded by agencies, and contractors declared ineligible under statutory or regulatory authority other than E.O. 12549. Contractors with awards that exceed the small purchase threshold shall provide the required certification regarding its exclusion status and that of its principals.

9. Contracts which require performance outside the United States shall contain a provision requiring Worker's Compensation Insurance (42 U.S.C. 1651, et seq.). As a general rule, Department of Labor waivers will be obtained for persons employed outside the United States who are not United States citizens or residents provided adequate protection will be given such persons. The recipient should refer questions on this subject to the USAID Agreement Officer.

* * * * *

Dated: January 6, 1995.

Michael D. Sherwin,

Deputy Assistant Administrator for Management.

[FR Doc. 95-975 Filed 1-18-95; 8:45 am]

BILLING CODE 6116-01-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[OH71-1-6781, OH72-1-6782; FRL-5140-7]

Approval and Promulgation of Implementation Plans; Ohio

AGENCY: Environmental Protection Agency (USEPA).

ACTION: Final rule.

SUMMARY: The USEPA is approving, in final, two exemption requests from the requirements contained in section 182(f) of the Clean Air Act (Act) for the Toledo and Dayton ozone nonattainment areas in Ohio. These exemption requests, submitted by the State of Ohio, are based upon three years of ambient air monitoring data which demonstrate that the National Ambient Air Quality Standard (NAAQS) for ozone has been attained in each of these areas without additional reductions of nitrogen oxides (NO_X). Section 182(f) of the Act requires States with areas designated nonattainment of the NAAQS for ozone, and classified as moderate nonattainment and above, to adopt reasonably available control technology (RACT) rules for major stationary sources of NO_X, and to provide for nonattainment area new source review (NSR) for new sources and modifications that are major for NO_X. Section 182(f) provides that these requirements do not apply for areas outside an ozone transport region if USEPA determines that additional reductions of NO_X would not contribute to attainment of the NAAQS for ozone in the area.

EFFECTIVE DATE: This action will be effective February 21, 1995.

ADDRESSES: Written comments should be addressed to:

William MacDowell, Chief, Regulation Development Section, Air Enforcement Branch (AE-17J), U.S. Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604.

A copy of the exemption requests are available for inspection at the following location (it is recommended that you contact Richard Schleyer at (312) 353-5089 before visiting the Region 5 office):

United States Environmental Protection Agency, Region 5, Air Enforcement Branch, Air and Radiation Division, 77 West Jackson Boulevard, Chicago, Illinois, 60604.

FOR FURTHER INFORMATION CONTACT: Richard Schleyer, Regulation Development Section, Air Enforcement Branch (AE-17J), Region 5, United States Environmental Protection Agency, 77 West Jackson Boulevard, Chicago, Illinois, 60604, (312) 353-5089.

SUPPLEMENTARY INFORMATION:

I. Background

The air quality planning requirements for the reduction of NO_X emissions are set out in section 182(f) of the Act. Section 182(f) of the Act requires States with areas designated nonattainment of the NAAQS for ozone, and classified as moderate nonattainment and above, to impose the same control requirements for major stationary sources of NO_X as apply to major stationary sources of volatile organic compounds (VOC). These requirements include the adoption of RACT rules for major stationary sources and nonattainment area NSR for major new sources and major modifications. Section 182(f) provides further that these NO_X requirements do not apply for areas outside an ozone transport region if USEPA determines that additional reductions of NO_X would not contribute to attainment. Also, the NO_X-related general and transportation conformity provisions (see 58 FR 63214 and 58 FR 62188) would not apply in an area that is granted a section 182(f) exemption. In an area that did not implement the section 182(f) NO_X requirements, but did achieve attainment of the ozone standard, as demonstrated by ambient air monitoring data (consistent with 40 CFR Part 58 and recorded in the USEPA's—Aerometric Information Retrieval System (AIRS)), it is clear that the additional NO_X reductions required by section 182(f) would not contribute to attainment.

II. Criteria for Evaluation of Section 182(f) Exemption Requests

The criteria established for the evaluation of an exemption request from the section 182(f) requirements are set forth in a memorandum from John S. Seitz, Director, Office of Air Quality Planning and Standards, dated May 27, 1994, entitled "Section 182(f) Nitrogen Oxides (NO_X) Exemptions—Revised Process and Criteria." Additional guidance is provided in a document entitled "Guideline for Determining the Applicability of Nitrogen Oxides Requirements Under Section 182(f)," dated December 1993, from USEPA, Office of Air Quality Planning and Standards, Air Quality Management Division.

III. State Submittals

On September 20, 1993, and November 8, 1993, the State of Ohio submitted requests to redesignate the Toledo (Lucas and Wood Counties) and Dayton (Montgomery, Greene, Miami, and Clark Counties) ozone nonattainment areas to attainment areas for the NAAQS for ozone. These redesignation requests are currently under review and will be evaluated in a separate rulemaking.

Included as part of the redesignation submittals were requests that the Toledo and Dayton ozone nonattainment areas

be exempt from the requirements contained in section 182(f) of the Act. These exemption requests are based upon three years of ambient air monitoring data (1991–1993) which demonstrate that the NAAQS for ozone has been attained in each of these areas without additional reductions of NO_X.

IV. Analysis of State Submittals

The USEPA has reviewed the ambient air monitoring data for ozone (consistent with the requirements contained in 40 CFR part 58 and recorded in AIRS) submitted by the OEPA in support of these exemption requests.

For ozone, an area is considered attainment of the NAAQS if there are no violations, as determined in accordance with 40 CFR Part 50.9, based on quality assured monitoring data from three complete consecutive calendar years. A violation of the ozone NAAQS occurs when the annual average number of expected exceedances is greater than 1.0 at any site in the area at issue. An exceedance occurs when the daily maximum hourly ozone concentration exceeds 0.124 parts per million (ppm).

The following ozone exceedances were recorded for the period from 1991 to 1993:

Toledo: Lucas County, 306 N. Yondota (1991)—0.127 ppm and (1993)—0.126 ppm; average expected exceedances: 0.7. Friendship Park (1993)—0.136 ppm; average expected exceedances: 0.3.

Dayton: Montgomery County, 2100 Timberlane (1993)—0.125 ppm; average expected exceedances: 0.3.

Thus, the annual average expected exceedances in a three year period were less than 1.0 and both areas are meeting the air quality standard for ozone.

A more detailed summary of the ozone monitoring data for both areas is provided in the USEPA technical support document dated April 20, 1994.

V. NO_X RACT Rules

The State of Ohio submitted adopted NO_X RACT rules to USEPA on July 1, 1994, for the Toledo, Dayton, and Cleveland ozone nonattainment areas. These rules are currently under review and will be evaluated in a separate rulemaking. These rules, when approved by USEPA, may be suspended by the State for the Toledo and Dayton areas upon the final approval effective date of the Section 182(f) exemption requests addressed in this Notice.

VI. Inspection and Maintenance (I/M) Programs

The I/M Final Rule (57 FR 52950) requires States to submit to USEPA a fully adopted I/M program by November 15, 1993. At this time, however, the preliminary interpretive guidance on basic I/M, is discussed in the USEPA policy memorandum dated September 17, 1993, from Michael H. Shapiro, Acting Assistant Administrator for Air and Radiation, entitled "State Implementation Plan Requirements for Areas Submitting Requests for Redesignation to Attainment of the Ozone and Carbon Monoxide (CO) National Ambient Air Quality Standards (NAAQS) on or after November 15, 1992," (Shapiro Memorandum). The Shapiro Memorandum provides that, for areas where maintenance plans do not rely on implementation of a basic I/M program immediately following redesignation, upon revision to the I/M rule, if a State adopts and submits as a revision to its SIP the following:

- The legislative authority for a basic I/M program;
- A provision in the SIP providing that basic I/M be placed in the contingency measure portion of the maintenance plan upon redesignation; and
- An enforceable schedule and commitment by the Governor or his/her designee for adoption and implementation of a basic I/M program upon a specified, appropriate triggering event;

The State would have met the minimum requirements for I/M as they relate to USEPA's consideration of the State's redesignation request submitted for a nonattainment area. The USEPA is presently proceeding to establish this interpretation through regulatory action (see 59 FR 33237).

The State of Ohio is required to adopt a basic I/M program for the Toledo ozone nonattainment area (encompassing Lucas and Wood Counties). However, the State has submitted a redesignation request (SIP revision) to attainment of the NAAQS for ozone for the Toledo area. This SIP revision includes legislative authority for the adoption of a basic I/M program; a basic I/M program as a contingency measure in the maintenance plan upon redesignation; and an enforceable schedule for the implementation of the basic I/M program upon a specified triggering event. Under the approach set forth in the Shapiro Memorandum, the State has met the requirements for an area requesting redesignation that is required to adopt a basic I/M program.

For the Dayton ozone nonattainment area (encompassing Clark, Greene, Miami, and Montgomery Counties), the Dayton local area has opted for an enhanced I/M program. This requires the Dayton area to comply with all applicable enhanced I/M program requirements. The I/M Final Rule (57 FR 52950) provides that if the USEPA Administrator determines that NO_X emission reductions are not beneficial in a given ozone nonattainment area, then NO_X emission reductions are not required of the enhanced I/M program, but the program shall be designed to offset NO_X increases resulting from the repair of hydrocarbon (HC) and carbon monoxide (CO) failures.[1]

Upon the effective date of this action, the Dayton area shall not be required to demonstrate compliance with the enhanced I/M performance standard for NO_X. However, the Dayton area shall be required to demonstrate, using USEPA's Mobile Source Emissions Model, Mobile 5a (or its successor), that NO_X emissions will be no higher than in the absence of any I/M program.

VII. Withdrawal of the Exemptions

Continuation of the Section 182(f) exemptions granted herein is contingent upon continued monitoring and continued attainment and maintenance of the ozone NAAQS in the affected areas. If a violation of the ozone NAAQS is monitored in the Toledo or Dayton area(s) (consistent with the requirements contained in 40 CFR part 58 and recorded in AIRS), USEPA will provide notice to the public in the Federal Register. A determination that the NO_X exemption no longer applies would mean that the NO_X NSR and the NO_X-related general and transportation conformity provisions would immediately be applicable (see 58 FR 63214 and 58 FR 62188). The NO_X RACT requirements would also be applicable, with a reasonable time provided as necessary to allow major stationary sources subject to the RACT requirements to purchase, install and operate the required controls. The USEPA believes that the State may provide sources a reasonable time period after the USEPA determination to actually meet the RACT emission limits. The USEPA expects such time period to be as expeditious as practicable, but in no case longer than 24 months. If a nonattainment area is redesignated to attainment of the ozone NAAQS, NO_X RACT shall be implemented as stated in the USEPA-approved maintenance plan.

VIII. Notice of Proposed Rulemaking and Responses to Comments

The USEPA published a notice proposing to approve the exemption

[1] Additional clarification concerning the requirements and areas with no NO_X exemptions is provided in a memorandum from Mary T. Smith, Acting Director, Office of Mobile Sources, dated October 14, 1994, entitled "I/M Requirements in NO_X RACT Exempt Areas."

requests for the Toledo and Dayton nonattainment areas in the July 26, 1994 Federal Register (59 FR 37947). The USEPA received comments supporting and adverse to this proposed action. Copies of all comments have been placed in the docket file. The following entities submitted adverse or supporting comments. Some of the comments addressed similar points. The USEPA has responded to the adverse comments by issue as set forth below.

Submitting Entity (Date Received by USEPA)

Citizens Campaign for the Environment (7–27–94); Natural Resources Defense Council (8–9–94 and 8–24–94); New York State Electric and Gas Corporation (8–10–94); Northeast States for Coordinated Air Use Management (8–15–94 and 9–28–94); State of New York Department of Environmental Conservation (8–16–94 and 10–05–94); Commonwealth of Pennsylvania Department of Environmental Resources (8–31–94); Southern Environmental Law Center (10–3–94); Pollution Probe (10–03–94); Ohio Sierra Club (10–03–94); Conservation Law Foundation (10–03–94); The Lung Association (Ontario, 10–11–94); Ohio Environmental Protection Agency (10–26–94); Fuller & Henry (10–26–94); and Individual Residents from the State of Ohio (various dates between 8/31/94 and 10/13/94).

A summary of the adverse comments and USEPA's responses follows:

Procedural Comments: Several commenters argued that USEPA should not approve the waiver requests at issue on procedural grounds. NO_X exemptions are provided for in two separate parts of the Act, section 182(b)(1) and section 182(f). Commenters took the position that because the NO_X exemption tests in subsections 182(b)(1) and 182(f)(1) include language indicating that action on such requests should take place "when [EPA] approves a plan or plan revision," that all NO_X exemption determinations by USEPA, including exemption actions taken under the petition process established by subsection 182(f)(3), must occur during consideration of an approvable attainment or maintenance plan, unless the area has been redesignated to attainment for the ozone NAAQS. These commenters also argue that even if the petition procedures of subsection 182(f)(3) may be used to relieve areas of certain NO_X requirements, exemptions from the NO_X conformity requirements must follow the process provided in subsection 182(b)(1), since this is the only provision explicitly referenced by section 176(c), in the Act's conformity provisions.

USEPA Response: Section 182(f) contains very few details regarding the administrative procedure for USEPA action on NO_X exemption requests. The absence of specific guidelines by Congress leaves USEPA with discretion to establish reasonable procedures, consistent with the requirements of the Administrative Procedure Act (APA).

Despite the interpretation of the commenters regarding the process for considering exemption requests under section 182(f), USEPA believes that subsections 182(f)(1) and 182(f)(3) provide independent procedures for USEPA to act on NO_X exemption requests. The language in subsection 182(f)(1), which indicates that USEPA should act on NO_X exemptions in conjunction with action on a plan or plan revision, does not appear in subsection 182(f)(3). While subsection 182(f)(3) references subsection 182(f)(1), USEPA believes that this reference encompasses only the substantive tests in paragraph (1) [and, by extension, paragraph (2)], and not the procedural requirement that USEPA act on exemptions only when acting on SIPs. Additionally, paragraph (3) provides that "person[s]" (which section 302(e) of the Act defines to include States) may petition for NO_X exemptions "at any time," and requires USEPA to make its determination within six months of the petition's submission. These key differences lead USEPA to believe that Congress intended the exemption petition process of paragraph (3) to be distinct and more expeditious than the longer plan revision process intended under paragraph (1).

Section 182(f)(1) appears to contemplate that exemption requests submitted under these paragraphs are limited to States, since States are the entities authorized under the Act to submit plans or plan revisions. By contrast, section 182(f)(3) provides that "person[s]"[2] may petition for a NO_X determination "at any time" after the ozone precursor study required under section 185B of the Act is finalized,[3] and gives USEPA a limit of 6 months after filing to grant or deny such petitions. Since individuals may submit petitions under paragraph (3) "at any time" this must include times when there is no plan revision from the State pending at USEPA. The specific timeframe for USEPA action established in paragraph (3) is substantially shorter than the timeframe usually required for States to develop and for USEPA to take action on revisions to a SIP. These differences strongly suggest that Congress intended the process for acting on petitions under paragraph (3) to be distinct—and more expeditious—from the plan revision process intended under paragraph (1). Thus, USEPA believes that paragraph (3)'s reference to paragraph (1) encompasses only the substantive tests in paragraph (1) (and, by extension, paragraph (2)), not the requirement in paragraph (1) for USEPA to grant exemptions only when acting on plan revisions.

With respect to major stationary sources, section 182(f) requires States to adopt NO_X NSR and RACT rules, unless exempted. These rules were generally due to be submitted to USEPA by November 15, 1992. Thus, in order to avoid sanctions under the Act, areas seeking a NO_X exemption would have needed to submit their exemption request for USEPA review and rulemaking action several months before November 15, 1992. In contrast, the Act specifies that the attainment demonstrations are not due until November 1993 or 1994 (and USEPA may take 12–18 months to approve or disapprove the demonstration). For marginal ozone nonattainment areas (subject to NO_X NSR), no attainment demonstration is called for in the Act. For maintenance plans, the Act does not specify a deadline for submittal of maintenance demonstrations. Clearly, the Act envisions the submittal of, and USEPA action on, exemption requests, in some cases, prior to submittal of attainment or maintenance demonstrations.

The Act requires conformity with regard to federally-supported NO_X generating activities in relevant nonattainment and maintenance areas. However, USEPA's conformity rules explicitly provide that these NO_X requirements would not apply if USEPA grants an exemption under section 182(f).

In response to the comment that section 182(b)(1) should be the appropriate vehicle for dealing with exemptions from the NO_X requirements of the conformity rule, USEPA notes that this issue has previously been raised in a formal petition for reconsideration of USEPA's final transportation conformity rule and in litigation pending before the U.S. Court of Appeals for the District of Columbia Circuit on the substance of both the transportation and general conformity rules. Thus the issue is under further consideration, but at this time the Agency's position is as stated above.

[2] Section 302(e) of the Act defines the term "person" to include States.

[3] The final section 185B report was issued July 30, 1993.

Additionally, subsection 182(f)(3) requires that NO_X exemption petition determinations be made by USEPA within six months. The USEPA has stated in previous guidance that it intends to meet this statutory deadline as long as doing so is consistent with the APA. The USEPA believes that the applicable rules governing this issue are those that appear in USEPA's final conformity regulations, and that USEPA remains bound by their existing terms.

Modeling Comments: Some commenters stated that the modeling required by USEPA is insufficient to establish that NO_X reductions would not contribute to attainment since only one level of NO_X control, i.e., "substantial" reductions, is required to be analyzed. They further explain that an area must submit an approvable attainment plan before USEPA can know whether NO_X reductions will aid or undermine attainment.

USEPA Response: As described in USEPA's December 1993 NO_X exemption guidance,[4] photochemical grid modeling is generally needed to document cases where NO_X reductions are counterproductive to net air quality, do not contribute to attainment, do not show a net ozone benefit, or include excess reductions. The Urban Airshed Model (UAM) or, in the Ozone Transport Region (OTR), the Regional Oxidant Model (ROM), are acceptable methods for these purposes. The December guidance also provides that, under the "not contribute to attainment test," an area may qualify for a NO_X exemption by attaining the ozone standard, as demonstrated by three years of ambient air monitoring data. The exemption requests submitted by the State for the Toledo and Dayton areas are based upon ambient air monitoring data. Therefore, adverse comments submitted concerning modeling are not relevant to this action, and are not being further addressed.

Public Hearing Request: Some commenters requested that a public hearing be held on this action.

USEPA Response: This action is not considered a SIP revision and therefore the requirement for a public hearing under section 110(a) of the Act is not applicable.

Environmental Impact Statement (EIS) Request: Some commenters requested that an EIS be prepared regarding this action.

USEPA Response: All Clean Air Act programs are exempted from the procedural requirements of the National Environmental Policy Act (NEPA) under section 7(c)(1) of the Energy Supply and Environmental Coordination Act, 15 U.S.C. 793(c)(1). Therefore, USEPA is not preparing an EIS for this action.

SIP Status Request: One commenter requested the status of other SIP revisions (i.e., the 15% rate-of-progress plan and the redesignation request) required to be submitted by the State.

USEPA Response: This action only addresses the section 182(f) exemption requests submitted by the State of Ohio for the Toledo and Dayton areas and USEPA final action on such requests are not dependent on final actions on other required SIP submittals, such as the ones mentioned. Non-related SIP revisions will be dealt with separately.

Toledo Transportation Improvement Program (TIP): One commenter provided comments on the basis of the determination of the conformity of the Toledo TIP and analysis of other Ohio TIPs.

USEPA Response: This action only addresses the section 182(f) exemption requests submitted by the State of Ohio for the Toledo and Dayton areas. Therefore, the comment is not being further addressed.

Attainment Data Comments: Three years of "clean" data fail to demonstrate that NO_X reductions would not contribute to attainment of the NAAQS for ozone. The USEPA's policy erroneously equates the absence of a violation for one three-year period with "attainment."

USEPA Response: The USEPA has separate criteria for determining if an area should be redesignated to an ozone attainment area under section 107 of the Act. The section 107 redesignation criteria are more comprehensive than the Act requires with respect to NO_X exemptions under section 182(f).

Under section 182(f)(1)(A), an exemption from the NO_X requirements may be granted for nonattainment areas outside an OTR if USEPA determines that "additional reductions of (NO_X) would not contribute to attainment" of the ozone NAAQS in those areas. In some cases, an ozone nonattainment area might attain the ozone standard, as demonstrated by 3 years of adequate monitoring data, without having implemented the section 182(f) NO_X provisions over that 3-year period.

In cases where a nonattainment area is demonstrating attainment with 3 consecutive years of air quality monitoring data without having implemented the section 182(f) NO_X provisions, USEPA believes that the section 182(f) test is met since "additional reductions of (NO_X) would not contribute to attainment" of the NAAQS in that area. In cases where it is warranted, USEPA's approval of the exemption is granted on a contingent basis (i.e., the exemption would last for only as long as the area's monitoring data continue to demonstrate attainment).

Downwind Area Comments: Several commenters argued that USEPA's December 1993 guidance prohibits granting a section 182(f) waiver based on 3 years of clean data if evidence exists showing that the waiver would interfere with attainment or maintenance in downwind areas. The commenters argued that such condition should also apply to waiver requests based on modeling. Exemptions in Ohio cities, they claim, are likely to exacerbate ozone nonattainment downwind, and therefore are not consistent with the Act. If the exemptions are granted, emissions from new stationary sources and the transportation sector in Ohio, which are projected to increase, could delay attainment of the ozone standard in areas in the northeastern United States.

These commenters further claim that USEPA modeling has demonstrated that Ohio is a significant contributor to atmospheric transport of ozone precursors to the OTR. Since this modeling indicates that emissions of NO_X from stationary sources west of the OTR contribute to increased ozone levels in the northeast, they argued that control of NO_X emissions in the OTR and in States west of the OTR will contribute to significant reductions in peak ozone levels within the OTR.

USEPA Response: As a result of such comments, USEPA has re-evaluated its position on this issue and decided to revise the previously-issued guidance As described below, USEPA intends to use its authority under section 110(a)(2)(D) to require a State to reduce NO_X emissions from stationary and/or mobile sources where there is evidence, such as photochemical grid modeling, showing that NO_X emissions would contribute significantly to nonattainment in, or interfere with maintenance by, any other State. This action would be independent of any action taken by USEPA on a NO_X exemption request for stationary sources under section 182(f). That is, USEPA action to grant or deny a NO_X exemption request under section 182(f) would not shield that area from USEPA action to require NO_X emission reductions, if necessary, under section 110(a)(2)(D).

Modeling analyses are underway in many areas for the purpose of demonstrating attainment in the 1994

[4] "Guideline for Determining the Applicability of Nitrogen Oxide Requirements under section 182(f)," from John S. Seitz, Director, Office of Air Quality Planning and Standards, dated December 19, 1993.

SIP revisions. Recent modeling data suggest that certain ozone nonattainment areas may benefit from reductions in NO_X emissions far upwind of the nonattainment area. For example, the northeast corridor and the Lake Michigan areas are considering attainment strategies which rely in part on NO_X emission reductions hundreds of miles upwind. The USEPA is working with the States and other organizations to design and complete studies which consider upwind sources and quantify their impacts. As the studies progress, USEPA will continue to work with the States and other organizations to develop mutually acceptable attainment strategies.

At the same time as these large scale modeling analyses are being conducted, certain nonattainment areas that are located in the area being modeled, have requested exemptions from NO_X requirements under section 182(f). Some areas requesting an exemption may impact upon downwind nonattainment areas. The USEPA intends to address the transport issue through section 110(a)(2)(D) based on a domain-wide modeling analysis.

Under section 182(f) of the Act, an exemption from the NO_X requirements may be granted for nonattainment areas outside an ozone transport region if USEPA determines that "additional reductions of (NO_X) would not contribute to attainment of the national ambient air quality standard for ozone in the area."[5] As described in section 4.3 of the December 16, 1993 guidance document, USEPA believes that the term "area" means the "nonattainment area," and that USEPA's determination is limited to consideration of the effects in a single nonattainment area due to NO_X emissions reductions from sources in the same nonattainment area.

Section 4.3 of the guidance goes on to encourage, but not require, States/petitioners to include consideration of the entire modeling domain, since the effects of an attainment strategy may extend beyond the designated nonattainment area. Specifically, the guidance encourages States to "consider imposition of the NO_X requirements if needed to avoid adverse impacts in downwind areas, either intra- or inter-State. States need to consider such impacts since they are ultimately responsible for achieving attainment in all portions of their State (see generally section 110) and for ensuring that emissions originating in their State do not contribute significantly to nonattainment in, or interfere with maintenance by, any other State (see section 110(a)(2)(D)(i)(I))."

In contrast, Section 4.4 of the guidance states that the section 182(f) demonstration *would not be approved* if there is evidence, such as photochemical grid modeling, showing that the NO_X exemption would interfere with attainment or maintenance in downwind areas. The guidance goes on to explain that section 110(a)(2)(D) (not section 182(f)) prohibits such impacts.

Consistent with the guidance in section 4.3, USEPA believes that the section 110(a)(2)(D) and 182(f) provisions must be considered independently. Thus, if there is evidence that NO_X emissions in an upwind area would interfere with attainment or maintenance in a downwind area, that action should be separately addressed by the State(s) or, if necessary, by USEPA in a section 110(a)(2)(D) action. A section 182(f) exemption request should be independently considered by USEPA. In some cases, then, USEPA may grant an exemption from across-the-board NO_X RACT controls under section 182(f) and, in a separate action, require NO_X controls from stationary and/or mobile sources under section 110(a)(2)(D). It should be noted that the controls required under section 110(a)(2)(D) may be more or less stringent than RACT, depending upon the circumstances. Consistent with these principles, USEPA is approving these exemption requests under 182(f) of the Act. If evidence appears that NO_X emissions in an upwind area would interfere with attainment or maintenance in a downwind area, appropriate action shall be taken by the State(s) or, if necessary, by USEPA under section 110(a)(2)(D).

Scope of Exemption Comments: Comments were received regarding exemption of areas from the NO_X requirements of the conformity rules. Several commenters argue that the exemptions should waive only the requirements of section 182(b)(1) to contribute to specific annual reductions, not the requirement that conformity SIPs contain information showing the maximum amount of motor vehicle NO_X emissions allowed under the transportation conformity rules and, similarly, the maximum allowable amounts of any such NO_X emissions under the general conformity rules. The commenters admit that, in prior guidance, USEPA has acknowledged the need to amend a drafting error in the existing transportation conformity rules to ensure consistency with motor vehicle emissions budgets for NO_X, but want USEPA, in actions on NO_X exemptions, to explicitly affirm this obligation and to also avoid granting waivers until a budget controlling future NO_X increases is in place.

USEPA Response: With respect to conformity, USEPA's conformity rules[6] provide a NO_X waiver if an area receives a section 182(f) exemption. In rulemaking on "Conformity; General Preamble for Exemption From Nitrogen Oxides Provisions," 59 FR 31238, 31241 (June 17, 1994), USEPA reiterated its view that in order to conform, nonattainment and maintenance areas must demonstrate that both the transportation plan and the transportation improvement program (TIP) are consistent with the motor vehicle emissions budget for NO_X even where a conformity NO_X waiver has been granted. Due to a drafting error, that view is not reflected in the current transportation conformity rules. As the commenters correctly note, USEPA states in the June 17th notice that it intends to remedy the problem by amending the conformity rule. Although that notice specifically mentions only requiring consistency with the approved maintenance plan's NO_X motor vehicle emissions budget, USEPA also intends to require consistency with the attainment demonstration's NO_X motor vehicle emissions budget. However, the exemptions at issue were submitted pursuant to section 182(f)(3), and USEPA does not believe it is appropriate to delay action on these petitions, especially in light of the six-month statutory deadline provided for such action, until the conformity rule is amended. As noted above, this issue has also been raised in a formal petition for reconsideration of the Agency's final transportation conformity rule and in litigation pending before the U.S. Court of Appeals for the District of Columbia Circuit on the substance of both the

[5] There are three NO_X exemption tests specified in section 182(f). Of these, two are applicable for areas outside an ozone transport region; the "contribute to attainment" test described above, and the "net air quality benefits" test. The USEPA must determine, under the latter test, that the net benefits to air quality in an area "are greater in the absence of NO_X reductions" from relevant sources. Based on the plain language of section 182(f), USEPA believes that each test provides an independent basis for receiving a full or limited NO_X exemption. Consequently, as stated in section 1.4 of the December 16, 1993 USEPA guidance, "(w)here any one of the tests is met (even if another test is failed), the section 182(f) NO_X requirements would not apply or, under the excess reductions provision, a portion of these requirements would not apply."

[6] "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved under Title 23 U.S.C. of the Federal Transit Act," November 24, 1993 (58 FR 62188); "Determining Conformity of General Federal Actions to State or Federal Implementation Plans; Final Rule," November 30, 1993 (58 FR 63214).

transportation and general conformity rules. Thus this issue is under consideration, but at this time the Agency's position remains as stated. The USEPA, therefore, believes that until the issue is resolved, the applicable rules governing this issue are those that appear in the Agency's final conformity regulations, and the Agency remains bound by their existing terms.

Conclusive Evidence Comment: The Act does not authorize any waiver of the NO_X reduction requirements until conclusive evidence exists that such reductions are counter-productive.

USEPA Response: The USEPA does not agree with this comment since it is contrary to Congressional intent as evidenced by the plain language of section 182(f), the structure of the Title I ozone subpart as a whole, and relevant legislative history. In developing and implementing its NO_X exemption policies, USEPA has sought an approach that reasonably accords with that intent.

Section 182(f), in addition to imposing control requirements on major stationary sources of NO_X similar to those that apply for such sources of VOC, also provides for an exemption (or limitation) from application of these requirements if, under one of several tests, USEPA determines that in certain areas NO_X reductions would generally not be beneficial. In subsection 182(f)(1), Congress explicitly conditioned action on NO_X exemptions on the results of an ozone precursor study required under section 185B. Because of the possibility that reducing NO_X in a particular area may either not contribute to ozone attainment or may cause the ozone problem to worsen, Congress included attenuating language, not just in section 182(f), but throughout the Title I ozone subpart, to avoid requiring NO_X reductions where they would be nonbeneficial or counterproductive.

In describing these various ozone provisions (including section 182(f), the House Conference Committee Report states in pertinent part: "[T]he Committee included a separate NO_X/VOC study provision in section (185B) to serve as the basis for the various findings contemplated in the NO_X provisions. The Committee does not intend NO_X reduction for reduction's sake, but rather as a measure scaled to the value of NO_X reductions for achieving attainment in the particular ozone nonattainment area." H.R. Rep. No. 490, 101st Cong., 2d Sess. 257–258 (1990).

As noted in response to a comment discussed above, the command in subsection 182(f)(1) that USEPA "shall consider" the section 185B report taken together with the timeframe the Act provides both for completion of the report and for acting on NO_X exemption petitions clearly demonstrate that Congress believed the information in the completed section 185B report would provide a sufficient basis for USEPA to act on NO_X exemption requests, even absent the additional information that would be included in affected areas' attainment or maintenance demonstrations. However, while there is no specific requirement in the Act that USEPA actions granting NO_X exemption requests must await "conclusive evidence," as the commenters argue, there is also nothing in the Act to prevent USEPA from revisiting an approved NO_X exemption if warranted due to subsequent ambient monitoring information.

In addition, USEPA believes (as described in USEPA's December 1993 guidance) that section 182(f)(1) of the Act provides that the new NO_X requirements shall not apply (or may by limited to the extent necessary to avoid excess reductions) if the USEPA Administrator determines that *any one* of the following tests is met:

(1) In any area, the net air quality benefits are greater in the absence of NO_X reductions from the sources concerned;

(2) In nonattainment areas not within an ozone transport region, additional NO_X reductions would not contribute to ozone attainment in the area; or

(3) In nonattainment areas within an ozone transport region, additional NO_X reductions would not produce net ozone air quality benefits in the transport region.

Based on the plain language of section 182(f), USEPA believes that each test provides an independent basis for the granting of a full or limited NO_X exemption. Only the first test listed above is based on a showing that NO_X reductions are "counter-productive." If even one of the tests is met, the section 182(f) NO_X requirements would not apply or, under the excess reductions provision, a portion of these requirements would not apply

Transboundary Pollution Comment: Several commenters noted that the Canada-U.S. Air Quality Agreement signed by the two countries on March 13, 1991, calls for each Party to notify the other of a proposed action, activity or project likely to cause significant transboundary air pollution, and, as appropriate, to take measures to avoid or mitigate the potential risk.

USEPA Response: The USEPA takes seriously international agreements entered into by our government. However, USEPA does not believe that the action of granting a NO_X exemption request would likely cause significant transboundary air pollution. The action to grant or deny these exemption requests will determine the amount of emission reductions, but not cause new or additional transboundary air pollution.

Air Quality Comment: Several commenters stated that the air quality monitoring data alone does not support this exemption proposal. The air quality levels are below USEPA's definition of an exceedance of the ozone NAAQS at 0.125 ppm, but are greater than the ozone NAAQS of 0.120 ppm.

USEPA Response: For the reasons provided below, USEPA does not agree with the commenter's conclusion. As stated in 40 CFR 50.9, the ozone "standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above 0.12 parts per million (235 $\mu g/m^3$) is equal to or less than 1, as determined by Appendix H." Appendix H references USEPA's "Guideline for Interpretation of Ozone Air Quality Standards" (EPA–450/4–79–003, January 1979), which notes that the stated level of the standard is taken as defining the number of significant figures to be used in comparison with the standard. For example, a standard level of 0.12 ppm means that measurements are to be rounded to two decimal places (0.005 rounds up to 0.01). Thus, 0.125 ppm is the smallest concentration value in excess of the level of the ozone standard (please refer to "Section IV. Analysis of the State Submittal" in this notice for monitored ozone concentrations in the Toledo and Dayton areas). The ambient air monitoring data shows that no violation of the ozone standard has occurred for the Toledo and Dayton areas during the 1991–1993 ozone seasons.

IX. Final Action

The USEPA is approving the exemption requests for the Toledo and Dayton ozone nonattainment areas from the section 182(f) NO_X requirements based upon the evidence provided by the State and the State's compliance with the requirements outlined in the applicable USEPA guidance. This action exempts the Lucas, Wood, Clark, Greene, Miami, and Montgomery counties from the requirements to implement NO_X RACT, nonattainment area NSR for new sources and modifications that are major for NO_X, and the NO_X-related general and transportation conformity provisions Also, the Clark, Greene, Miami, and Montgomery counties shall not be required to demonstrate compliance

with the enhanced I/M performance standard for NO_X. If a violation of the ozone NAAQS occurs in the Toledo or Dayton area(s), the exemption from the requirements of section 182(f) of the Act in the applicable area(s) shall no longer apply.

X. Procedural Background

Nothing in this action shall be construed as permitting or allowing or establishing a precedent for any future request for a revision to any state implementation plan. Each request for revision to the state implementation plan shall be considered separately in light of specific technical, economic, and environmental factors and in relation to relevant statutory and regulatory requirements.

This action has been classified as a Table 2 action by the Regional Administrator under the procedures published in the **Federal Register** on January 19, 1989 (54 FR 2214–2225), as revised by an October 4, 1993 memorandum from Michael H. Shapiro, Acting Assistant Administrator for Air and Radiation. The Office of Management and Budget exempted this regulatory action from Executive Order 12866 review.

XI. Regulatory Process

Under the Regulatory Flexibility Act, 5 U.S.C. 600 *et seq.*, USEPA must prepare a regulatory flexibility analysis assessing the impact of any proposed or final rule on small entities (5 U.S.C. 603 and 604). Alternatively, USEPA may certify that the rule will not have a significant impact on a substantial number of small entities. Small entities include small businesses, small not-for-profit enterprises, and government entities with jurisdiction over populations of less than 50,000. Today's exemptions do not create any new requirements, but allow suspension of the indicated requirements for the life of the exemptions. Therefore, because the approval does not impose any new requirements, I certify that it does not have a significant impact on any small entities affected.

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by March 20, 1995. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this rule for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See Section 307(b)(2)).

List of Subjects in 40 CFR Part 52

Air pollution control, Intergovernmental relations, Nitrogen oxides, Ozone, Reporting and record keeping requirements, Volatile organic compounds.

Dated: January 5, 1995.

Valdas V. Adamkus,

Regional Administrator.

Part 52, chapter 1, title 40 of the Code of Federal Regulations is amended as follows:

PART 52—[AMENDED]

1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

Supart KK—Ohio

2. Section 52.1879 is amended by adding new paragraph (f) to read as follows:

§ 52.1879 Review of new sources and modifications.

* * * * *

(f) Approval—USEPA is approving two exemption requests submitted by the Ohio Environmental Protection Agency on September 20, 1993, and November 8, 1993, for the Toledo and Dayton ozone nonattainment areas, respectively, from the requirements contained in Section 182(f) of the Clean Air Act. This approval exempts the Lucas, Wood, Clark, Greene, Miami, and Montgomery Counties from the requirements to implement reasonably available control technology (RACT) for major sources of nitrogen oxides (NO_X), nonattainment area new source review (NSR) for new sources and modifications that are major for NO_X, and the NO_X-related requirements of the general and transportation conformity provisions. For the Dayton ozone nonattainment area, the Dayton local area has opted for an enhanced inspection and maintenance (I/M) programs. Upon final approval of this exemption, the Clark, Greene, Miami, and Montgomery Counties shall not be required to demonstrate compliance with the enhanced I/M performance standard for NO_X. If a violation of the ozone NAAQS is monitored in the Toledo or Dayton area(s), the exemptions from the requirements of Section 182(f) of the Act in the applicable area(s) shall no longer apply.

3. Section 52.1885 is amended by adding new paragraph (r) to read as follows:

§ 52.1885 Control Strategy: Ozone.

* * * * *

(r) Approval—USEPA is approving two exemption requests submitted by the Ohio Environmental Protection Agency on September 20, 1993, and November 8, 1993, for the Toledo and Dayton ozone nonattainment areas, respectively, from the requirements contained in Section 182(f) of the Clean Air Act. This approval exempts the Lucas, Wood, Clark, Greene, Miami, and Montgomery Counties from the requirements to implement reasonably available control technology (RACT) for major sources of nitrogen oxides (NO_X), nonattainment area new source review (NSR) for new sources and modifications that are major for NO_X, and the NO_X-related requirements of the general and transportation conformity provisions. For the Dayton ozone nonattainment area, the Dayton local area has opted for an enhanced inspection and maintenance (I/M) program. Upon final approval of this exemption, the Clark, Greene, Miami, and Montgomery Counties shall not be required to demonstrate compliance with the enhanced I/M performance standard for NO_X. If a violation of the ozone NAAQS is monitored in the Toledo or Dayton area(s), the exemptions from the requirements of Section 182(f) of the Act in the applicable area(s) shall no longer apply.

[FR Doc. 95–1254 Filed 1–18–95; 8:45 am]

BILLING CODE 6560–50–P

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40 CFR Part 70

[WY–001; FRL–5134–4]

Clean Air Act Final Interim Approval of Operating Permits Program; State of Wyoming

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final interim approval.

SUMMARY: The EPA is promulgating interim approval of the Operating Permits Program submitted by the State of Wyoming for the purpose of complying with Federal requirements for an approvable State Program to issue operating permits to all major stationary sources, and to certain other sources.

EFFECTIVE DATE: February 21, 1995.

ADDRESSES: Copies of the State's submittal and other supporting information used in developing the final interim approval are available for inspection during normal business hours at the following location: U.S Environmental Protection Agency,

INPUT VALUES

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 01 INTERSTATE
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 06 MINOR ARTERIAL
 07 MAJOR ARTERIAL
 08 MINOR COLLECTOR
 09 LOCAL
 11 INTERSTATE
 12 FREEWAY/EXPRESSWAY
 14 PRINCIPAL ARTERIAL
 16 MINOR ARTERIAL
 17 COLLECTOR
 19 LOCAL
```

CLARK COUNTY YEAR 2005

FUNCTIONAL CLASSIFICATION	HPMS 1990 VMT	GROWTH FACTOR PER YEAR	2005 VMT	2005 VOC EF GM/MI	VOC POLLUTANT BURDEN TONS/DAY	2005 NOX EF GM/MI	NOX POLLUTANT BURDEN TONS/DAY
RURAL							
01 INTERSTATE	929900	1.029	1334407	0.567	0.834	2.409	3.543
02 PRINCIPAL ARTERIAL	211240	1.027	296792	0.636	0.208	1.932	0.632
06 MINOR ARTERIAL	17690	1.024	24058	0.595	0.016	1.038	0.028
07 MAJOR ARTERIAL	433720	1.023	583353	0.665	0.428	1.084	0.697
08 MINOR COLLECTOR	126970	1.032	187915	0.737	0.153	0.933	0.193
09 LOCAL	253430	1.000	253430	0.743	0.208	0.761	0.213
URBAN							
11 INTERSTATE	321870	1.020	418430	0.530	0.244	0.997	0.460
12 FREEWAY/EXPRESSWAY	66350	1.019	85259	0.524	0.049	0.810	0.076
14 PRINCIPAL ARTERIAL	371390	1.017	466094	0.972	0.499	0.754	0.387
16 MINOR ARTERIAL	279420	1.011	325524	0.963	0.346	0.895	0.321
17 COLLECTOR	128560	1.010	147843	0.927	0.151	0.766	0.125
19 LOCAL	317750	1.007	351113	0.921	0.356	0.719	0.278
TOTAL	3458290		4474218		3.492		6.954

CLARK COUNTY YEAR 2015

FUNCTIONAL CLASSIFICATION	HPMS 1990 VMT	GROWTH FACTOR PER YEAR	2015 VMT	2015 VOC EF GM/MI	VOC POLLUTANT BURDEN TONS/DAY	2015 NOX EF GM/MI	NOX POLLUTANT BURDEN TONS/DAY
RURAL							
01 INTERSTATE	929900	1.029	1604078	0.444	0.785	1.989	3.517
02 PRINCIPAL ARTERIAL	211240	1.027	353826	0.508	0.198	0.602	0.235
06 MINOR ARTERIAL	17690	1.024	28304	0.445	0.014	0.844	0.026
07 MAJOR ARTERIAL	433720	1.023	683109	0.500	0.377	0.882	0.664
08 MINOR COLLECTOR	126970	1.032	228545	0.551	0.139	0.758	0.191
09 LOCAL	253430	1.000	253430	0.539	0.151	0.611	0.171
URBAN							
11 INTERSTATE	321870	1.020	482804	0.400	0.213	0.808	0.430
12 FREEWAY/EXPRESSWAY	66350	1.019	97866	0.383	0.041	0.648	0.070
14 PRINCIPAL ARTERIAL	371390	1.017	529230	0.705	0.411	0.605	0.353
16 MINOR ARTERIAL	279420	1.011	356260	0.713	0.280	0.724	0.284
17 COLLECTOR	128560	1.010	160699	0.676	0.120	0.613	0.109
19 LOCAL	317750	1.007	373356	0.668	0.275	0.574	0.236
TOTAL	3458290		5151507		3.003		6.286

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ID,MIAMI COUNTY
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 1.007
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  86780  170850
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 2.966
 4.335  3.406  2.063  2.126  1.906  1.661  2.021  1.738  1.632  1.843  1.653
 1.579
 1.242  1.335  1.465  1.589  1.810  1.925  1.337  1.382  2.502  2.439  2.422
 2.430
 3.094  2.461  1.659  1.691  1.570  1.424  1.635  1.465  1.384  1.510  1.392
 1.350
 1.131  1.216  1.327  1.441  1.647  1.750  1.214  1.251  2.283  2.234  2.216
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 1.296
 01 INTERSTATE
 02 PRINCIPAL ARTERIAL
 06 MINOR ARTERIAL
 07 MAJOR ARTERIAL
 08 MINOR COLLECTOR
 09 LOCAL
 11 INTERSTATE
 12 FREEWAY/EXPRESSWAY
 14 PRINCIPAL ARTERIAL
 16 MINOR ARTERIAL
 17 COLLECTOR
 19 LOCAL
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MIAMI COUNTY YEAR 1997

FUNCTIONAL CLASSIFICATION	HPMS 1990 VMT	GROWTH FACTOR PER YEAR	1997 VMT	1997 VOC EF GM/MI	VOC POLLUTANT BURDEN TONS/DAY	1997 NOX EF GM/MI	NOX POLLUTANT BURDEN TONS/DAY
RURAL							
01 INTERSTATE	519080	1.029	624453	1.554	1.070	4.335	2.984
02 PRINCIPAL ARTERIAL	0	1.027	0	1.652	0.000	3.406	0.000
06 MINOR ARTERIAL	180420	1.024	210730	1.821	0.423	2.063	0.479
07 MAJOR ARTERIAL	394350	1.023	457840	1.976	0.997	2.126	1.073
08 MINOR COLLECTOR	60390	1.032	73917	2.243	0.183	1.906	0.155
09 LOCAL	436260	1.000	436260	2.389	1.149	1.661	0.799
URBAN							
11 INTERSTATE	244380	1.020	278593	1.652	0.507	2.021	0.621
12 FREEWAY/EXPRESSWAY	0	1.019	0	1.717	0.000	1.738	0.000
14 PRINCIPAL ARTERIAL	164130	1.017	183661	3.081	0.624	1.632	0.330
16 MINOR ARTERIAL	89640	1.011	96542	2.976	0.317	1.843	0.196
17 COLLECTOR	86780	1.010	92854	2.954	0.302	1.653	0.169
19 LOCAL	170850	1.007	179221	2.966	0.586	1.579	0.312
TOTAL	2346280		2634071		6.158		7.119

MIAMI COUNTY YEAR 2005

FUNCTIONAL CLASSIFICATION	HPMS 1990 VMT	GROWTH FACTOR PER YEAR	2005 VMT	2005 VOC EF GM/MI	VOC POLLUTANT BURDEN TONS/DAY	2005 NOX EF GM/MI	NOX POLLUTANT BURDEN TONS/DAY
RURAL							
01 INTERSTATE	519080	1.029	744880	1.242	1.020	3.094	2.540
02 PRINCIPAL ARTERIAL	0	1.027	0	1.335	0.000	2.461	0.000
06 MINOR ARTERIAL	180420	1.024	245371	1.465	0.396	1.659	0.449
07 MAJOR ARTERIAL	394350	1.023	530400	1.589	0.929	1.691	0.989
08 MINOR COLLECTOR	60390	1.032	89377	1.810	0.178	1.570	0.155
09 LOCAL	436260	1.000	436260	1.925	0.926	1.424	0.685
URBAN							
11 INTERSTATE	244380	1.020	317693	1.337	0.468	1.635	0.573
12 FREEWAY/EXPRESSWAY	0	1.019	0	1.382	0.000	1.465	0.000
14 PRINCIPAL ARTERIAL	164130	1.017	205983	2.502	0.568	1.384	0.314
16 MINOR ARTERIAL	89640	1.011	104430	2.439	0.281	1.510	0.174
17 COLLECTOR	86780	1.010	99796	2.422	0.266	1.392	0.153
19 LOCAL	170850	1.007	188789	2.430	0.506	1.350	0.281
TOTAL	2346280		2962979		5.538		6.312

MIAMI COUNTY YEAR 2015

FUNCTIONAL CLASSIFICATION	HPMS 1990 VMT	GROWTH FACTOR PER YEAR	2015 VMT	2015 VOC EF GM/MI	VOC POLLUTANT BURDEN TONS/DAY	2015 NOX EF GM/MI	NOX POLLUTANT BURDEN TONS/DAY
RURAL							
01 INTERSTATE	519080	1.029	895413	1.131	1.116	2.767	2.731
02 PRINCIPAL ARTERIAL	0	1.027	0	1.216	0.000	2.208	0.000
06 MINOR ARTERIAL	180420	1.024	288672	1.327	0.422	1.554	0.494
07 MAJOR ARTERIAL	394350	1.023	621101	1.441	0.987	1.577	1.080
08 MINOR COLLECTOR	60390	1.032	108701	1.647	0.197	1.484	0.178
09 LOCAL	436260	1.000	436260	1.750	0.842	1.367	0.657
URBAN							
11 INTERSTATE	244380	1.020	366569	1.214	0.491	1.538	0.621
12 FREEWAY/EXPRESSWAY	0	1.019	0	1.251	0.000	1.397	0.000
14 PRINCIPAL ARTERIAL	164130	1.017	233885	2.283	0.589	1.324	0.341
16 MINOR ARTERIAL	89640	1.011	114291	2.234	0.281	1.427	0.180
17 COLLECTOR	86780	1.010	108474	2.216	0.265	1.329	0.159
19 LOCAL	170850	1.007	200748	2.223	0.492	1.296	0.287
TOTAL	2346280		3374114		5.682		6.729

APPENDIX D

MVRPC's ISTEA Program Policies and Procedures

MVRPC'S ISTEA PROGRAM POLICIES AND PROCEDURES

I. Introduction

A. Background - ISTEA requirements on project selection and priority.

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

2. MPO over 200,000 population are considered Transportation Management Areas which are responsibile for project selection of all highway (except NHS, IM and BR) and transit projects in consultation with state. The exceptions are selected by State in cooperation with MPO (See Attachment A).

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

4. LRPs and TIPs must conform with Air Quality State Implementation Plans.

5. TMAs that are classified as nonattainment for ozone should not include significant capacity improvements unless project is included in a Congestion Management System ("CMS" - provides for effective management of new and existing transportation facilities through the use of travel demand reduction and/or operational management strategies). During interim period a currently self-certified planning process in conjunction with NEPA process can constitute an interim CMS.

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

B. Use of MVRPCs ISTEA Program Policies and Procedures in programming all federal transportation funds in the TIP.

1. MVRPC will use the ISTEA Program Policies and Procedures to select, rank and program suballocated Surface Transportation Program (STP)

funds, Minimum Allocation (MA) funds and Congestion Mitigation and Air Quality (CMAQ) Improvement funds.

2. MVRPC will use the ISTEA Program Policies and Procedures to rank (evaluate) and program all other federal highway funds (ODOT) and transit funds (RTA and other transit operators).

II. PROJECT PROGRAMMING GUIDELINES - All submitted projects:

A. Must be eligible for federal funds. Attachment B - DOT Interim Guidance on Congestion Mitigation and Air Quality Improvement Program will be used for CMAQ projects

B. Must be sponsored by an MVRPC member organization which has committed to a timely project development schedule

C. Must be included or justified in a local plan or program

D. Must be submitted in the format shown in Attachment C - Federal Fund Application

E. Must have documented non-federal share financial commitment (formal policy level resolution authorizing the use of local funds based upon anticipated project schedule)

F. Must provide evidence that alternative project funding sources have been considered

G. Must be consistent with one or more of the 15 factors listed in ISTEA (See Attachment D).

H. Must have six month progress reports filed with MVRPC which display adequate progress toward implementation

I. Significant cost increases (10%) or project design modifications will require TC approval

III. PROJECT PROGRAMMING PROCESS - The following process will be followed:

A. Based upon an annual information report, the Transportation Committee "TC" will determine the availability of regionally controlled ISTEA funds (STP, MA and CMAQ) for new projects. If funds are available, the TC will direct staff to begin project solicitation. The project solicitation will include all federal funding sources. The TC will notify applicable jurisdictions and organizations that it intends to begin soliciting new projects.

B. Staff will initially prepare a profile summarizing all applications which will be

presented to the TC as an information report.

C. Staff will review all project applications based upon Section IV - Two Step Project Evaluation and Ranking Process.

D. Staff will develop a draft funding recommendation, an air quality conformity determination and financial plan which will then be forwarded to the Council of Citizens "COC" and Transportation Technical Advisory Committee "TTAC" for their review and recommendation.

E. The TC will make a final funding determination and staff will be directed to notify project sponsors.

IV. TWO STEP PROJECT EVALUATION AND RANKING PROCESS

The project evaluation and ranking is a two step process involving an initial screening step (Step One) and a ranking step (Step Two). All projects included in the final TIP will be evaluated by MVRPC based upon the adopted two step evaluation process.

Step One

Previously approved projects (in current TIP) are advanced directly to Step Two if a non-federal share financial commitment is received and there is no apparent inconsistency with the Project Programming Guidelines (See Section II). All potential new projects must meet all of the following pre-screening criteria.

- Project is consistent with Regional Transportation Plan, Regional Bikeway Corridor Plan, or other regional plans or programs. The RTP and Bikeway Plan are currently being updated with the current schedule calling for the adoption by October, 1993. In the interim, currently consistent projects are acceptable pending final evaluation as an increment of the RTP. Small projects, which may not be shown in the plan, are required to be consistent with RTP policies.

- Project is consistent with one of the required management systems (congestion, pavement, safety, bridge, public transportation and intermodal).

  - Highway projects which will increase the capacity of roadway for single occupant vehicles must be consistent with the ISTEA required Congestion Management System (CMS). The CMS will be developed when final regulations are released. During the interim, capacity expansion projects consistent with current TSM corridor plans or those incorporating project level NEPA analysis which include full examination of alternative operational strategies are acceptable.

- Project is consistent with one of the ISTEA emphasis areas on comprehensive approaches to solving transportation problems, which include maintenance and improved efficiency, congestion reduction, coordination of transportation and land use planning,

implementation of federal transportation control measures, and low cost operation or economically efficient improvements.

Step Two

If the project meets the screening test it is initially assigned to the most appropriate ISTEA funding category (See Attachment E), then evaluated and ranked using the following criteria.

- Maintain/Preserve the Regional transportation network
  - Preserve existing transportation facilities
  - Maintain current operation or safety standard

- Improve efficiency and effectiveness of Regional transportation network
  - Relieve current congestion or expected to prevent future congestion
  - Reduce traffic through transportation demand reduction mechanisms
  - Promote alternative transportation modes

- Improve air quality, reduce energy use, enhance implementation of ADA, or implement enhancement improvement

- Regional Transportation System expansion and/or enhanced mobility (Support for such projects must be demonstrated in an established regional planning document such as the Regional Transportation Plan - based on current or projected demand)
  - Roadways
  - Transit
  - Bicycle/Pedestrian Facilities
  - Intermodal Facilities
  - Corridor Preservation

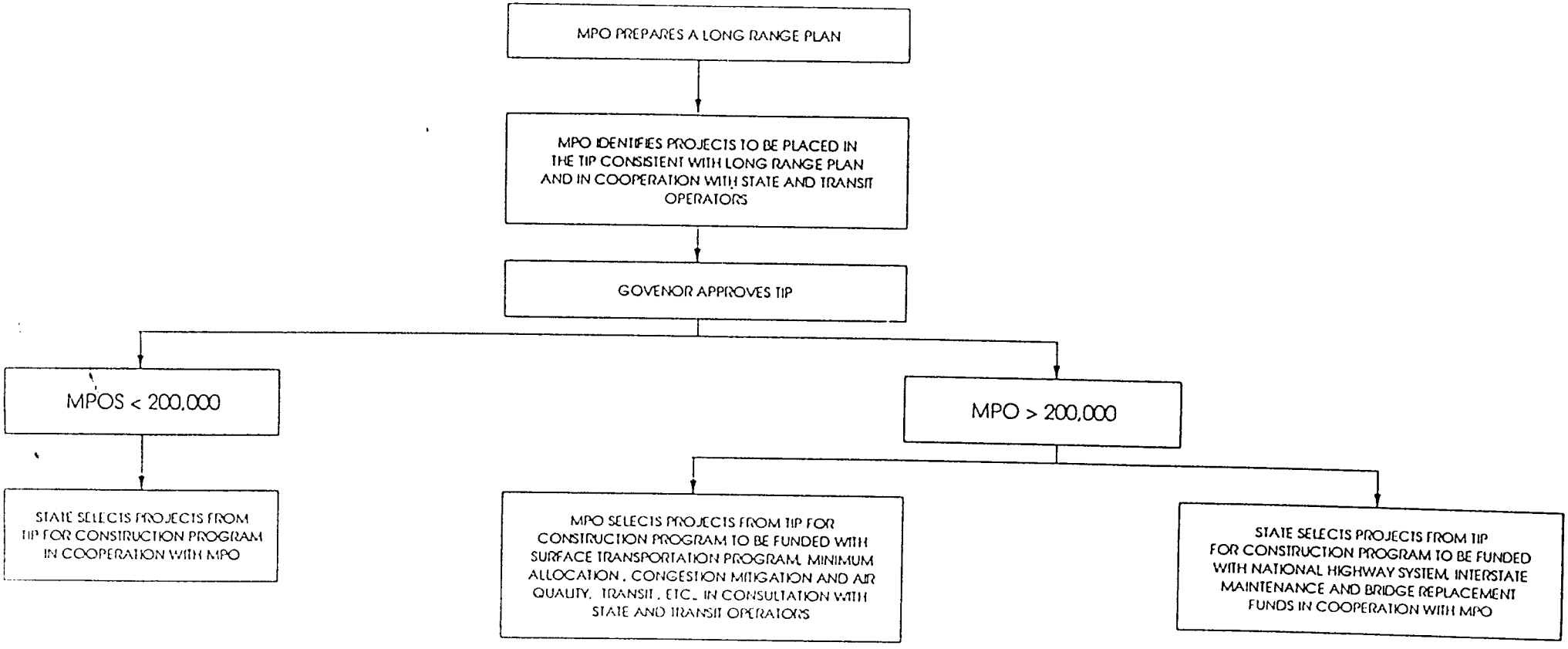
Once this draft analysis is completed, some projects may then be reassigned to another ISTEA funding category. A final analysis would then be completed based upon the above criteria. **In order to assure timely obligation of ISTEA funds, annual programming priority will be determined based upon funding rank (See Step 2) and anticipated date of expenditure.** Appendix F - TIP Development Process provides a graphic overview or flow chart of the above described process.

V. SUMMARY

MVRPC'S ISTEA PROGRAM POLICIES AND PROCEDURES states the general practices of the MVRPC Transportation Committee regarding programming projects with federal funds. The policies and procedures will enable communities to evaluate projects for ISTEA funding eligibility prior to submittal to MVRPC. They also provide a means of continuously monitoring the program so that only projects which are actively pursued will ultimately receive federal funds. Exceptions to these general policies and procedures will be considered on a case by case basis.

ATTACHMENT A

PROJECT SELECTION



U.S. Department of Transportation

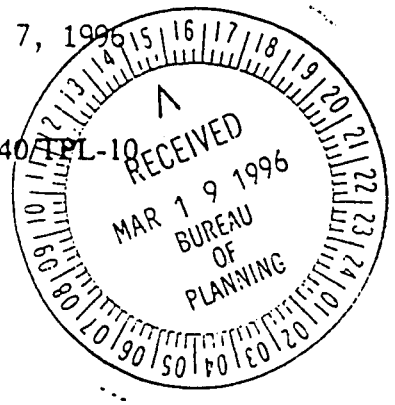
Federal Highway Administration

Memorandum

Subject: **INFORMATION:** Guidance Update on the Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Date: March 7, 1996

Reply to Attn of: HEP-40/TPL-10



From: Associate Administrator for Program Development
Associate Administrator for Planning

To: Regional Federal Transit Administrators
Regional Federal Highway Administrators
Federal Lands Highway Program Administrator

On July 13, 1995, revised guidance was issued on the CMAQ program in response to comments from our customers expressed during the 1994 program review and earlier roundtable discussions of the Intermodal Surface Transportation Efficiency Act (ISTEA). The passage on November 28, 1995, of the National Highway System Designation Act (NHS legislation) brought several additional changes to the CMAQ Program. The attached Guidance Update incorporates the following changes:

- The distribution factors used to apportion funds each State receives under the CMAQ program for FY 1996 and FY 1997 are frozen to reflect the nonattainment area status in FY 1994 including any changes that occurred during that year;

- Funding for maintenance areas, formerly limited to a 2-year transition period, is now allowable under the NHS legislation without a time limitation; and

- The attainment deadline restriction which required that some aspect of a project must be operational prior to the area's attainment date has been eliminated since CMAQ eligibility has been extended to the maintenance period. Nevertheless, the guidance encourages nonattainment areas to consider those projects that will help them attain the standards by the appropriate attainment dates.

The NHS legislation also made other changes to the CMAQ program regarding the eligibility of traffic monitoring, management, and control facilities or programs (see Section III.A.5, the use of private donations as matching funds (see Section III.B.6), and the Federal share for bicycle and pedestrian projects (see Section VI.C).

The primary purpose of the CMAQ program remains the same: to fund projects and programs, whether in nonattainment or maintenance areas, which reduce transportation related emissions. The significant flexibility which resulted from the Revised Guidance of July 13, 1995, remains, including continuing support of outreach activities and encouraging experimental pilot projects.

If you have any questions on the CMAQ program or this guidance, please contact Mike Savonis of FHWA at (202) 366-2080 or Abbe Marner of FTA at (202) 366-0096.

Charlotte M. Adams
Federal Transit Administration

Thomas J. Ptak
Federal Highway Administration

Attachment

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program

of the

Intermodal Surface Transportation Efficiency Act

Guidance Update

March 7, 1996

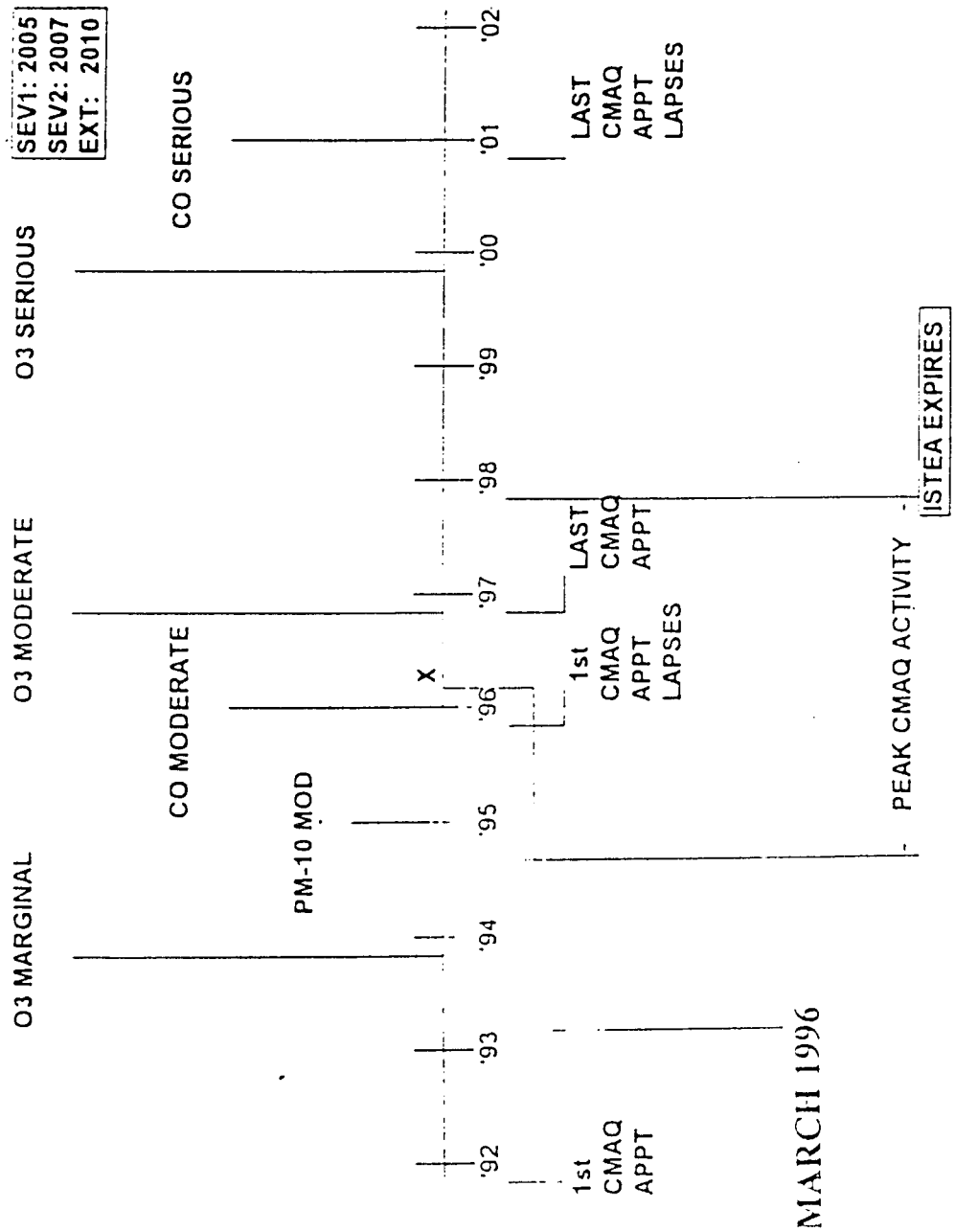
TABLE OF CONTENTS

I. Introduction

As established under the Intermodal Surface Transportation Efficiency Act (ISTEA), the CMAQ Program was designed to substantially expand the focus and purpose of Federal transportation funding assistance to include air quality improvement as a specific objective. These funds are to assist areas designated as nonattainment and maintenance under the Clean Air Act Amendments (CAAA) of 1990 to achieve healthful levels of air quality by funding transportation projects and programs. Six billion dollars is authorized under the program, and apportionments totaling $1 billion are made each year to the States between 1992 and 1997. The first CMAQ apportionment was made in December 1991, and the last will not lapse until the end of fiscal year (FY) 2000.

The CMAQ program has reached mature spending rates, and States have obligated these funds at levels comparable to other, more familiar Federal funding programs, growing to 99 percent in FY 1995. In 1994, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Environmental Protection Agency (EPA) conducted an extensive review of the CMAQ program with the stated purpose of improving efficiency of program delivery and determining how to better achieve the program's goals. This revised guidance was originally issued as a result of that review process in an effort to be as responsive as possible to the States, local governments, project sponsors, and other stakeholders in the program. Additional changes have been made as a result of the National Highway System Designation Act of 1995 (NHS legislation). Additional copies of this revised guidance are available from the FHWA Hotline at (202) 366-2069. The provisions contained herein are effective immediately and supersede all previous guidance, including all questions and answers and policy memoranda issued to date.

Time Line of Important Events



II. Program Purpose

The original purpose of the CMAQ program was to fund transportation projects or programs that will contribute to attainment of a national ambient air quality standard (NAAQS), primarily for ozone and carbon monoxide (CO). The NHS legislation expands eligibility to areas that were designated as nonattainment under the CAAA of 1990 but were since redesignated to attainment status by EPA (referred to as "maintenance areas" (see Section III.B.4)). Nonetheless, the CMAQ Program's primary purpose is to fund improvement projects that will assist nonattainment and maintenance areas to reduce transportation emissions rather than maintain the existing transportation networks.

States with areas which are designated as nonattainment for ozone or CO must use their CMAQ funds in their nonattainment or maintenance areas. States with a maintenance area and no nonattainment area should give the air quality needs of the maintenance areas first priority (see Section III.B.4). A State may also use its CMAQ funds in any of its particulate matter (PM-10) nonattainment or maintenance areas, if the requirements below are met. This and all subsequent mention of nonattainment status contained in this guidance refers to those areas classified as marginal or worse for ozone, and moderate or worse for CO or PM-10 under the CAAA of 1990.

Funding under the CMAQ program may not be used in areas that are designated as nonattainment by operation of law prior to enactment of the CAAA of 1990. These include but are not limited to the ozone "transitional," "submarginal," and "incomplete data" areas and the CO "not classified" areas.

States with ozone or CO nonattainment or maintenance areas, but wishing to use CMAQ funds in PM-10 nonattainment or maintenance areas, must meet the following requirements.

- the State must consult with, and consider the views of, the metropolitan planning organizations (MPOs) in all nonattainment and maintenance areas within the State before programming CMAQ funds for a PM-10 project. The State must obtain the concurrence only of the MPO in whose jurisdiction the project is to be implemented.

- also, the EPA regional office must agree that the proposed use of CMAQ funds for PM-10 projects or programs will not detract from or delay efforts to attain the ozone or CO standards.

The CMAQ provisions in ISTEA recognize ozone and CO as the primary transportation pollutants. The requirements listed above will ensure proper consideration of the views of the agencies charged with controlling transportation emissions of ozone precursors, CO, and PM-10, especially their views on the most effective use of transportation funds in achieving the NAAQS. The CMAQ eligibility of PM-10 projects will not affect a State's CMAQ apportionment, but has the potential to spread the limited CMAQ funds over a greater number of nonattainment and

maintenance areas within the State. Examples of eligible projects and programs in a PM-10 nonattainment or maintenance area, if the above requirements are met, are paving dirt roads, diesel bus replacements, and purchase of more effective street-sweeping equipment.

These requirements apply only to projects and programs whose sole justification for CMAQ eligibility is the reduction in PM-10 emissions. In an area which is nonattainment or maintenance for both PM-10 and one of the other pollutants, projects which reduce emissions of CO or ozone precursors in addition to reducing PM-10 emissions are not subject to these additional requirements.

Congress did not intend CMAQ funding to be the only source of funds to reduce congestion and improve air quality. Other funds under the Surface Transportation Program (STP) or FTA's capital assistance programs, for example, may be used for this purpose as well. Furthermore, the greatest air quality benefit will accrue not solely from Federal funds but from a partnership of Federal, State and local efforts.

III. Project Eligibility

In general, all projects and programs eligible for CMAQ funds must come from a conforming transportation plan and transportation improvement program (TIP), and be consistent with the conformity provisions contained in Section 176(c) of the Clean Air Act. Projects also need to complete the National Environmental Policy Act (NEPA) requirements and be included in the appropriate statewide program, and meet basic eligibility requirements for funding under Titles 23 and 49 of the United States Code.

Transportation projects and programs are eligible for CMAQ program funds only if they meet certain criteria spelled out in the ISTEA as amended. The CMAQ provisions in Title 23, Section 149 as amended by the NHS legislation are attached (see Attachment 1). In determining project eligibility under these criteria, priority should be given to implementing those projects and programs that are included in an approved State implementation plan (SIP) as a transportation control measure (TCM) and will have air quality benefits. The activity must be eligible under the law and this guidance, even if it is included as a TCM in a SIP, before CMAQ funds may be used for it. Any reference to improving air quality contained in this guidance means reducing ozone precursors in ozone areas, CO emissions in CO areas or, if applicable, transportation-related PM-10 pollution in PM-10 areas, whether these areas are designated as nonattainment or maintenance.

In cases where specific guidance is not provided, either below or in other communications, the following should guide CMAQ eligibility decisions.

Capital Investment: Federal contributions to air quality improvements under the CMAQ program should be used for establishment of new or expanded transportation projects and programs to reduce emissions. In most cases this is likely to be capital investment in transportation infrastructure or establishment of a new demand management strategy or other program.

Operating Assistance: There are several general conditions which must be met in order for any type of operating assistance to be eligible under the CMAQ program. These apply equally to traffic flow improvements, transit, ridesharing, bicycle and pedestrian programs, inspection and maintenance (I/M) programs, travel demand management (TDM) measures and any other project funded under the CMAQ program and not covered elsewhere in this guidance.

- operating assistance is limited to new or expanded services.

- in extending the CMAQ funds to operating assistance, the intent is to help start up viable new services which have air quality benefits and eventually will be able to cover their costs to the maximum extent possible. Other established funding sources should supplement and ultimately supplant CMAQ operating assistance. Thus, CMAQ funds must be used in combination with usual fares or user fees (or reasonable fares/fees in the absence of an established fare/fee).

- operating assistance under the CMAQ program is limited to 3 years, except as noted elsewhere in this guidance.

Emission Reductions: The proposal for funding must be expected to result in tangible reductions in CO and ozone precursor emissions (and under certain conditions PM-10 pollution). This can be demonstrated by the assessment of anticipated emission reductions that is required under this guidance for most projects. The FHWA and FTA strongly encourage State and local governments to use CMAQ funds for their primary purpose under the ISTEA: to assist nonattainment and maintenance areas to reduce transportation-related emissions.

Public Good: Finally, the proposal for funding should be for the good of the general public. While the transportation service may be focused on a specific area, CMAQ funds can be used for services which benefit a specific entity, such as a major employer, only for short trial periods to test the viability of the program or project. Public-private partnerships, however, are allowed if a project will benefit both the public and elements of the private sector (see Section III.A.13).

A. Previously Eligible Activities

The kinds of activities that have been, and continue to be, eligible for CMAQ funds are described below, together with any restrictions. All possible requests for funding are not covered; instead this section provides particular cases where guidance can be given and rules of thumb applied to assist decisions regarding CMAQ eligibility.

1. **Transportation Activities in an Approved SIP or Maintenance Plan**: Transportation activities in approved SIPs and maintenance plans are likely to be eligible activities and, if so, must be given the highest priority for CMAQ funding. Their air quality benefits will generally have already been documented. If not, such documentation is necessary before CMAQ funding can be approved. Further, the transportation activity must contribute to the specific emission reductions necessary to bring the area into attainment.

2. **Transportation Control Measures**: The TCMs included in Section 108(f)(1)(A) of the CAAA of 1990 are the kinds of projects intended by the ISTEA for CMAQ funding, and generally satisfy the eligibility criteria. As above, and consistent with the statute, air quality benefits for TCMs must be determined and documented before a project can be considered eligible. Two of the CAAA TCMs, however, are specifically excluded from the CMAQ program by the ISTEA legislation. They are: xii - reducing emissions from extreme cold-start conditions, and xvi - programs to encourage removal of pre-1980 vehicles. Eligible TCMs are listed below as they appear in Section 108.

(i) programs for improved public transit;
(ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high-occupancy vehicles (HOV);
(iii) employer-based transportation management plans, including incentives;
(iv) trip-reduction ordinances;
(v) traffic flow improvement programs that achieve emission reductions;
(vi) fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
(vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
(viii) programs for the provision of all forms of high-occupancy, shared-ride services;
(ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
(x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
(xi) programs to control extended idling of vehicles;
(xii) EXCLUDED BY ISTEA;
(xiii) employer-sponsored programs to permit flexible work schedules;
(xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;

(xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior.

(xvi) EXCLUDED BY ISTEA.

3. **Bicycle and Pedestrian Facilities and Programs**: Bicycle and pedestrian facilities and programs are included as a TCM in Section 108 of the CAAA (ix, x, xiv, and xv above). In addition, the ISTEA makes specific mention of the eligibility of bicycle and pedestrian facilities and programs under CMAQ (see 23 U.S.C. 217 (a)(d)). Included as eligible projects are:

   - construction of bicycle and pedestrian facilities,
   - nonconstruction projects related to safe bicycle use, and
   - establishment and funding of State bicycle/pedestrian coordinator positions, as established in the ISTEA, for promoting and facilitating the increased use of non-motorized modes of transportation. This includes public education, promotional, and safety programs for using such facilities.

4. **Management and Monitoring Systems**: The ISTEA required that 6 management systems be developed, established, and implemented by the States (see 23 U.S.C. 303(a)). The NHS legislation now makes these management systems optional. However, 23 U.S.C. 134(i)(3) still requires that the metropolitan planning process in all Transportation Management Areas (metropolitan areas of 200,000 or more in population) include a congestion management system. In addition, States are required to develop and implement a traffic monitoring system for highways and public transportation facilities and equipment (see 23 U.S.C. 303(b)).

   Projects to develop, establish, and implement these management systems and the traffic monitoring system, whether under the provisions of 23 U.S.C. 303 or under a State's own procedures, remain eligible for CMAQ funds where it can be demonstrated that such use is likely to reduce transportation related emissions.

5. **Traffic Management/Congestion Relief Strategies**: Traffic management and congestion relief strategies in both the highway and transit fields are eligible for CMAQ funding as CAAA Section 108(f) TCMs provided that they can be shown to improve air quality. In addition to traffic signal modernization projects designed to improve traffic flow within a corridor or throughout an area like an urban central business district, intelligent transportation infrastructure (ITI) traffic management and traveler information systems can be effective in reducing traffic congestion, enhancing transit bus performance and improving air quality. A program of nine components has been identified as a framework for integrating and deploying ITI in metropolitan areas of all sizes. The following seven components of the ITI have the greatest potential for improving air quality:

- regional multimodal traveler information center
- traffic signal control systems
- freeway management systems
- transit management systems
- incident management programs
- electronic fare payment systems
- electronic toll collection systems

While interconnected traffic signal control systems and freeway management systems have been recognized for their air quality improvement benefits, other user services like electronic fare and toll collection systems can be useful in reducing or eliminating air quality "hot spots". Individually, these core infrastructure elements can reduce emissions and therefore qualify for CMAQ funding. However, when linked together in a system, their benefits are likely to be greater.

In recognition of the air quality benefits to be derived from the efficient and effective operation and maintenance of advance transportation management and traveler information systems, operating expenses are eligible for CMAQ funding, where:

- they can be shown to have air quality benefits;
- the expenses are incurred from new or additional services; and
- previous funding mechanisms, such as fees for services, are not displaced.

The ISTEA requires that CMAQ funded projects contribute to the attainment of a national ambient air quality standard. Therefore, it must be found that these operating costs are necessary for the overall system to contribute to attainment of an ambient air quality standard. The FHWA/FTA, after consultation with EPA, is empowered to make this finding on a case by case basis. Furthermore, it is reasonable to assume that, after several years, a transportation service may no longer be considered to be an air quality improvement project, but that it has become a part of the existing transportation network. Hence, FHWA and FTA field offices are advised to use the consultation process with EPA to make a determination that operating assistance for traffic management and control will assist in the attainment of an air quality standard, particularly for proposals to extend this assistance beyond an initial 3-year period of eligibility.

6. **Transit Projects**: Improved public transit is one of the TCMs identified in Section 108 of the CAA. A wide range of capital improvements are eligible for CMAQ funding as described below. In general, CMAQ eligibility is determined on the basis of whether or not the project represents an expansion or enhancement of transit service. If the capital project is clearly a system/service expansion, it is eligible. If it is a reconstruction or rehabilitation of an existing facility, it is not eligible and the project sponsor should pursue other funding sources, such as the Section 9 formula grant program or the Surface Transportation Program. There will be "gray" areas; for example, a major reconstruction of an old, underutilized railroad terminal

might be done in conjunction with new park-and-ride facilities and a restructuring of bus routes to enhance transit service. In such cases, the eligibility determination by FTA will focus on whether it is reasonable to expect a significant gain in ridership due to the project.

Transit facilities - Eligible capital projects include such facilities as new stations, terminals, transit centers, transit malls, intermodal transfer facilities, and preferential treatment for buses/HOVs on existing roads. Consistent with previous policy, park-and-ride facilities located adjacent to a transit stop are eligible, although in a CO or PM-10 nonattainment or maintenance area, air quality analysis may be required to demonstrate that no localized "hot-spot" violations will occur. Major new fixed-guideway and bus/HOV facilities and extensions to existing facilities are also eligible.

Transit vehicles and equipment - New buses, vans, locomotives and rail cars to expand the fleet and augment service are eligible. One-for-one vehicle replacements of the existing bus, rail or van fleet are eligible, although the caveat in previous guidance still applies: that is, CMAQ funding for bus replacements in PM-10 nonattainment and maintenance areas is clearly justified, whereas bus replacements in CO and ozone nonattainment and maintenance areas will provide much smaller air quality benefits with respect to the pollutants of concern. Purchase of new buses, as well as refueling infrastructure, dedicated to alternative fuels is eligible notwithstanding the conditions in Section III.A.9. Automobiles used solely by the transit agency are not eligible.

Determining the eligibility of transit-related equipment will be handled on a case-by-case basis. Major system-wide upgrades, such as advanced signal and communications systems which improve speed and/or reliability of transit service will likely be eligible, whereas in-kind replacements will not be. Again, the guideline is whether or not the equipment can reasonably be expected to enhance service and generate additional ridership.

Transit-associated development - This includes various types of retail and other services located in or very close to transit facilities. They offer convenience for the transit patron but are not required for the functioning of the system. In general, transit-associated development is not eligible under the CMAQ Program. Child-care centers located adjacent to a major transit stop have been proposed in the past as beneficial to air quality. This type of use could now be funded as an experimental pilot project.

Transit operations - Operating assistance under the CMAQ Program is limited to the introduction of <u>new</u> transit services. Examples are: shuttle service feeding a station; circulator service within an activity center; or fixed-route service linking activity centers. Minor adjustments in existing routes and service schedules do not constitute new service. The intent is to support demonstrations of new transit or paratransit service to try to tap new markets and increase transit use. Service demonstrations will usually involve buses or vans since the service should be relatively low-cost and easily terminated if sufficient ridership is not achieved. The 3-year period of funding assistance should be long enough to assess whether

the service is worth continuing with other established sources of funding. While there is no requirement that the new service be implemented in conjunction with TDM measures, project sponsors are encouraged to do this.

Operating assistance under the CMAQ program can also be used for the start-up of new major infrastructure projects, such as new rail lines or bus/HOV facilities and extensions to existing systems. However, CMAQ funds cannot replace previously committed funding from other sources to support operations, e.g., local financing plans for operations contained in Federal full-funding grant agreements for major investment projects. Under the CMAQ program, operating assistance for new transit services will be funded at an 80 percent Federal share. The Federal share applies only to the portion of operating costs not covered by fare revenue or fees for service.

In addition to operating assistance for new transit service, this guidance also allows partial, short-term subsidies of transit/paratransit fares as a means of encouraging transit use. This is subject to the conditions set out in Section III.B.7. Proposals such as reduced fare programs during periods of elevated ozone levels (so-called "ozone alerts") and discounted transit passes targeted at specific groups or locations may now be eligible if these conditions are met.

7. Highway and Transit Maintenance and Reconstruction Projects: Routine maintenance projects are ineligible for CMAQ funding. Routine maintenance and rehabilitation on existing facilities maintains the existing levels of highway and transit service, and therefore maintains existing ambient air quality levels. Thus, no progress is made toward achieving the NAAQS. Rehabilitation projects only serve to bring existing facilities back to acceptable levels of service. Other funding sources, like the STP and Section 9 formula grant programs, exist for reconstruction, rehabilitation and maintenance activities. Replacement-in-kind of track or other equipment, reconstruction of bridges, stations and other facilities, and repaving or repairing roads are ineligible.

8. Planning and Project Development Activities: Project planning or other development activities that lead directly to construction of facilities or new services and programs with air quality benefits, such as preliminary engineering or major investment studies for transportation/air quality projects, are eligible. This includes studies for the preparation of environmental or NEPA documents and related transportation/air quality project development activities. Project development studies would include planning directly related to a TCM or feasibility/developmental studies for any other eligible project or program. In the event that air quality monitoring is necessary to determine the air quality impacts of a proposed project, which is eligible for CMAQ funding, the costs of that monitoring are also eligible.

General planning activities, such as economic or demographic studies, that do not directly propose or support a transportation/air quality project are too far removed from project development to ensure any emission reductions and are not eligible for funding. Funding for

preparation of NEPA or other environmental documents that are not related to a transportation project to improve air quality is also ineligible. Such activities should be funded with other appropriate Title 23 or Federal Transit Act funds.

Region- or area-wide air quality monitoring is not eligible because such projects do not themselves yield air quality improvements nor do they lead directly to projects that would yield air quality benefits. Air quality monitoring is normally a State air quality agency responsibility which is funded under Section 105 of the Clean Air Act. If the MPO or State chooses, air quality monitoring could also be funded as a transportation planning activity and appropriate Title 23 funds used. However, it should be noted that regional air quality monitoring is subject to EPA guidance on siting and quality assurance.

9. Alternative Fuels: In general, the conversion of individual conventionally-powered vehicles to alternative fuels is not eligible under the CMAQ Program. However, the conversion or replacement of centrally-fueled fleets to alternative fuels is eligible provided that the fleet is publicly owned (or leased)--such as city or State vehicle fleets--and one of the following conditions is met:

   - the fleet conversion is in response to a specific requirement in the CAAA, e.g. the clean fuel vehicle program required of "serious" and worse ozone nonattainment areas, or

   - the fleet conversion is specifically identified in the SIP as part of the emissions reduction strategy of a nonattainment area or in the maintenance plan for purposes of maintaining the air quality standards.

   Satisfying these conditions assures that the alternative fuel conversion is aimed primarily at air quality improvement and further requires that these projects be given the highest funding priority. There is one exception--replacement of a standard size, conventionally-fueled transit bus with a new, dedicated alternative fuel vehicle is eligible under the transit provisions of this guidance and does not have to meet these requirements. Conversions of existing transit buses to alternative fuels and replacements with new dual fuel vehicles must be included in the SIP or maintenance plan to be eligible for CMAQ funding. As with all CMAQ proposals, it must be demonstrated that the proposed fleet conversion is effective in reducing the specific pollutant(s) causing the air quality violation.

   The establishment of on-site fueling facilities and other infrastructure needed to fill alternative-fuel vehicles are also eligible expenses under the above conditions. This means that the vehicles and facility must be publicly owned (or leased) and that the use of alternative-fuel vehicles must be either required under the CAAA or in the SIP or maintenance plan, with one exception. If private filling stations, that are reasonably accessible and convenient, exist to fuel the alternative-fuel vehicles, then CMAQ funds may not be used to fund publicly-owned fueling stations. Such an activity would interfere with private enterprise, and needlessly use transportation/air quality funds for services duplicated in the area.

10. Telecommuting: The DOT supports the establishment of telecommuting programs. Planning, technical and feasibility studies, training, coordination and promotion are eligible activities under CMAQ. Physical establishment of telecommuting centers, computer and office equipment purchases and related activities are not eligible. Such activities are not typically transportation projects and funding them would not meet the requirements in the ISTEA.

11. Travel Demand Management: Travel demand management encompasses a diverse set of activities ranging from traditional carpool and vanpool programs to more innovative parking management and road pricing measures. Many of these measures are specifically referenced in the legislation creating the CMAQ program. Travel demand management projects meeting the basic eligibility requirements of the Federal Highway and Transit programs have always been eligible for CMAQ funding. Eligible activities include: market research and planning in support of TDM implementation; capital expenses required to implement TDM measures; operating assistance to administer and manage TDM programs for up to 3 years; as well as marketing and public education efforts to support and bolster TDM measures (see also Sections III.B.1-3).

    Experience to date suggests that new transportation service has the greatest chance of success if offered along with complementary measures which discourage single-occupant vehicle use, such as parking restrictions or differential parking fees. Several provisions in ISTEA require metropolitan areas to consider TDM measures in the planning process and this guidance seeks to encourage their development and implementation.

12. Intermodal Freight: The CMAQ funds have been, and may continue to be, used for improved intermodal freight facilities where air quality benefits can be shown. Capital improvements as well as operating assistance meeting the conditions of this guidance are eligible. In that many intermodal freight facilities include private sector businesses, several of the proposals that have been funded have been under public-private partnerships.

13. Public/Private Initiatives: The CMAQ program may be used to fund projects or programs that are owned, operated or under the primary control of the public sector, including public/private joint ventures. A State may use CMAQ funds for initiatives that are privately owned and/or operated, including efforts developed and implemented by Transportation Management Associations, as long as the activity is one which: (1) normally is a public sector responsibility (such as facility development for enhanced I/M programs), (2) private ownership or operation is shown to be cost-effective, and (3) the State is responsible for protecting the public interest and public investment inherent in the use of Federal funds.

    Activities which are the mandated responsibility of the private sector under the Clean Air Act, such as vapor recovery systems at gas stations, are not eligible. Implementation of employer trip reduction programs is also a private responsibility, but general program

assistance to employers to help them plan and promote these programs is eligible. Further assistance to support trip reduction programs in the form of new public transportation services is also eligible as outlined in Section III.A.6.

14. Other Eligible Transportation Projects and Programs: Other transportation projects and programs, even if they are not included under one of the categories above may also be funded under CMAQ. Innovative activities based on promising technologies and feasible approaches to improve air quality will also be considered for funding. This would include such ventures as new efforts to identify and curtail the emissions of gross emitters, planning and development of parking management programs, and preferential treatment for high-occupancy vehicles. Like all proposals, the State must provide documentation of air quality benefits, and FTA/FHWA, in consultation with EPA, must be satisfied that the project or program will help attain a NAAQS.

15. Limitation on Construction of Single-Occupant Vehicle Capacity: Construction projects which will add new capacity for single-occupant vehicles are not eligible under this program unless the project consists of a HOV facility that is only available to single-occupant vehicles (SOV) at off-peak travel times. For purposes of this program, construction of added capacity for single-occupant vehicles means the addition of general purpose through lanes to an existing facility, which are not HOV lanes, or a highway on new location.

B. Newly Eligible Activities

1. Outreach Activities: Outreach activities, such as public education on transportation and air quality, advertising of transportation alternatives to SOV travel, and technical assistance to employers or other outreach activities for Employee Commute Option program implementation have been, and continue to be, eligible for CMAQ funds. The previous policy allowing up to 2 years of CMAQ funding for these activities has been changed. Now, outreach activities may be funded under the CMAQ program for an indefinite period.

   Outreach activities differ fundamentally from the establishment of transportation services. They are communication services that are critical to successful implementation of transportation measures, especially demand management measures. As such, they reach new audiences each time they are implemented, and the restriction on the length of time they may be funded seems contrary to one of the program's goals of effecting behavioral changes to reduce transportation emissions. Outreach activities may be employed for a wide variety of transportation services. They may equally affect new and existing transit, shared ride, I/M, traffic management and control, bicycle and pedestrian, and other transportation services.

Marketing programs to increase use of transportation alternatives to SOV travel and public education campaigns involving the linkage between transportation and air quality are eligible operating expenses. Transit "stores" selling fare media and dispensing route and schedule information which occupy leased space are also eligible. These activities are not subject to the 3-year limit.

Based on information from the 1994 program review, there appears to be a great need to educate the public on the impacts of their travel behavior. States and MPOs are encouraged to give due consideration to outreach activities in the programming of their CMAQ apportionments.

2. Rideshare Programs: Previous guidance restricted eligibility to the implementation of new or expanded services. Rideshare services consist of carpool and vanpool programs, and important activities of these programs are computer matching of individuals seeking to carpool and employer outreach to establish rideshare programs and meet Clean Air Act requirements. These are outreach activities even if they are part of an existing rideshare program and are now eligible for CMAQ funding under the same rationale as above.

   New or expanded rideshare programs, such as new locations for matching services, upgrades for computer matching software, etc. continue to be eligible and may be funded for an indefinite period of time.

   Many expenses related to vanpooling are different from the above activities, and a distinction needs to be drawn from the above policy. Unlike carpool matching services the implementation of a vanpool operation entails purchasing vehicles and providing a transportation service. These activities are not communication services and not different from other transportation services. Therefore, proposals for vanpool activities such as these must be for new or expanded service to be eligible and are subject to the 3-year limitation on operating costs.

   Under the CMAQ program, the purchase price of a publicly-owned vehicle for a vanpool service does not have to be paid back to the Federal Government. Requiring payback would place an additional constraint to wider implementation and usage of rideshare programs. Nonetheless, CMAQ funds should not be used to develop vanpool services that would be in direct competition with and impede private sector initiatives. Consistent with the metropolitan planning regulation of October 28, 1993 (23 CFR 450.300), States and MPOs should consult with the private sector prior to using CMAQ funds to purchase vans, and if local private firms have definite plans to provide adequate vanpool service, CMAQ funds should not be used to supplant that service

3. Establishing/Contracting with TMAs: Transportation Management Associations (TMAs) are comprised of private individuals or firms who organize to address the transportation issues in their immediate locale. Previous guidance allowed the funding of transportation projects

generated by TMAs if air quality benefits were demonstrated but did not allow funding for the TMA itself. This guidance now allows the use of CMAQ funds for the establishment of TMAs. Eligible expenses for reimbursement are associated start-up costs for up to 3 years. As with previous guidance, the TMA must still be sponsored by a public agency, and the State (or other public agency) is still ultimately responsible for ensuring that funds are appropriately used to meet CMAQ program objectives.

During the program review, representatives from several States felt that existing policy prevented them from contracting with TMAs to provide services and develop projects that have air quality benefits. The TMAs can play a useful role in brokering transportation services to private employers, and this guidance clarifies that CMAQ funds may be used to contract with TMAs for this purpose, including coordinating rideshare programs, providing shuttle services, developing parking management programs, etc. Sufficient care must be taken to specify the goals and deliverables before granting the use of CMAQ funds for this activity.

4. **Maintenance Areas**: Under the NHS legislation, CMAQ funds may now be obligated for projects in maintenance areas, thereby lifting the 2-year limitation contained in the previous program guidance of July 13, 1995. CMAQ funds may be used to reduce transportation-related emissions in maintenance areas as well as nonattainment areas within a State with no time limit. CMAQ funds cannot be used for projects in areas designated as "transitional," "submarginal," or "incomplete data" nonattainment areas for ozone or in "not classified" nonattainment areas for carbon monoxide.

   If a State has a maintenance area and no nonattainment areas, the air quality needs of the maintenance area should be given first priority. Since the existence of maintenance areas was taken into account when the NHS legislation froze the distribution factors at FY 1994 levels, it is clear that the intent of the change was to continue to provide funding for projects which reduce transportation emissions. Before using CMAQ funds elsewhere, a State must show that the maintenance area status is not endangered by the shift of funds. This can be done by demonstrating to FHWA, FTA, and EPA that the decision was made in consultation with the affected MPO along with an examination of the maintenance plan for CMAQ needs. A State could make a case for "continued maintenance of the standard," for example, if it can be shown that any transportation activities contained in the maintenance plan have sufficient funding commitments to carry out such activities without the use of CMAQ funds.

5. **Expansion of I/M Eligibility**: Emission I/M programs show strong potential for improving air quality and related activities are cost-effective uses of CMAQ funds. Recognizing this, FHWA/FTA's previous policy indicated that construction of facilities and purchase of equipment for I/M stations in test-only networks were eligible. Projects necessary for the development of these I/M programs and one-time start-up activities, such as updating quality assurance software or developing a mechanic training curriculum, were also described as eligible activities. Operating expenses were also determined to be eligible for CMAQ funding subject to the general conditions applying to all new transportation services. Specifically, the

I/M program must constitute new or additional efforts; existing funding (including inspection fees) should not be displaced, and operating expenses were only eligible for 2, now expanded to 3, years.

When implemented, the policy to allow expenditures for the establishment of I/M programs was in line with EPA's rationale that test-only I/M programs are the most effective way to realize emission reductions. Hence the policy was restricted to test-only I/M programs. Since that time, EPA has allowed some I/M programs to go forward that include elements of test-and-repair, provided that the overall estimated emission reductions necessary to meet the State's targets are still met. Thus, the CMAQ policy regarding I/M is now similarly revised.

Funds under the CMAQ program may be used for the establishment of I/M programs at publicly-owned I/M facilities . This is true whether the I/M program is test-only or test-and-repair. Publicly-owned I/M facilities may be constructed, equipment may be purchased, and the facility operated for up to 3 years with CMAQ funds, provided that the conditions covering operations described above are met.

The establishment of I/M programs at privately-owned stations, such as service stations that conduct emission test-and-repair services, can only be funded under the CMAQ program under the provisions covering "public-private partnerships" contained in this guidance. However, if the State relies on private stations, State or local administrative costs for the planning and promotion of the State's I/M program--whether test-only or test-and-repair, or both--may be funded under the CMAQ program.

The establishment of "portable" I/M programs is also eligible under the CMAQ program, provided that they are public services, contribute to emission reductions and do not conflict with statutory I/M requirements or EPA implementing regulations. These programs must be included in the area's TIP before they can be funded.

6. Experimental Pilot Projects/Innovative Financing: States and local areas have long experimented with various types of transportation services--and different means of employing them--in an effort to better meet the travel needs of their constituents. These "experimental" projects may not meet the precise eligibility criteria for Federal and State funding programs, but they may show promise in meeting the intended public purpose of those programs in an innovative way. The FHWA and FTA have supported this approach in the past and funded some of these projects as demonstrations to determine what the benefits and costs actually are.

The CMAQ provisions of ISTEA allow experimentation provided that the project or program can reasonably be defined as a "transportation" project and that emission reductions can reasonably be expected "through reductions in vehicle miles traveled, fuel consumption or through other factors." This is in addition to the broad flexibility allowed under the ISTEA to fund a wide variety of projects. A more flexible approach makes particular sense given the

magnitude of the air quality problem in the most severe nonattainment areas in the country and the lack of substantial emission reductions gained from traditional transportation projects and programs.

This guidance encourages States and MPOs to creatively address their transportation/air quality problems and to experiment with new services, imaginative financing arrangements, public/private partnerships and complementary approaches that constitute comprehensive strategies to reduce emissions through transportation programs. The CMAQ program can now be used to support a well conceived project even if the proposal may not otherwise meet the eligibility criteria of this guidance. Proposals submitted for funding under this provision should show promise in reducing transportation emissions and should have the concurrence of FHWA/FTA and State transportation agencies, and the MPO. The proposal must also be coordinated with EPA and State/local air quality agencies. A particular example that might be funded under this approach could be to use CMAQ funds for capital improvements to transit stations for the establishment of day care centers.

Certain projects may not be funded under the CMAQ program under any circumstances. Activities which are legislatively prohibited, including scrappage programs, programs to reduce emissions from extreme cold start conditions, and highway capacity expansion projects, may not be funded under the CMAQ program, despite the enhanced flexibility under this policy. Similarly, rehabilitation and maintenance activities as described in Section III.A.7 of this guidance show no potential to make further progress in achieving the air quality standards and may not be funded under the CMAQ program even under this provision. Program funds may also not be used for projects which are outside of nonattainment or maintenance area boundaries (in States with nonattainment and/or maintenance areas (see also Section III.B.4)) except in cases where the project is located in close proximity to the nonattainment or maintenance area and the benefits will be realized primarily within the nonattainment or maintenance area boundaries. Finally, projects not meeting the specific eligibility requirements under Titles 23 or 49 may also not be funded under this provision.

There is risk in employing this approach, and States and MPOs should do so cautiously. While the CMAQ provisions of ISTEA were written broadly to encourage an innovative approach, the principles of sound program management must still be followed. Under this approach, there will likely be proposals for funding with which transportation agencies have little experience. As such, before-and-after studies are required to determine the actual project impacts on the transportation network (measured in VMT or trips reduced, or other appropriate measure) and on air quality (emissions reduced). An assessment of the project's benefits should be forwarded to FHWA or FTA documenting the immediate impacts as well as a projection of what the project's long-term benefits will be.

All projects funded under this section should be explicitly identified in the annual report of CMAQ activities as required under Section V.B of this guidance. In future years, when before-and-after studies are complete, a summary of the actual project benefits should also be included in the annual report.

Finally, it is appropriate to place limits on the amount of CMAQ funds given the speculative nature of these proposals. As such, the amount obligated for proposals made pursuant to this section should not exceed 25 percent of a State's yearly CMAQ apportionment.

Another way that States and local agencies are encouraged to experiment is through the FHWA's or FTA's Innovative Financing Programs which can employ CMAQ funding. These programs allow FHWA and FTA greater latitude to use Federal transportation funds to set up revolving loan programs, employ creative approaches in meeting State or local match requirements, and other financial matters. Many innovative financing tools were adopted statutorily in the NHS legislation and now may be used in any Title 23 program, including CMAQ:

- expanded use of bonds and other forms of debt management, including eligibility of bond interest and other bond costs for Federal reimbursement;
- allowing privately donated funds, materials and services to constitute the required State and local match on Federal projects; and
- use of Federal funds as loans to revenue-generating facilities.

The NHS legislation allows States to receive matching credit for donations of privately donated funds, materials and services on a specific Federal-aid project. Before this change, States could only receive credit for State and local funds, and the value of privately donated right-of-way used as the local match. Now, however, any donated funds, or the fair market value of any privately donated materials or services that are accepted and incorporated into a CMAQ project or program by the State, are credited to the match requirements on that CMAQ project or program (see Attachment 2).

As a particular example of how the loan provision under the Innovative Financing program might be used in connection with CMAQ funding, a proposal has already been approved to construct an intermodal freight facility using CMAQ funds, in part, as a loan which will be paid back to the State from user fees. As the loan is repaid, the revenues will be used for transportation purposes. Similarly, there have also been inquiries about the use of CMAQ funds to convert privately-owned diesel trucks to alternative fuels, thus substantially reducing oxides of nitrogen (NOx) and PM-10 emissions. While this proposal would not be eligible under usual circumstances, a feasible approach could be developed to use CMAQ funds for the incremental cost of converting or replacing the diesel engines as a loan to private truck owners. Such a program would have to be fairly administered under direct State supervision and be open to all owners located in nonattainment and maintenance areas who are interested in participating.

In addition to the statutorily-adopted innovative financing tools, FHWA continues to solicit proposals from States for other flexible ways to finance projects, including CMAQ projects. Under "Test and Evaluation" authority in ISTEA, FHWA can approve new and innovative concepts for moving projects forward which otherwise might not be permitted under Title 23. States should contact their FHWA Division or FTA Regional offices to discuss any proposals of this nature.

7. **Fare/Fee Subsidy Programs**: Previous guidance allowed short-term operating assistance to support the initiation of new transportation services but did not allow demand-side incentives, such as fare or fee subsidies as a means of reducing transportation emissions. Now, the CMAQ program is being expanded to allow funding for partial user fare or fee subsidies in order to encourage greater use of alternative travel modes (e.g. carpool, vanpool, transit, bicycling and walking). This more expansive policy has been established to encourage areas to take a more comprehensive approach--including both supply and demand measures--in reducing transportation emissions.

   The CMAQ funds can be used to subsidize fares or fees if the reduced fare/fee is offered as a component of a comprehensive, targeted program to reduce SOV use. Other components of such a program would include public information and marketing of non-SOV alternatives, parking management measures, and better coordination of existing transportation services. The intent of this policy is to focus on situations where alternate transportation modes are viable, but nonetheless, heavy reliance on single-occupant vehicles exists, such as at major employment or activity centers.

   Examples of how the fare/fee subsidy might be used include: a discounted transit fare program developed through a cooperative arrangement between a transit operator and a major employer; a program subsidizing empty seats during the formation of a new vanpool; reduced fares for shuttle services within a defined area, such as a flat-fare taxi program; or providing financial incentives for carpooling, bicycling and walking in conjunction with a demand management program.

   An underlying tenet of this provision is to support experimentation but always with the goal of identifying projects which are viable without the short-term funding assistance provided by the CMAQ program. Thus, the subsidy must be used in conjunction with reasonable fares or fees to allow the greatest chance of holding on to "trial" users. While the fare/fee subsidy program itself is not limited in time, specific groups or locales targeted under the program must be rotated and the subsidized fare/fee must be limited to any one entity or location for a period not to exceed 2 years.

   The CMAQ program was never envisioned as a source of long-term support for transportation operations. However, FHWA and FTA believe this new policy is highly supportive of implementing and evaluating the effectiveness of a variety of demand management measures.

IV. CMAQ Programming Priorities

The Clean Air Act requires that FHWA and FTA give priority to the implementation of transportation portions of applicable SIPs, and TCMs from applicable SIPs are provided the highest priority for funding under the CMAQ Program. The SIPs and the control measures they contain are necessary to assist a State to attain and maintain the NAAQS. If States are failing to implement TCMs in approved SIPs, adverse consequences can ensue. A basic criterion for making conformity determinations is the timely implementation of TCMs in the SIP, and conformity determinations are necessary before transportation plans, programs, or projects can be adopted and approved. If States fail to give priority to such TCMs, their conformity determinations and transportation initiatives will be in jeopardy. In addition, failing to implement TCMs is also the basis for application by EPA of the Clean Air Act's highway funding sanctions. Under certain circumstances, sanctions may be expanded even beyond the nonattainment area to cover an entire State. Once CMAQ projects and programs are identified, States need to insure that sufficient obligation authority is reserved to implement these projects and programs so that nonattainment areas make progress toward attainment of the NAAQS. While the continuation of CMAQ funds into the maintenance period under NHS legislation now makes it possible to look at longer term strategies, States and MPOs are still encouraged to consider and give priority to strategies that would help them meet their attainment deadlines.

States and MPOs should make strategic use of the CMAQ funds allotted to them even if they will not be used for TCMs in their SIPs. Limited resources and the low levels of effectiveness in reducing emissions through transportation measures that have been the experience to date argue for maximizing the impact of Federal, State and local expenditures to improve air quality. The FHWA and FTA continue to recommend that States and MPOs put together their transportation/air quality programs using complementary measures that simultaneously provide alternatives to SOV travel while reducing demand through pricing, parking management, regulatory or other means.

V. Program Requirements

Proposals for CMAQ funding should include a precise description of the project, providing information on the project's size, scope and timetable. Also, an assessment of the proposal's expected emission reductions in accordance with the provisions described below is required. States are also required to submit annual reports detailing the obligations made under the CMAQ program during the previous fiscal year.

A. Air Quality Analysis

1. Quantitative Analyses: Quantitative assessments of how the proposal is expected to reduce emissions is extremely important to assist areas in developing and funding the most effective projects in nonattainment and maintenance areas. They also provide an objective basis for

comparing the costs and benefits of competing proposals for CMAQ funding. In that States are required to submit annual reports, analysis of air quality benefits for individual project proposals will assist their preparation, as well. It is particularly important to assess the benefits of projects that improve or increase basic transportation services, including transit, traffic flow improvements, ridesharing, and bicycle and pedestrian improvements, and quantified emission reductions are expected for these projects. Similarly, analyses are expected for conversions to alternative fuels and I/M programs, as well.

Decisions regarding the level and type of air quality analysis needed, as well as the credibility of its results, are left to FTA and FHWA field staff, in consultation with EPA. Across the country, State and local transportation/air quality agencies have different approaches, analytical capabilities and technical expertise with respect to such analysis. At the national level, it is not feasible to specify a single method of analysis applicable in all cases.

While no single method is specified, every effort must be taken to ensure that determinations of air quality benefits are credible and based on a reproducible and logical analytical procedure that will yield quantitative results of emission reductions. Of course, if an air quality analysis has been done for other reasons, it may also be used for this purpose.

2. Qualitative Assessments: Although quantitative analysis of air quality impacts is required whenever possible, some improvements may not lend themselves to rigorous quantitative analysis because of the project's characteristics or because practical experience is lacking to adequately analyze the project. In these cases, a qualitative assessment based on a reasoned and logical examination of how the project or program will decrease emissions and contribute to attainment of a NAAQS is appropriate and acceptable.

   Public education, marketing and other outreach efforts fall into this category. The primary benefit of these activities is enhanced communication and outreach that is expected to influence travel behavior, and thus, air quality. Yet tracing the benefits to air quality through the intervening steps requires a multi-disciplinary approach that incorporates market research analysis which is often beyond many transportation and air quality agencies' area of expertise. As such, these projects which can include advertising alternatives to SOV travel, employer outreach, public education campaigns, and communications or outreach to the public during "ozone alerts," or similar programs do not require a quantitative analysis of air quality benefits.

3. Analyzing Groups of Projects: In many situations, it may be more appropriate to examine the impacts of more comprehensive strategies to improve air quality by grouping TCMs. A strategy to reduce reliance on single-occupant vehicles in a travel corridor, for example, could include transit improvements coupled with demand management. The benefits of such a strategy should be evaluated together rather than as separate projects. Transit improvements, ridesharing programs or other TCMs affecting an entire region may be best analyzed in this fashion.

B. Annual Reports

To assist in meeting statutory obligations, States are required to prepare annual reports for FHWA, FTA, and the general public that specify how CMAQ funds have been spent and what the air quality benefits are expected to be. Annual reporting makes the States and local agencies accountable to the general public. Also, the annual report enables FHWA and FTA to be responsive to the Congress on the utilization of the funds and their impact.

This report should be provided by the first day of February following the end of the previous Federal fiscal year (September 30) and cover all CMAQ obligations for that fiscal year. The report should include:

1. A list of projects funded under CMAQ, best categorized by one of the following seven project types:

   - experimental pilot projects.
   - transit: facilities; vehicles and equipment; operating assistance for new transit service, etc.
   - shared-ride: vanpool and carpool programs, and parking for shared-ride services, etc.
   - traffic flow improvements: traffic management and control services, signalization projects, intersection improvements, and construction or dedication of HOV lanes, etc.
   - demand management: trip reduction programs, transportation management plans, flexible work schedule programs, vehicle restriction programs, etc.
   - pedestrian/bicycle: bikeways, storage facilities, promotional activities, etc.
   - I/M and other TCMs (not covered by the above categories).

   Project planning and other developmental activities, as well as public education, marketing and other outreach efforts which are eligible under the CMAQ program should be categorized the same way as the project or program they support.

2. The amount of CMAQ funds obligated for the year, disaggregated by the type of project listed above; and

3. A tabulation of the estimated air quality benefits for the year summed from project-level analyses and expressed as reductions of ozone precursors (volatile organic compounds and NOx), CO, or PM-10. These reductions should be expressed as kilograms per day removed from the atmosphere. This information will be important in monitoring and reporting to Congress on CMAQ program effectiveness.

Note that the annual report should now specifically include and identify any projects funded under the Experimental Pilot Projects/Innovative Financing provision of this guidance (see Section III.B.6). Summaries of before-and-after studies should be included as they become available.

VI. Federal, State and MPO Responsibilities

A. Federal Agency Responsibilities/Coordination

As noted in previous guidance, the FTA and FHWA regional offices should establish a consultation and coordination process with their respective EPA regional offices for early review of CMAQ funding proposals. Review by EPA is critical to assist the determination of whether a project will have air quality benefits and to assure that the most effective projects and programs are approved for CMAQ funding. Proposals for funding should be forwarded to EPA as soon as possible to insure timely review.

Either the local FTA or FHWA office will be responsible for project management. In cases where the project is clearly related to transit, FTA will determine the project's eligibility and manage the project. Similarly, traffic flow improvements that improve air quality through operational improvements of the road system would be managed by FHWA. For projects that include both traffic flow and transit elements, such as park-and-ride lots and intermodal projects, the managing agency will be decided on a case-by-case basis. Following initial review by the managing agency and consultation with EPA, the managing agency makes the final determination on whether the project or program is likely to contribute to attainment of a NAAQS and is eligible for CMAQ funding.

The consultation process should provide for timely review and handling of CMAQ funding proposals considering the tight attainment deadlines facing many areas. A project category list should be developed for expedited funding under CMAQ without further review by the other agencies. As EPA will evaluate all TCMs in an approved SIP, they can be included on such a list. It is strongly recommended that the FHWA, FTA and EPA regional offices develop and implement a memorandum of understanding that specifies which projects can go forward without further coordination. It should also include deadlines for review beyond which it will be assumed that the review agencies have no comments on the proposal. For Federal agency review of individual proposals, that consultation period should be approximately 2 weeks. For review of multiple proposals, such as a draft TIP, Federal review should be completed as expeditiously as possible so that the response time by Federal Agencies to CMAQ funding proposals is generally limited to about 1 month.

B. State and MPO Responsibilities

Decisions over which projects and programs to fund under CMAQ should be made through a cooperative process involving the State departments of transportation, affected MPOs, and State and local air quality agencies. This process serves to develop a pool of potential CMAQ projects to be considered for funding in a State's nonattainment and maintenance areas. The programming of CMAQ projects should follow the procedures for TIP development noted below.

Projects to be funded with CMAQ funds must be included in the TIPs that are developed by the MPOs in cooperation with the State and transit operators. Under the metropolitan planning regulations of October 28, 1993 (23 CFR 450.300), TIPs must contain a priority list of projects to be carried out in the 3-year period following adoption. As a minimum, projects must be grouped by year and proposed funding source. For projects targeting CMAQ funds, priority in the TIP should be based on the projects' estimated air quality benefits.

Since the TIPs must be consistent with available funding, it is important that the State advise the MPOs of its proposed approach to utilize CMAQ funds in a timely manner. Once CMAQ projects are included in a TIP (approved by the MPO and the Governor), and included in a FHWA/FTA-approved statewide TIP, those projects in the first year may be implemented. Projects in the second or third year of the TIP could be advanced for implementation using the specified project selection procedures in the planning regulation.

It is the State's responsibility to manage its obligation authority made pursuant to Title 23 to ensure that CMAQ (and other Federal-aid) funds are obligated in a timely fashion and do not lapse. Other provisions affecting the overall Federal-aid program, such as advance construction authority, apply to the CMAQ program as well.

Close coordination is needed between the State and MPO to assure that CMAQ funds are used appropriately and to maximize their effectiveness in meeting the Clean Air Act requirements. States and MPOs must fulfill this responsibility so that nonattainment areas are able to make good-faith efforts to attain the NAAQS by the prescribed deadlines. State and MPO actions should include consultation with air quality agencies at the State and local levels to develop an appropriate project list of CMAQ programming priorities which will have the greatest impact on air quality.

C. Apportionments and State Suballocation

According to the ISTEA legislation, CMAQ funds are apportioned to the States primarily based on the severity of their ozone pollution and the number of people affected by it. Each State is guaranteed a minimum of 0.5 percent of the total yearly apportionment even if it has no nonattainment areas.

Under the CMAQ Program as amended by the NHS legislation, States which have ozone nonattainment areas that are classified as "marginal" or worse during any part of FY 1994 (October 1, 1993--September 30, 1994) are apportioned funds based on the population in these areas and the severity of the ozone problem at that time. If the ozone nonattainment area was also a CO nonattainment area classified as "moderate" or worse during FY 1994, the State is apportioned additional CMAQ funds. If a State contains a CO nonattainment area that was not a nonattainment area for ozone as well, no additional funds are apportioned to the State. Areas redesignated to attainment status before FY 1994 would not be included in the apportionment factors. Changes to nonattainment classifications (from marginal to moderate for example) occurring during FY 1994 would affect the distribution. Any changes occurring before or after FY 1994 will have no effect on the distribution of CMAQ funds for FY 1996 or FY 1997.

The CMAQ funds can be used in all areas designated as nonattainment under Section 107(d) of the Clean Air Act, including any areas later redesignated as maintenance areas. CMAQ funds cannot be used for projects in areas designated as "transitional," "submarginal," or "incomplete data" nonattainment areas for ozone or in "not classified" nonattainment areas for carbon monoxide.

Despite the statutory formula for determining the apportionment amount, the State can use its CMAQ funds in any ozone, CO or PM-10 (under certain conditions) nonattainment or maintenance area. It is under no statutory obligation to suballocate CMAQ funds in the same way as they were apportioned. States may retain funds for use in specific nonattainment or maintenance areas or fund CMAQ projects on a case-by-case basis. However, it is clear from the program review that there must be a collaborative process between the State and MPOs in nonattainment and maintenance areas for selecting projects to maximize emission reductions. Thus, States are strongly encouraged to consult with affected MPOs to determine CMAQ priorities and allocate funds accordingly.

The Federal share for most eligible activities and projects is 80 percent or 90 percent if used on certain activities on the Interstate System. Under certain conditions (including sliding scale rates), the Federal share under Title 23 can even be higher. Certain activities identified in Section 120(c) of Title 23 (see Attachment 3), including traffic control signalization, and commuter carpooling and vanpooling, may be funded at 100 percent Federal share if they meet the conditions of that section. Pedestrian and bicycle projects and programs previously limited to an 80 percent Federal share, without the use of sliding scale rates, are now treated exactly the same as general Federal-aid projects (i.e. the Federal share payable on pedestrian and bicycle projects now includes the sliding scale rates) as a result of the NHS legislation. The NHS legislation also makes it easier for States to receive matching credit for donations of privately donated funds, materials, and services on a specific Federal-aid project (see Section III.B.6)

VII. States that are in Attainment

States that do not have any ozone or CO nonattainment areas may use their funds for any eligible projects under the STP or the CMAQ program. If a State has a maintenance area and no nonattainment areas, the air quality needs of the maintenance area should be given first priority (see Section III.B.4). States with PM-10 areas only are encouraged to use CMAQ funds for projects and programs that contribute to reduction of PM-10 emissions. This priority should be given only if mobile sources are considered significant contributors to such nonattainment.

States that are in attainment or achieve attainment of transportation-related NAAQS, are further encouraged to give priority to the use of CMAQ program funds for the development of congestion management systems, public transportation facilities and equipment, and intermodal facilities and systems, as well as the implementation of projects and programs produced by those systems.

VIII. Further Information

If you have any questions on the CMAQ program or this guidance, please contact Mike Savonis of FHWA at (202) 366-2080 or Abbe Marner of FTA at (202) 366-0096.

Thomas J. Ptak
Federal Highway Administration

Charlotte M. Adams
Federal Transit Administration

TITLE 23 UNITED STATES CODE
HIGHWAYS
CHAPTER 1 - FEDERAL AID HIGHWAYS

Sec. 149. Congestion mitigation and air quality improvement program

(a) Establishment.-The Secretary shall establish a congestion mitigation and air quality improvement program in accordance with this section.

(b) Eligible Projects.-Except as provided in subsection (c), a State may obligate funds apportioned to it under section 104(b)(2) for the congestion mitigation and air quality improvement program only for a transportation project or program *if the project or program is for an area in the State that was designated as a nonattainment area under section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)) during any part of fiscal year 1994 and -*

(1)(A) if the Secretary, after consultation with the Administrator of the Environmental Protection Agency, determines, on the basis of information published by the Environmental Protection Agency pursuant to section 108(f)(1)(A) of the Clean Air Act (other than clauses (xii) and (xvi) of such section), that the project or program is likely to *contribute to--*
(i) the attainment of a national ambient air quality standard; or
(ii) the maintenance of a national ambient air quality standard in an area that was designated as a nonattainment area but that was later redesignated by the Administrator of the Environmental Protection Agency as an attainment area under section 107(d) of the Clean Air Act (42 U.S.C. 7407(d); or

(B) in any case in which such information is not available, if the Secretary, after such consultation, determines that the project or program is part of a program, method, or strategy described in such section;

(2) if the project or program is included in a State implementation plan that has been approved pursuant to the Clean Air Act and the project will have air quality benefits;

(3) the Secretary, after consultation with the Administrator of the Environmental Protection Agency, determines that the project or program is likely to contribute to the attainment of a national ambient air quality standard, whether through reductions in vehicle miles traveled, fuel consumption, or through other

factors; *or*

(4) to establish or operate a traffic monitoring, management, and control facility or program if the Secretary, after consultation with the Administrator of the Environmental Protection Agency, determines that the facility or program is likely to contribute to the attainment of a national ambient air quality standard.

No funds may be provided under this section for a project which will result in the construction of new capacity available to single occupant vehicles unless the project consists of a high occupancy vehicle facility available to single occupant vehicles only at other than peak travel times. In areas of a State which are nonattainment for ozone or carbon monoxide, or both, and for PM-10 resulting from transportation activities, the State may obligate such funds for any project or program under paragraph (1) or (2) without regard to any limitation of the Department of Transportation relating to the type of ambient air quality standard such project or program addresses.

(c) States Without a Nonattainment Area.-If a State does not have a nonattainment area for ozone or carbon monoxide under the Clean Air Act located within its borders, the State may use funds apportioned to it under section 104(b)(2) for any project eligible for assistance under the surface transportation program.

(d) Applicability of Planning Requirements.-Programming and expenditure of funds for projects under this section shall be consistent with the requirements of sections 134 and 135 of this title.

Section 104 Apportionment

(b)(2) Congestion mitigation and air quality improvement program.-For the congestion mitigation and air quality improvement program, in the ratio which the weighted nonattainment area population of each State bears to the total weighted nonattainment area population of all States. The weighted nonattainment area population shall be calculated by multiplying the population of each area within any State that *was a nonattainment area (as defined in section 171(2) of the Clean Air Act (42 U.S.C. 7501(2))) for ozone during any part of fiscal year 1994* by a factor of-

(A) 1.0 if the area is classified as a marginal ozone nonattainment area under subpart 2 of part D of title I of the Clean Air Act;

(B) 1.1 if the area is classified as a moderate ozone nonattainment area under such subpart;

(C) 1.2 if the area is classified as a serious ozone nonattainment area under such subpart;

(D) 1.3 if the area is classified as a severe ozone nonattainment area under such subpart; or

(E) 1.4 if the area is classified as an extreme ozone nonattainment area under such subpart.

If the area ***was also*** classified under subpart 3 of part D of title I of such Act as a nonattainment area for carbon monoxide ***during any part of fiscal year 1994,*** for purposes of calculating the weighted nonattainment area population, the weighted nonattainment area population of the area, as determined under the preceding provisions of this paragraph, shall be further multiplied by a factor of 1.2. Notwithstanding any provision of this paragraph, in the case of States with a total 1990 census population of 15,000,000 or greater, the amount apportioned under this paragraph in a fiscal year to all of such States in the aggregate, shall be distributed among such States based on their relative populations; except that none of such States shall be distributed more than 42 percent of the aggregate amount so apportioned to all of such States. Notwithstanding any other provision of this paragraph, each State shall receive a minimum apportionment of \1/2\ of 1 percent of the funds apportioned under this paragraph. The Secretary shall use estimates prepared by the Secretary of Commerce when determining population figures.

(c) Effect of Limitation on Apportionment.- Notwithstanding any other provision of law, for each of fiscal years 1996 and 1997, the amendments made by subsection (a) shall not affect any apportionment adjustments under section 1015 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 1943).

UNITED STATES CODE
TITLE 23
Sec. 323. Donations

(a) Donations of Property being Acquired.- Nothing in this title, or in any other provision of law, shall be construed to prevent a person whose real property is being acquired in connection with a project under this title, after he has been fully informed of his right to receive just compensation for the acquisition of his property, from making a gift or donation of such property, or any part thereof, or of any of the compensation paid therefor, to a Federal agency, a State or a State agency, or a political subdivision of a State, as said person shall determine.

(b) Credit for Donated Lands.-

(1) General Rule.- Notwithstanding any provision of this title, the State matching share for a project with respect to which Federal assistance is provided out of the Highway Trust Fund (other than the Mass Transit Account) may be credited by the fair market value of land incorporated into the project and lawfully donated to the State after the date of the enactment of this subsection.

(2) Establishment of Fair Market Value.- The fair market value of the donated land shall be established as determined by the Secretary. Fair market value shall not include increases and decreases in the value of donated property caused by the project. For purposes of this subsection, the fair market value of donated land shall be established as of the date the donation becomes effective or when equitable title to the land vests in the State, whichever is earlier.

(3) Limitation on Applicability.- This subsection shall not apply to donations made by an agency of a Federal, State, or local government.

(4) Limitation on Amount of Credit.- The credit received by a State pursuant to this subsection may not exceed the State's matching share for the project to which the donation is applied.

(c) Credit for Donations of Funds, Materials, or Services.--Nothing in this title or any other law shall prevent a person from offering to donate funds, materials, or services in connection with a project eligible for assistance under this title. In the case of such a project with respect to which the Federal Government and the State share in paying the cost, any donated funds, or the fair market value of any donated materials or services, that are accepted and incorporated into the project by the State highway department shall be credited against the State share.

(d) Procedures.- A gift or donation in accordance with subsection (a) may be made at any time during the development of a project. Any document executed as part of such donation prior to the approval of an environmental document prepared pursuant to the National Environmental Policy Act of 1969 shall clearly indicate that--

(1) all alternatives to a proposed alignment will be studied and considered pursuant to such Act;

(2) acquisition of property under this section shall not influence the environmental assessment of a project including the decision relative to the need to construct the project or the selection of a specific location; and

(3) any property acquired by gift or donation shall be revested in the grantor or successors in interest if such property is not required for the alignment chosen after public hearings, if required, and completion of the environmental document.

UNITED STATES CODE
TITLE 23

Sec. 120. Federal share payable

(c) INCREASED FEDERAL SHARE FOR CERTAIN SAFETY PROJECTS.--The Federal share payable on account of any project for traffic control signalization, pavement marking, commuter carpooling and vanpooling, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles at signalized intersections may amount to 100 percent of the cost of construction of such projects; except that not more than 10 percent of all sums apportioned for all the Federal-aid systems for any fiscal year in accordance with Section 104 of this title shall be used under this subsection.

FEDERAL FUND APPLICATION

Project Sponsor _____ Date _____

Project Name _____

Project Location and Termini _____

_____

_____

Description of Proposed Work _____

_____

Federal Functional Classification _____

Current Year Traffic Volumes _____

Design Year Traffic Volumes _____

STATUS OF PROJECT:

Has ODOT programming occurred? _____ (PID# _____) (Date _____)

Are Construction Plans complete? _____

Additional Comments _____ _____

_____

_____

CONSISTENCY WITH MVRPC PLANS:

Is this project on the Regional Transportation Plan? _____ I.D.# _____

If not, is this project consistent with the Regional Transportation Plan? _____

Explain: _____

Is this project a Transportation System Management (TSM) type project? (Example: intersection improvement, signalization, bikeway, transit improvement, . . .) _____

Is this project listed as a proposed transportation control strategy (for Statewide Implementation Plan - SIP) to reduce hydrocarbon emissions? _____

LOCAL COMMITMENT TO PROJECT:

Is this project on the local transportation plan or other local plan? _____

Is this project on the Project Sponsor's Issue 2 capital improvement program? _____

How will the local share of the project be financed? _____

Will assessments be used to pay a portion of the local cost? _____ To what extent? _____

Additional Comments _____

Is this project a phase of a larger project? _____

Describe larger project _____

If sufficient funds are not available for the entire project, could a portion of the project be built first and the remainder later? _____ Explain: _____

If this project ends at a corporation line, how will this project be coordinated with the adjacent jurisdiction? _____

Name of jurisdiction? _____

Does the adjacent jurisdiction plan on extending the project? _____

Will this project be able to function on its own or does it depend on another improvement to be functional? _____

Give the estimated project cost and proposed funding for each phase as shown below. R/W costs should include utility relocations and work agreements:

	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS	TOTAL FUNDS
Preliminary Engineering				
Plan Development				
Right-of-Way				
Construction				
Contingencies				
Inspection and Engineering				
TOTAL COST				

PROVIDE THE PROJECT SCHEDULE YOU ANTICIPATE AS SHOWN BELOW

HIGHWAY/BIKEWAY PROJECTS

ACTION	MONTH AND YEAR
MVRPC Approval	_____
ODOT Programming	_____
Environmental Assessment Submittal	_____
Environmental Assessment Approval	_____
Begin Construction Plans	_____
File Plans	_____
Begin R/W Acquisition	_____
Let Project	_____

TRANSIT PROJECTS

ACTION	MONTH AND YEAR
MVRPC Approval	_____
FTA Programming approval	_____
Environmental Submittal	_____
Environmental Approval	_____
FTA Grant Award	_____

FIFTEEN FACTORS REQUIRED BY ISTEA FOR PLANNING, PROGRAMMING AND PROJECT SELECTION

1. Preservation of existing transportation facilities.
2. Transportation planning consistent with energy conservation goals.
3. Relief of congestion and prevention of congestion in the future.
4. Consistency of transportation plans and decision-making with land use plans.
5. Programming of transportation enhancement activities.
6. Effects of all transportation development regardless of funding source.
7. International, intermodal facilities, port and airport access, freight distribution, national parks, recreation areas, historic sites and military installations.
8. Urban and rural roadway connectivity.
9. Transportation needs identified in six management systems required in the law.
10. Rights of way preservation for future transportation corridors.
11. Efficient freight movement.
12. Use of life-cycle costs in design and engineering of facilities.
13. Overall social, economic, energy, and environmental effects of transportation decisions.
14. Methods to expand transit services and to increase use of those services.
15. Investments which increase security in transit systems.

Source: Intermodal Surface Transportation Efficiency Act of 1991, at Sections 1024 and 3012.

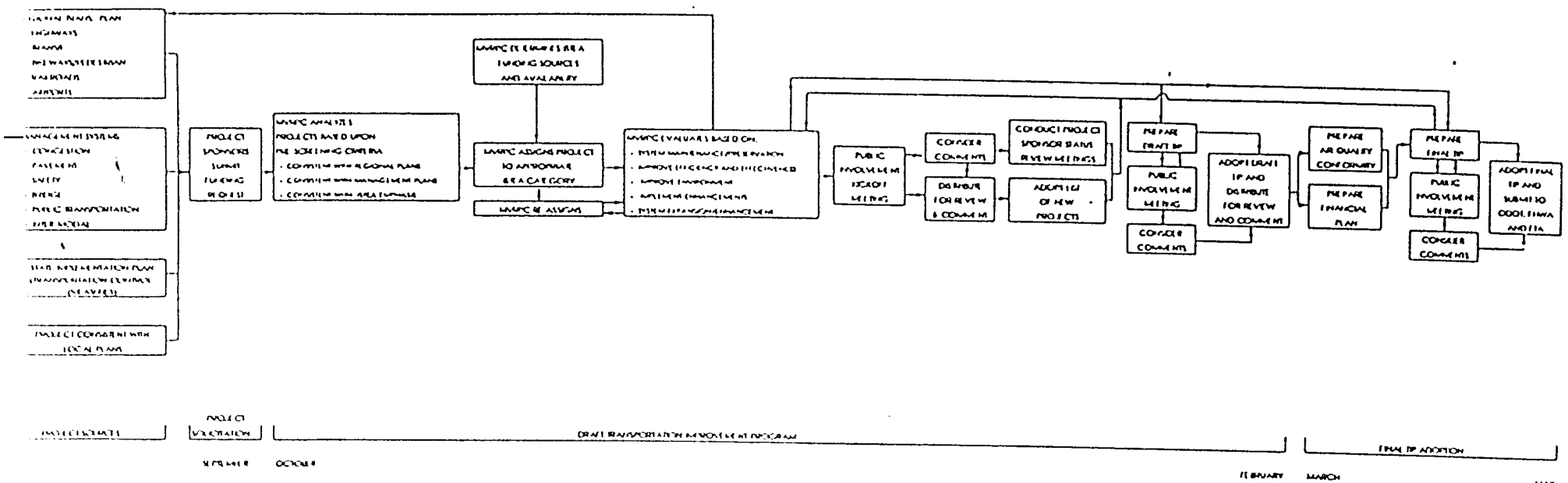
ISTEA FUNDING CATEGORIES

HIGHWAY/BIKEWAY OR FLEXIBLE	
Bridge Replacement and Rehabilitation	"BR"
Bikeway	"BW"
Congestion Mitigation and Air Quality	"CMAQ"
Hazard Elimination and Safety Program	"HES"
Interstate	"I"
Interstate Maintenance	"IM"
Minimum Allocation	"MA"
National Highway System	"NH"
Surface Transportation Program	
MPO Allocation	"STP"
State Allocation	"STD"
County Allocation	"STR"
Donor State Bonus	"DSB"

TRANSIT	
Section 3	
Formula	"3F"
Discretion	"3D"
Section 9	"9"
Section 16	"16"
Section 18	"18"

ATTACHMENT

TIP DEVELOPMENT PROCESS



APPENDIX E

CMAQ AIR QUALITY ANALYSIS

AIR QUALITY EMISSION REDUCTION ANALYSIS

for

REGIONAL OZONE ACTION PROGRAM - SUMMER 1996

for Dayton/Springfield, Ohio

ANALYSIS INFORMATION AND ASSUMPTIONS

1) The Regional Air Pollution Control Agency annually performs ozone monitoring from April 1 through October 31. This includes 30 weeks per year.

2) The target population used in this analysis is male/female, 18-54 year-olds in the Dayton metropolitan area (including Clark, Greene, Miami, Montgomery, and Preble counties). This population is 542,200. This target population is estimated to be the bulk of the working force.

3) Based on frequency and reach projections (Attachment D), the percent of the target population reached from advertising of the Ozone Action Program for 30 weeks is 62.8%, which is 340,501.

4) The Miami Valley Regional Transit Authority serves Montgomery County.

5) The target population for Montgomery County is 310,000.

6) It is assumed that the percentage of the Montgomery County target population reached from advertising of the Ozone Action Program for 30 weeks is 50%, which is 155,000.

7) A) It is assumed that 1% of the target population reached through advertising will begin ridesharing to work for 26 weeks during the months of May - October, inclusive. It is assumed that during the first month of the program, the advertising will have minimal impact until the message has been reinforced through a variety of mediums. It is assumed that in a two-person carpool, one person would obviously continue to drive. Therefore, approximately half of the 1% of the target population single occupancy vehicles (SOVs) would actually be taken off the road.

   B) It is assumed that ½% of the target population in Montgomery County reached through advertising will begin riding the bus for 26 weeks during the months of May - October, inclusive. It is assumed that during the first month of the program, the advertising will have minimal impact until the message has been reinforced through a variety of mediums.

8) A) The average one-way commute length is 10 miles. It is assumed carpoolers will travel this distance to work.

   B) The average trip length for a transit rider is 5 miles. It is assumed transit riders will travel this distance per trip on the bus.

9) The HC emission factor used for the analysis is taken from Mobile 5a Runs done by Ohio EPA for the Dayton area and are for principal arterial roadways, for the year 1996. The emission factor includes Stage II vapor recovery and Enhanced Vehicle Inspection and Maintenance for the area. This is consistent with the Dayton/Springfield area's Redesignation Application and SIP Compliance Plan.

ANALYSIS RESULTS

I. Number of daily single occupancy vehicles (SOVs) removed from the road due to new ridesharers or new transit riders during the ozone monitoring season

A) (340,501 x .01) ÷ 2 = 1,702 new ridesharers

B) 155,000 x .005 = 775 new transit riders

II. Daily vehicle miles not traveled by SOVs

A) 1,702 fewer cars daily due to ridesharing x 10 miles one-way commute trip x 2 commute trips/workday= 34,040 daily vehicle miles not traveled by commuting SOVs because of ridesharing

B) 775 fewer cars daily due to new transit riders x 5 mile trip = 3,875 daily vehicle miles not traveled by SOVs because of new transit riders

34,040 + 3,875 = 37,915 vehicle miles not traveled

III. Total Daily Emission Reductions:

	HC
All vehicles, combined emission factor (grams/mile)	1.156
x 37,915 daily vehicle miles	43,830 g
Daily Emission Reduction (kg/day)	43.83 kg/day

Strata RadioCalc
Demographic: Adults 18-54

Market: Dayton Metro
Arbitron: Spring 1994
Population: 542,200

#	Station	Monday-Friday 6-10	10-3	3-7	7-12	Saturday 6-10	10-3	3-7	7-12	Sunday 6-10	10-3	3-7	7-12
1	WAZU/WGTZ												
	Weeks 1-30												
	M-Fri 6am-Mid	20											
	M-Sun 6am-6am	14											
2	TROMBO												
	Weeks 1-30		3	3	3								
	M-Fri 6am-Mid	6											
	M-Sun 6am-6am	15											

Daypart	Spot	Cost/ Spot	Total Cost	Ratng	Cume	Net Reach	Freq	CPP	% of Mrkt
# 1- WAZU/WGTZ: WAZU-FM WGTZ-FM									
M-Fri 6am-Mid	20	0	0	1.5	156,600	156,600	32.2	0.00	28.9
M-Sun 6am-6am	14	0	0	1.1	169,300	165,700	14.7	0.00	30.6
Total Wks 1-30	1020	0	0	1.3	169,300	169,300	44.2	0.00	31.2
# 2- TROMBO : WONE-AM WTUE-FM WMMX-FM									
M-Fri 6am-10a	3	300	27,000	5.6	156,400	156,400	17.3	54.04	28.8
M-Fri 10a-3pm	3	300	27,000	5.7	143,800	143,800	19.3	52.64	26.5
M-Fri 3pm-7pm	3	300	27,000	4.5	164,900	164,900	13.4	66.12	30.4
M-Fri 6am-Mid	6	90	16,200	4.2	233,800	232,600	17.6	21.40	42.9
M-Sun 6am-6am	15	0	0	2.9	248,700	248,300	28.6	0.00	45.8
Total Wks 1-30	900	108	97,200	3.9	248,700	248,700	76.1	27.86	45.9

Combo Cume Duplication determined by Random Factoring method.

1 WAZU/WGTZ	1020	0	0	1.3	169,300	169,300	44.2	0.00	31.2
2 TROMBO	900	108	97,200	3.9	248,700	248,700	76.1	27.86	45.9
Grand Total	1920	51	97,200	2.5	340,300	340,300	77.6	19.97	62.8

Combo	Components		
WAZU/WGTZ	WAZU-FM	WGTZ-FM	
TROMBO	WONE-AM	WTUE-FM	WMMX-FM

Combo Cume Duplication determined by Random Factoring method.

Strata RadioCalc
Demographic: Adults 18-54

Market: Dayton Metro
Arbitron: Spring 1994

SCHEDULE SUMMARY
Adults 18-54

Total Spots:	1920	Reach:	62.8	CPP:	20
Average rates:	51	Freq:	77.6	CPM:	3.68
Total Cost:	97,200	GRPs:	4868		

CM/AQ ANALYSIS FOR
CITY OF DAYTON
VMS-220 COMPUTER CONTROL REPLACEMENT
5/3/94

The VMS Computer Control Replacement will provide some air quality benefits. Computer system control obtains the maximum possible traffic capacity from the existing street system. It increases the efficiency of the traffic signal system operation, enabling fewer stops and a more continuous traffic flow, minimizing congestion and delay, resulting in a reduction in fuel consumption and emissions produced.

The existing Multisonics VMS-220 system was installed in 1983 and replacement parts are becoming difficult to obtain to maintain the system. Technology has also changed significantly since the installation of the VMS-220 system. The newer VMS-330 system or another hybrid system includes the newer technology that is not available on the present VMS-220 computer control system.

ANALYSIS INFORMATION AND ASSUMPTIONS

1) The VMS Computer Control System controls 7 arterials and various isolated intersections in the City of Dayton covering 19.00 miles and includes 108 signals. The following arterials are involved:

   - Germantown Street from Williams to Gettysburg Avenue. It is 2.39 miles in length and has 10 signals. The existing ADT is 21,000.

   - Gettysburg Avenue from Free Pike to Germantown Street. It is 4.27 miles in length and has 17 signals. The existing ADT is 32,400.

   - Smithville Road from Third Street to Patterson Road. It is 2.85 miles in length and has 12 signals. The existing ADT is 26,500.

   - SR48 (N. Main Street) from Siebenthaler Avenue to Riverview Avenue. It is 3.6 miles in length and has 16 signals. The existing ADT is 25,750.

   - SR49 (Salem Avenue) from Hillcrest Avenue to Riverview Avenue. It is 2.8 miles in length and has 15 signals. The existing ADT is 34,000.

   - Wayne Avenue from Bainbridge Ave/Jones Street to Watervliet Avenue. It is 1.95 miles in length and has 11 signals. The existing ADT is 24,100.

   - Wilmington Avenue from Wayne Avenue to Patterson Road. It is 1.14 miles in length and has 5 signals. The existing ADT is 27,100.

There are also 22 signals at isolated intersections in the City of Dayton.

There are 16 other intersections on the VMS system which are located outside of the City of Dayton. These may be included in the project.

2) The deterioration of the current signal system would result in a reduction of system speeds. We are assuming this reduction to be approximately 2-5 mph. For the analysis we will use "Before Replacemet" speeds of 30 mph during off-peak hours and 28 mph during peak hours. The installation of a new system will prevent a reduction of speeds, thus the "After Replacement" speeds used for the analysis will be the current system speeds, 35 mph during off-peak hours and 30 mph during peak hours.

3) The emission factors used for the analysis are taken from Mobile 5.0A Runs done by Ohio EPA for the Dayton area. The factors are for the year 1996, and include the implementation of Stage II Vapor Recovery and Enhanced Inspection and Maintenance (I/M) for the area. This is consistent with the Dayton-Springfield area's Redesignation Application and SIP Compliance Plan.

Before Replacement

4) For each of the arterials, 40% of the Average Daily Traffic (ADT) occurs during the AM and PM peak times (which are approximately 7:00 am-9:00 am and 4:00 pm-6:00 pm).

5) For each of the arterials, it is assumed that before replacement the average speed during the peak times would be 28 mph.

6) For each of the arterials, it is assumed that before replacement the average speed during the off-peak times would be 30 mph.

After Replacement

7) For each of the arterials, 40% of the ADT is assumed to occur during the AM and PM peak times (which are approximately 7:00 am-9:00 am and 4:00 pm-6:00 pm).

8) For each of the arterials, it is assumed that after replacement the average speed during the peak times will be 30 mph.

9) For each of the arterials, it is assumed that after replacement the average speed during the off-peak times will be 35 mph.

CM/AQ ANALYSIS
CITY OF DAYTON VMS REPLACEMENT

ARTERIAL	HC EMISSIONS REDUCTIONS (kg/day)
SR 48 (NORTH MAIN STREET)	13.27
SR 49 (SALEM AVENUE)	13.58
GERMANTOWN STREET	7.19
GETTYSBURG AVENUE	19.81
SMITHVILLE ROAD	10.82
WILMINGTON AVENUE	4.42
WAYNE AVENUE	6.73
TOTAL HC EMISSIONS REDUCTIONS (kg/day)	**75.82**
(tons/year)	~~0.000030328~~ 30.58

CM/AQ ANALYSIS
CITY OF DAYTON VMS REPLACEMENT

GERMANTOWN STREET	VARIABLE	HC
LENGTH OF ARTERIAL (miles)	2.39	----------
ADT (existing)	21000	----------
VMT = Length x ADT	50190	----------
% Peak	40	----------
Peak VMT	20076	----------
% Off Peak	60	----------
Off Peak VMT	30114	----------
Speed during Peak (mph)	28	----------
Speed during Off Peak (mph)	30	----------
Emission Factor for Peak (grams/mile)	----------	1.604
Emission Factor for Off Peak (grams/mile)	----------	1.519
Existing Peak Emissions (grams/day)	----------	32201.904
Existing Off Peak Emissions (grams/day)	----------	45743.166
Total Existing Emissions (grams/day)	----------	77945.07
New Speed during Peak (mph)	30	----------
New Speed during Off Peak (mph)	35	----------
New Peak Emission Factor (grams/mile)	----------	1.519
New Off Peak Emission Factor (grams/mile)	----------	1.337
New Peak Emissions (grams/day)	----------	30495.444
New Off Peak Emissions (grams/day)	----------	40262.418
Total New Emissions (grams/day)	----------	70757.862
Net HC Emissions Reductions (Existing - New) (g/day)	----------	7187.208
(kg/day)	----------	7.19
(tons/year)	----------	2.87488E-06

5/4/94 2:50 PM
GERMAN.XLS

CM/AQ ANALYSIS
CITY OF DAYTON VMS REPLACEMENT

GETTYSBURG AVENUE	VARIABLE	HC
LENGTH OF ARTERIAL (miles)	4.27	----------
ADT (existing)	32400	----------
VMT = Length x ADT	138348	----------
% Peak	40	----------
Peak · VMT	55339.2	----------
% Off Peak	60	----------
Off Peak VMT	83008.8	----------
Speed during Peak (mph)	28	----------
Speed during Off Peak (mph)	30	----------
Emission Factor for Peak (grams/mile)	----------	1.604
Emission Factor for Off Peak (grams/mile)	----------	1.519
Existing Peak Emissions (grams/day)	----------	88764.0768
Existing Off Peak Emissions (grams/day)	----------	126090.3672
Total Existing Emissions (grams/day)	----------	214854.444
New Speed during Peak (mph)	30	----------
New Speed during Off Peak (mph)	35	----------
New Peak Emission Factor (grams/mile)	----------	1.519
New Off Peak Emission Factor (grams/mile)	----------	1.337
New Peak Emissions (grams/day)	----------	84060.2448
New Off Peak Emissions (grams/day)	----------	110982.7656
Total New Emissions (grams/day)	----------	195043.0104
Net HC Emissions Reductions (Existing - New) (g/day)	----------	19811.4336
(kg/day)	----------	19.81
(tons/year)	----------	7.92457E-06

CM/AQ ANALYSIS
CITY OF DAYTON VMS REPLACEMENT

SMITHVILLE ROAD	VARIABLE	HC
LENGTH OF ARTERIAL (miles)	2.85	----------
ADT (existing)	26500	----------
VMT = Length x ADT	75525	----------
% Peak	40	----------
Peak VMT	30210	----------
% Off Peak	60	----------
Off Peak VMT	45315	----------
Speed during Peak (mph)	28	----------
Speed during Off Peak (mph)	30	----------
Emission Factor for Peak (grams/mile)	----------	1.604
Emission Factor for Off Peak (grams/mile)	----------	1.519
Existing Peak Emissions (grams/day)	----------	48456.84
Existing Off Peak Emissions (grams/day)	----------	68833.485
Total Existing Emissions (grams/day)	----------	117290.325
New Speed during Peak (mph)	30	----------
New Speed during Off Peak (mph)	35	----------
New Peak Emission Factor (grams/mile)	----------	1.519
New Off Peak Emission Factor (grams/mile)	----------	1.337
New Peak Emissions (grams/day)	----------	45888.99
New Off Peak Emissions (grams/day)	----------	60586.155
Total New Emissions (grams/day)	----------	106475.145
Net HC Emissions Reductions (Existing - New) (g/day)	----------	10815.18
(kg/day)	----------	10.82
(tons/year)	----------	4.32607E-06

CM/AQ ANALYSIS
CITY OF DAYTON VMS REPLACEMENT

SR 48 (NORTH MAIN STREET)	VARIABLE	HC
LENGTH OF ARTERIAL (miles)	3.6	----------
ADT (existing)	25750	----------
VMT = Length x ADT	92700	----------
% Peak	40	----------
Peak VMT	37080	----------
% Off Peak	60	----------
Off Peak VMT	55620	----------
Speed during Peak (mph)	28	----------
Speed during Off Peak (mph)	30	----------
Emission Factor for Peak (grams/mile)	----------	1.604
Emission Factor for Off Peak (grams/mile)	----------	1.519
Existing Peak Emissions (grams/day)	----------	59476.32
Existing Off Peak Emissions (grams/day)	----------	84486.78
Total Existing Emissions (grams/day)	----------	143963.1
New Speed during Peak (mph)	30	----------
New Speed during Off Peak (mph)	35	----------
New Peak Emission Factor (grams/mile)	----------	1.519
New Off Peak Emission Factor (grams/mile)	----------	1.337
New Peak Emissions (grams/day)	----------	56324.52
New Off Peak Emissions (grams/day)	----------	74363.94
Total New Emissions (grams/day)	----------	130688.46
Net HC Emissions Reductions (Existing - New) (g/day)	----------	13274.64
(kg/day)	----------	13.27
(tons/year)	----------	5.30986E-06

CM/AQ ANALYSIS
CITY OF DAYTON VMS REPLACEMENT

SR 49 (SALEM AVENUE)	VARIABLE	HC
LENGTH OF ARTERIAL (miles)	2.79	----------
ADT (existing)	34000	----------
VMT = Length x ADT	94860	----------
% Peak	40	----------
Peak VMT	37944	----------
% Off Peak	60	----------
Off Peak VMT	56916	----------
Speed during Peak (mph)	28	----------
Speed during Off Peak (mph)	30	----------
Emission Factor for Peak (grams/mile)	----------	1.604
Emission Factor for Off Peak (grams/mile)	----------	1.519
Existing Peak Emissions (grams/day)	----------	60862.176
Existing Off Peak Emissions (grams/day)	----------	86455.404
Total Existing Emissions (grams/day)	----------	147317.58
New Speed during Peak (mph)	30	----------
New Speed during Off Peak (mph)	35	----------
New Peak Emission Factor (grams/mile)	----------	1.519
New Off Peak Emission Factor (grams/mile)	----------	1.337
New Peak Emissions (grams/day)	----------	57636.936
New Off Peak Emissions (grams/day)	----------	76096.692
Total New Emissions (grams/day)	----------	133733.628
Net HC Emissions Reductions (Existing - New) (g/day)	----------	13583.952
(kg/day)	----------	13.58
(tons/year)	----------	5.43358E-06

5/4/94 2:53 PM
SR49.XLS

CM/AQ ANALYSIS
CITY OF DAYTON VMS REPLACEMENT

WILMINGTON AVENUE	VARIABLE	HC
LENGTH OF ARTERIAL (miles)	1.14	----------
ADT (existing)	27100	----------
VMT = Length x ADT	30894	----------
% Peak	40	----------
Peak VMT	12357.6	----------
% Off Peak	60	----------
Off Peak VMT	18536.4	----------
Speed during Peak (mph)	28	----------
Speed during Off Peak (mph)	30	----------
Emission Factor for Peak (grams/mile)	----------	1.604
Emission Factor for Off Peak (grams/mile)	----------	1.519
Existing Peak Emissions (grams/day)	----------	19821.5904
Existing Off Peak Emissions (grams/day)	----------	28156.7916
Total Existing Emissions (grams/day)	----------	47978.382
New Speed during Peak (mph)	30	----------
New Speed during Off Peak (mph)	35	----------
New Peak Emission Factor (grams/mile)	----------	1.519
New Off Peak Emission Factor (grams/mile)	----------	1.337
New Peak Emissions (grams/day)	----------	18771.1944
New Off Peak Emissions (grams/day)	----------	24783.1668
Total New Emissions (grams/day)	----------	43554.3612
Net HC Emissions Reductions (Existing - New) (g/day)	----------	4424.0208
(kg/day)	----------	4.42
(tons/year)	----------	1.76961E-06

5/4/94 2:56 PM
WILMAVE.XLS

CM/AQ ANALYSIS
CITY OF DAYTON VMS REPLACEMENT

WAYNE AVENUE	VARIABLE	HC
LENGTH OF ARTERIAL (miles)	1.95	----------
ADT (existing)	24100	----------
VMT = Length x ADT	46995	----------
% Peak	40	----------
Peak VMT	18798	----------
% Off Peak	60	----------
Off Peak VMT	28197	----------
Speed during Peak (mph)	28	----------
Speed during Off Peak (mph)	30	----------
Emission Factor for Peak (grams/mile)	----------	1.604
Emission Factor for Off Peak (grams/mile)	----------	1.519
Existing Peak Emissions (grams/day)	----------	30151.992
Existing Off Peak Emissions (grams/day)	----------	42831.243
Total Existing Emissions (grams/day)	----------	72983.235
New Speed during Peak (mph)	30	----------
New Speed during Off Peak (mph)	35	----------
New Peak Emission Factor (grams/mile)	----------	1.519
New Off Peak Emission Factor (grams/mile)	----------	1.337
New Peak Emissions (grams/day)	----------	28554.162
New Off Peak Emissions (grams/day)	----------	37699.389
Total New Emissions (grams/day)	----------	66253.551
Net HC Emissions Reductions (Existing - New) (g/day)	----------	6729.684
(kg/day)	----------	6.73
(tons/year)	----------	2.69187E-06

CM/AQ ANALYSIS FOR
CITY OF DAYTON
TRAFFIC SIGNAL CABLE REPLACEMENT

The traffic signal cable replacement will provide some air quality benefits. It will enhance the existing computerized traffic signal system to increase the efficiency of the traffic signal system operation. Less down time in the communication system will result in a reduction in fuel consumption and emissions produced.

ANALYSIS INFORMATION AND ASSUMPTIONS

1) The cable being replaced is traffic signal communications cable for 30 miles of the City of Dayton's signal systems, including the VMS 220 System that was installed in 1983.

2) For calculation purposes, the information for seven typical sections with the VMS-220 system was averaged to obtain values for a typical section with cable replacement. The average ADT is 23,400 for these seven sections.

3) It is assumed that the efficient speed of vehicles is an average of 30 mph. Inefficient speed of vehicles is assumed to be an average of 28 mph.

4) It is assumed that before replacement, the efficiency of the cable is 75%. It is assumed that after replacement, the efficiency will increase to 98%.

5) The emission factors used for the analysis are taken from Mobile 5.0A Runs done by RAPCA for the Dayton area. The factors are for the year 1997, and include the partial implementation of Stage II Vapor Recovery, Anti-Tampering tests, and Enhanced Inspection and Maintenance (I/M) for the area. This is consistent with the Dayton-Springfield area's Redesignation Application and SIP Compliance Plan.

ANALYSIS RESULTS

General Information:	
Total Replacement Length (miles)	30
Average Existing ADT	23,400
VMT (miles) = Length x ADT	702,000

Before Replacement:		25% inefficiency	75% efficiency	total
25% Inefficiency Speed (mph)	28			
Emission Factor (grams/mile)	1.7396			
Emissions (grams) = VMT x factor	1,221,199	305,300		
75% Efficiency Speed (mph)	30			
Emission Factor (grams/mile)	1.6427			
Emissions (grams) = VMT x factor	1,153,175		864,882	
Total Existing Emissions (grams)				**1,170,181**

After Replacement:		2% inefficiency	98% efficiency	total
2% Inefficiency Speed (mph)	28			
Emission Factor (grams/mile)	1.7396			
Emissions (grams) = VMT x factor	1,221,199	24,424		
98% Efficiency Speed (mph)	30			
Emission Factor (grams/mile)	1.6427			
Emissions (grams) = VMT x factor	1,153,175		1,130,112	
Total New Emissions (grams)				1,154,536

Net HC Emissions Reduction	
= Existing - New	15,645 grams/day
	15.645 kg/day
	6.295 tons/year

CM/AQ ANALYSIS FOR
CITY OF DAYTON
SIGNAL UPGRADE, 15 INTERSECTIONS

This signal upgrade is part of a five-year plan to rebuild signalized intersections. This phase will modernize equipment needed to ensure proper traffic progression through fifteen intersections in the City of Dayton. This project will help improve air quality because it will limit the maintenance on the signals, thus decreasing the amount of down time.

ANALYSIS INFORMATION AND ASSUMPTIONS

1) The fifteen signal rebuilds will be averaged to obtain a typical ADT.

2) Approach length will be used for calculation purposes. The typical approach length is 100 feet.

3) The average speed before replacement is assumed to be 28 mph. After replacement the speed will be assumed to increase to 30.5 mph.

4) The emission factors used for the analysis are taken from Mobile 5.0A Runs done by RAPCA for the Dayton area. The factors are for the year 1997, and include the partial implementation of Stage II Vapor Recovery, Anti-Tampering tests, and Enhanced Inspection and Maintenance (I/M) for the area. This is consistent with the Dayton-Springfield area's Redesignation Application and SIP Compliance Plan.

ANALYSIS RESULTS

General Information:	
Total Length (miles)	0.0189
Average ADT per Intersection	19,400
VMT (miles) = Length x ADT	367

Before Replacement:	
Speed (mph)	28
Emission Factor (grams/mile)	1.7396
Emissions (grams) = VMT x factor	639
Total Existing Emissions (grams)	9,588

After Replacement:	
Speed (mph)	30.5
Emission Factor (grams/mile)	1.6427
Emissions (grams) = VMT x factor	604
Total New Emissions (grams)	9,054

Net HC Emissions Reduction		
	= Existing - New	534 grams/day
		0.534 kg/day
		0.215 tons/year

CM/AQ ANALYSIS FOR
CITY OF DAYTON
CENTRAL BUSINESS DISTRICT CONTROLLER REPLACEMENT

This project will replace existing electro-mechanical controllers in downtown Dayton. It will involve a modernization of signal controllers needed to ensure proper traffic flow through downtown. This will improve air quality because the implementation of the project will keep the traffic flow consistent in the downtown streets.

ANALYSIS INFORMATION AND ASSUMPTIONS

1) The speed on a typical street in downtown Dayton is 18-20 mph.

   A) The average speed before replacement will be used as 18.9 mph.

   B) The average speed after replacement will be used as 19.6 mph.

2) There are nine northbound/southbound streets and six eastbound/westbound streets in the CBD. The lengths and ADT of these blocks were averaged to obtain a typical north/south street and a typical east/west street.

3) The emission factors used for the analysis are taken from Mobile 5.0A Runs done by RAPCA for the Dayton area. The factors are for the year 1997, and include the partial implementation of Stage II Vapor Recovery, Anti-Tampering tests, and Enhanced Inspection and Maintenance (I/M) for the area. This is consistent with the Dayton-Springfield area's Redesignation Application and SIP Compliance Plan.

ANALYSIS RESULTS

General Information:

Total Length, East-West (miles)	7.405	Total Length, North-South (miles)	4.432
Average ADT, East-West	9,400	Average ADT, North-South	10,800
VMT (miles) = Length x ADT	69,607	VMT (miles) = Length x ADT	47,866
Total VMT	117,473		

Before Replacement:		After Replacement:	
Speed (mph)	18.9	Speed (mph)	19.6
Emission Factor (grams/mile)	2.2709	Emission Factor (grams/mile)	2.1974
Emissions (grams) = VMT x factor	266,769	Emissions (grams) = VMT x factor	258,134

Net HC Emissions Reduction

= Existing - New	8,634	grams/day
	8.634	kg/day
	3.474	tons/year

AIR QUALITY EMISSION REDUCTION ANALYSIS
for
REGIONAL OZONE ACTION PROGRAM - SUMMER 1997
for Dayton/Springfield, Ohio

ANALYSIS INFORMATION AND ASSUMPTIONS

1) The Regional Air Pollution Control Agency annually performs ozone monitoring from April 1 through October 31. This includes 30 weeks per year.

2) The target population used in this analysis is males and females aged 6 to 75, in the Dayton metropolitan area (including Clark, Greene, Miami, Montgomery, and Preble counties). This population is 861,600. This target population is estimated to be the bulk of the work force, plus everyone reached by television and school programs beginning in the second grade.

3) Based on anticipated frequency and reach projections for radio, television and all other media, the percent of the target population reached from advertising of the Ozone Action Program for 30 weeks is an estimated 85%, which is 732,360.

4) The Miami Valley Regional Transit Authority serves Montgomery County.

5) The target population for Montgomery County is 497,400.

6) It is assumed that the percentage of the Montgomery County target population reached from advertising of the Ozone Action Program for 30 weeks is 50%, which is 248,700.

7) A) It is assumed that 1% of the target population reached through advertising will begin ridesharing to work for 26 weeks during the months of May - October, inclusive. It is assumed that during the first month of the program, the advertising will have minimal impact until the message has been reinforced through a variety of mediums. It is assumed that in a two-person carpool, one person would continue to drive. Therefore, approximately half of the 1% of the target population single occupancy vehicles (SOVs) would actually be taken off the road.

B) It is assumed that ½% of the target population in Montgomery County reached through advertising will begin riding the bus for 26 weeks during the months of May - October, inclusive. It is assumed that during the first month of the program, the advertising will have minimal impact until the message has been reinforced through a variety of mediums.

8) A) The average one-way commute length is 10 miles. It is assumed carpoolers will travel this distance to work.

B) The average trip length for a transit rider is 5 miles. It is assumed transit riders will travel this distance per trip on the bus.

9) The HC emission factor used for the analysis is taken from Mobile 5a Runs done by RAPCA for the Dayton area and are for principal arterial roadways, for the year 1997. The emission factor includes partial implementation of Stage II vapor recovery, Anti-Tampering tests, and Enhanced Vehicle Inspection and Maintenance for the area. This is consistent with the Dayton/Springfield area's Redesignation Application and SIP Compliance Plan.

ANALYSIS RESULTS

I. Number of daily single occupancy vehicles (SOVs) removed from the road due to new ridesharers or new transit riders during the ozone monitoring season

A. (732,360 x .01) ÷ 2 = 3,662 new ridesharers

B. 155,000 x .005 = 1,224 new transit riders

II. Daily vehicle miles not traveled by SOVs

A. 3,662 fewer cars daily due to ridesharing x 10 miles one-way commute trip x 2 commute trips/workday = 73,240 daily vehicle miles not traveled by commuting SOVs because of ridesharing

B. 1,244 fewer cars daily due to new transit riders x 5 mile trip = 6,220 daily vehicle miles not traveled by SOVs because of new transit riders

73,240 + 6,220 = 79,460 vehicle miles not traveled

III. Total Daily Emission Reductions:

	HC
All vehicles, combined emission factor (grams/mile)	1.2331
x 79,460 daily vehicle miles	97,982 g
Daily Emission Reduction	97.98 kg/day
Yearly Emission Reduction (30 work weeks)	16.20 tons/year

CY 1996 AIR QUALITY EMISSION REDUCTION ANALYSIS

for

MVRTA PORTION OF THE REGIONAL OZONE ACTION PROGRAM

for Dayton/Springfield, Ohio

ANALYSIS INFORMATION AND ASSUMPTIONS

1) The Regional Air Pollution Control Agency annually performs ozone monitoring from April 1 through October 31. This includes 30 weeks per year.

2) The Miami Valley Regional Transit Authority (MVRTA), which serves Montgomery County has an average daily ridership of 47,000.

3) The Miami Valley Regional Transit Authority will offer reduced fares on days identified as Ozone Action Days. MVRTA will offer a maximum of 10 reduced fare days during the ozone monitoring season. Thus, for calculation purposes, it is assumed that there will be approximately 10 reduced fare days during the ozone monitoring season.

4) The Miami Valley Regional Transit Authority has reduced fare days twice a year on "Downtown Dayton Days" and the increase in ridership on those days is 17%. During the summer of 1994 Cincinnati, Ohio had a "Regional Ozone Alert Program". From July 11 through September 2, 1994 the Southwest Ohio Regional Transit Authority in Cincinnati had reduced fare days. There was a 14% increase in ridership during these reduced fare days. Therefore, for the Dayton/Springfield REGIONAL OZONE ACTION PROGRAM it is assumed there will be a 15% increase in daily ridership on reduced fare days during the ozone monitoring season for the Dayton area.

5) The average trip length per rider is 5 miles.

6) The HC emission factor used for the analysis is taken from Mobile 5a Runs done by RAPCA for the Dayton area and are for principal arterial roadways, for the year 1996. These include the partial implementation of Stage II Vapor Recovery, Anti-Tampering tests, and Enhanced Inspection and Maintenance (I/M). This is consistent with the Dayton/Springfield area's Redesignation Application and SIP Compliance Plan.

ANALYSIS RESULTS

I. Number of single occupancy vehicles (SOVs) removed from the road due to increased transit ridership on reduced fare days during the ozone monitoring season

47,000 x .15 = 7,050 daily riders not making an SOV trip during the ozone monitoring season

II. Daily vehicle miles not traveled by SOVs

7,050 fewer cars daily x 5 mile trip length = 35,250 daily vehicle miles not traveled by SOVs

III. SOV Daily Emission Reduction:

	HC
All vehicles, combined emission factor (grams/mile)	1.156
x 35,250 daily vehicle miles	40,749 g
Daily Emission Reduction	40.7 kg/day
Yearly Emission Reduction (10 days/year)	0.45 tons/year

AIR QUALITY EMISSION REDUCTION ANALYSIS
for
MIAMI VALLEY REGIONAL TRANSIT AUTHORITY
REPLACEMENT DIESEL BUSES

ANALYSIS INFORMATION AND ASSUMPTIONS

1) The project is to replace eleven diesel buses that currently have 1982 Detroit Diesel 6V92 engines with buses having either 1996 Detroit Diesel Series 50 or Cummins M-11 engines. These bus replacements will improve air quality.

2) The average number of annual miles per bus is 30,000.

3) The estimated average speed of the buses is 15.7 miles per hour.

4) The emission factors used for the analysis are taken from Mobile 5A runs done by the Ohio Department of Transportation for the Dayton area for the years 1982 and 1996.

ANALYSIS RESULTS

I. Daily miles traveled by buses

30,000 annual miles traveled per diesel buses ÷ 365 days/year = 82.2 daily miles traveled per diesel bus

82.2 daily miles traveled per diesel bus x 11 diesel buses = 904.2 total daily miles travelled by 11 buses

II. Emission factors for Hydrocarbon (HC)

1982 HC emission factor: 3.26

1996 HC emission factor: 2.45

Difference between 1982 and 1996 factors: 0.81

II. Total Daily Emission Reduction:

	HC
Reduction in Heavy Duty Diesel Vehicle emission factors from 1982 to 1996 (grams/mile)	0.81
x 904.2 total daily vehicle miles traveled	732.4 g/day
Daily Emission Reduction	7.324 kg/day
Yearly Emission Reduction	2.95 tons/year

CY 1997 AIR QUALITY EMISSION REDUCTION ANALYSIS
for
MVRTA PORTION OF THE REGIONAL OZONE ACTION PROGRAM
for Dayton/Springfield, Ohio

ANALYSIS INFORMATION AND ASSUMPTIONS

1) The Regional Air Pollution Control Agency annually performs ozone monitoring from April 1 through October 31. This includes 30 weeks per year.

2) The Miami Valley Regional Transit Authority (MVRTA), which serves Montgomery County has an average daily ridership of 47,000.

3) The Miami Valley Regional Transit Authority will offer reduced fares on days identified as Ozone Action Days. MVRTA will offer a maximum of 10 reduced fare days during the ozone monitoring season. Thus, for calculation purposes, it is assumed that there will be approximately 10 reduced fare days during the ozone monitoring season.

4) The Miami Valley Regional Transit Authority has reduced fare days twice a year on "Downtown Dayton Days" and the increase in ridership on those days is 17%. During the summer of 1994 Cincinnati, Ohio had a "Regional Ozone Alert Program". From July 11 through September 2, 1994 the Southwest Ohio Regional Transit Authority in Cincinnati had reduced fare days. There was a 14% increase in ridership during these reduced fare days. Therefore, for the Dayton/Springfield REGIONAL OZONE ACTION PROGRAM it is assumed there will be a 15% increase in daily ridership on reduced fare days during the ozone monitoring season for the Dayton area.

5) The average trip length per rider is 5 miles.

6) The HC emission factor used for the analysis is taken from Mobile 5a Runs done by RAPCA for the Dayton area and are for principal arterial roadways, for the year 1997. These include the partial implementation of Stage II Vapor Recovery, Anti-Tampering tests, and Enhanced Inspection and Maintenance (I/M). This is consistent with the Dayton/Springfield area's Redesignation Application and SIP Compliance Plan.

ANALYSIS RESULTS

I. Number of single occupancy vehicles (SOVs) removed from the road due to increased transit ridership on reduced fare days during the ozone monitoring season

47,000 x 0.15 = 7,050 daily riders not making an SOV trip during the ozone monitoring season

II. Daily vehicle miles not traveled by SOVs

7,050 fewer cars daily x 5 mile trip length = 35,250 daily vehicle miles not traveled by SOVs

III. SOV Daily Emission Reduction:

	HC
All vehicles, combined emission factor (grams/mile)	1.2331
x 35,250 daily vehicle miles	43,467 g
Daily Emission Reduction	43.5 kg/day
Yearly Emission Reduction (10 days/year)	0.48 tons/year