

**RESOLUTION 2008-D**

***Of the Clark County – Springfield Transportation Coordinating Committee  
adopting the 2030 Transportation Plan for the area and affirming consistency and  
conformity with the State of Ohio Implementation Plan for air quality.***

**WHEREAS**, the Clark County – Springfield Transportation Coordinating Committee (CC-STCC) is designated the metropolitan planning organization (MPO) for area-wide transportation planning in Clark County by the Governor of the State of Ohio, acting through the Ohio Department of Transportation (ODOT), in accordance with the regulations of the United States Department of Transportation, and in cooperation with locally elected officials in the area pursuant to Agreement of Cooperation between ODOT and the Board of Clark Commissioners of Clark County, Ohio; and

**WHEREAS**, the current 2030 Transportation Plan was adopted by the CC-STCC in June, 2004.

WHEREAS, the area's air quality conformity lapse date was set for August 2, 2008 to align with the Dayton MPO – MVRPC.

**WHEREAS**, the 2030 Transportation Plan has been prepared consistent with sections 450.316 – 450.322 and 450.336 of the metropolitan planning regulations, including a minimum twenty year planning horizon and fiscal constraints, in Federal Register dated October 28, 1993 to the extent appropriate for the area; and

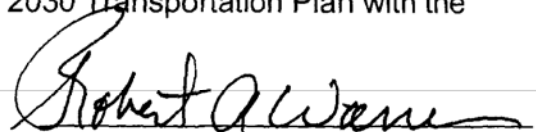
**WHEREAS**, the 2030 Transportation Plan was prepared consistent with the adopted Comprehensive Plan for land use in Clark County, and with the adopted Thoroughfare Plans for Clark County, the City of Springfield and the City of New Carlisle.

**WHEREAS**, the 2030 Transportation Plan was prepared in cooperation with local governments, transportation providers, and ODOT, including the reasonable opportunity for public comment; and

**WHEREAS**, the 2030 Transportation Plan has been analyzed and is consistent with the State of Ohio Implementation Plan under the 1990 Clean Air Act, as amended, and the proposed projects included in the plan have no adverse effect on air quality.

***BE IT THEREFORE RESOLVED:***

That the CC-STCC members hereby adopt the 2030 Transportation Plan for the area and affirm the consistency and conformity for the 2030 Transportation Plan with the State of Ohio Implementation Plan.



Robert A. Warren, Chairman

May 9, 2008

## **RESOLUTION 2011 – J**

### **OF THE CLARK COUNTY-SPRINGFIELD TRANSPORTATION COORDINATING COMMITTEE TO AMEND THE 2030 LONG RANGE TRANSPORTATION PLAN**

**WHEREAS**, the Clark County-Springfield Transportation Coordinating Committee (TCC) is designated the metropolitan planning organization for area-wide transportation planning in Clark County by the Governor of the State of Ohio in accordance with the regulations of the United States Department of Transportation; and

**WHEREAS**, the TCC serves as the policy and decision making body through which local governments guide the MPO's transportation planning process for the Clark County-Springfield area; and

**WHEREAS**, the TCC is responsible for maintaining the area's Long Range Transportation Plan, in cooperation with local governments, transportation providers, and the Ohio Department of Transportation (ODOT); and

**WHEREAS**, the TCC adopted its current 2030 Long Range Transportation Plan in May 2008; and

**WHEREAS**, the TCC will remove the 3-C passenger rail project and reflect proposed changes to the existing Plan projects in the SFY 2012-2015 Transportation Improvement Program (TIP); and

**WHEREAS**, the amendment necessitates a new conformity determination; and

**WHEREAS**, the amendment will result in a Long Range Transportation Plan that is in reasonable fiscal constraint; and

**WHEREAS**, the amendment was available to the public for comment following the TCC's Public Participation Plan; and

**WHEREAS**, the TCC has updated the regional air quality emissions analysis to conform to the 8-hour ozone and PM 2.5 standards in the Dayton/Springfield Air Quality Region for the components of the TCC 2030 Long Range Plan and TIP; and

**WHEREAS**, the TCC's 2030 Long Range Plan conformity determination is made consistent with the March 24, 2010 US EPA Transportation Conformity Regulations.

**BE IT THEREFORE RESOLVED:**

That the members of the Clark County-Springfield Transportation Coordinating Committee approve the amendment to the 2030 Long Range Transportation Plan as attached.

A handwritten signature in cursive script, reading "Robert A. Warren", is written over a horizontal line.

Robert A. Warren  
Chairman

May13, 2011

# **ATTACHMENT A**

## **AIR QUALITY EMISSIONS ANALYSIS CONFORMITY DETERMINATION SUMMARY**

## **Regional Emissions Analysis Summary**

The Dayton/Springfield air quality Region (D/S Region) is comprised of the Counties of Clark, Greene, Miami, and Montgomery in southwest Ohio. All counties were re-designated to attainment/maintenance for the 8-hour ozone standard in August 2007, three counties (Clark, Greene, and Montgomery) are designated non-attainment for the annual PM<sub>2.5</sub> standard.

TCC's 2030 Plan was adopted in May 2008 and is being amended to reflect timeframe or scope changes in projects being programmed in the new TIP (SFY2012-2015). The Plan amendment will also officially remove the 3C passenger rail project from the 2030 Plans. Since the emissions analysis for the 3C amendment were done *off-model*, the regional emissions analysis for the SFY 2012-2015 TIP will be based on the original analysis for the 2008 Update of 2030 Plans.

The 8-hour ozone maintenance plan approved mobile budgets will be used to demonstrate conformity to the ozone standard. In the absence of budgets, the no-greater-than-2002 Baseline year test, will be used to demonstrate conformity to the annual PM<sub>2.5</sub> standard. A summary of the regional emission analyses is presented in Tables 1 and 2.

The results indicate that the 2030 Plan and TIP demonstrate conformity to the PM<sub>2.5</sub> and 8-hour ozone standard consistent with the March 24, 2010 US EPA Transportation Conformity Regulations.

**Table 1 – Dayton/Springfield Region 8-hour ozone Regional Emissions Analysis**

<b>Year</b>	<b>County</b>	<b>HC (tons/day)</b>	<b>NOX (tons/day)</b>
2015	GRE/MIA/MOT	12.097	19.894
2015	CLA	2.619	4.743
Total 4-County		14.716	24.637
2005 Budget		<i>29.19</i>	<i>63.88</i>
Difference		<b>14.474</b>	<b>39.243</b>
2018	GRE/MIA/MOT	10.074	15.125
2018	CLA	2.224	3.658
Total 4-County		12.298	18.783
2018 Budget		<i>14.73</i>	<i>21.42</i>
Difference		<b>2.432</b>	<b>2.637</b>
2020	GRE/MIA/MOT	9.419	13.357
2020	CLA	2.109	3.268
Total 4-County		11.528	16.625
2018 Budget		<i>14.73</i>	<i>21.42</i>
Difference		<b>3.202</b>	<b>4.795</b>
2030	GRE/MIA/MOT	8.898	10.008
2030	CLA	2.105	2.553
Total 4-County		11.003	12.561
2018 Budget		<i>14.73</i>	<i>21.42</i>
Difference		<b>3.727</b>	<b>8.859</b>

**Table 2 – Dayton/Springfield Region PM2.5 Regional Emissions Analysis**

**Direct PM [tons]**

A	B	C	D=(182)x(C)	E	F=(183*(E))	G=D+F
Year	County	Emissions (Avg Daily Winter)	Emissions (Winter - 182 days)	Emissions (Avg Daily Summer)	Emissions (Summer – 183 days)	Emissions (Annual)
2002-Base	GRE/MOT	0.858	156.156	0.935	171.105	327.3
2002-Base	CLA	0.207	37.674	0.235	43.005	80.7
Baseline						<b>407.9</b>
2015	GRE/MOT	0.328	59.696	0.364	66.612	126.3
2015	CLA	0.084	15.288	0.097	17.751	33.0
Total 3-county						159.3
Baseline						407.9
Difference						<b>248.6</b>
2020	GRE/MOT	0.280	50.960	0.289	52.887	103.8
2020	CLA	0.074	13.468	0.080	14.640	28.1
Total 3-county						132.0
Baseline						407.9
Difference						<b>276.0</b>
2030	GRE/MOT	0.274	49.868	0.282	51.606	101.5
2030	CLA	0.077	14.014	0.083	15.189	29.2
Total 3-county						130.7
Baseline						407.9
Difference						<b>277.3</b>

**NOX [tons]**

A	B	C	D=(182)x(C)	E	F=(183*(E))	G=D+F
Year	County	Emissions (Avg Daily Winter)	Emissions (Winter - 182 days)	Emissions (Avg Daily Summer)	Emissions (Summer – 183 days)	Emissions (Annual)
2002-Base	GRE/MOT	50.599	9209.018	52.304	9571.632	18780.7
2002-Base	CLA	13.050	2375.100	14.172	2593.476	4968.6
Baseline						<b>23749.2</b>
2015	GRE/MOT	16.037	2918.734	16.311	2984.913	5903.6
2015	CLA	4.411	802.802	4.704	860.832	1663.6
Total 3-county						7567.3
Baseline						23749.2
Difference						<b>16181.9</b>
2020	GRE/MOT	10.617	1932.294	10.963	2006.229	3938.5
2020	CLA	3.010	547.820	3.254	595.482	1143.3
Total 3-county						5081.8
Baseline						23749.2
Difference						<b>18667.4</b>
2030	GRE/MOT	7.803	1420.146	8.169	1494.927	2915.1
2030	CLA	2.327	423.514	2.543	465.369	888.9
Total 3-county						3804.0
Baseline						23749.2
Difference						<b>19945.3</b>

# **ATTACHMENT B**

## **FISCAL CONSTRAINT**

## FINANCIAL FORECAST

### Financial Overview

The Transportation Plan encompasses many projects and activities that are carried out by a wide variety of organizations, both public and private. All levels of government – federal, state, regional, and local – have a role to play in maintaining and improving the transportation system.

One of the requirements of SAFETEA-LU is that a financial plan be prepared so the transportation plan becomes a tool for the community to realistically establish its priorities within the financial resources it is likely to have available. A forecast of the future funding that can be expected over the period to the year 2030 is required to fiscally constrain the Transportation Plan. In addition, projects and costs are constrained based upon the anticipated expenditure year. Costs are adjusted during each planning cycle to reflect the most current reasonable expectation for funding availability and project costs. It is difficult to estimate the incoming funds over the life of this plan, so some assumptions have been made based upon current procedures for allocating funds and making funding decisions.

- Projects on the state highway system are prioritized by ODOT based upon pavement condition ratings and bridge sufficiency ratings. Project selection is based upon ODOT fiscal constraint. ODOT does not provide a forecast of the funds that it controls to the TCC for the preparation of the Transportation Plan. Therefore, federal funds apportioned to the state of Ohio under SAFETEA-LU, are reported in this document under the assumption that funding available in the TCC's jurisdiction, which is all of Clark County, is based upon its proportion of population and road inventory. These funds are estimated based upon FY10 Federal apportionment levels, and are projected to increase by a conservative one (1) percent through 2030.
- Federal funds are sub-allocated to the TCC each year with the associated obligating authority to expend the funds. The funds lapse four years following the year in which they are allocated. The obligating authority lapses annually if not used. The amount of funding that the MPO receives in FY12-FY15 is reported to the TCC by ODOT. The FY15 figure is used to calculate the expected funding for FY16-FY30 by increasing the amount by a conservative one (1) percent each year.
- Operating and maintenance funding estimates are provided to the TCC by the city of Springfield, the Clark County Engineer, and the ODOT County Garage. Estimates provided for FY12 are not projected to increase and remain at a constant level through 2030.

## **Types of Available Funding**

### **Federal Funds**

The types of federal funds that are allocated to ODOT and are available to be used within the TCC area are listed on the next several pages. Along with a general description, each type of fund has a formula listed with it, to illustrate how the FY12 estimates were calculated. Funding formulas are developed using the best available information and are to be used as planning estimates only.

### **National Highway System (NHS)**

This program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major inter-modal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors. The funding participation rate for NHS is 80% federal and 20% state and/or local (FHWA website).

The amount of NHS funding forecasted for FY12 in the TCC area was calculated by multiplying the FY10 allocation to Ohio by the percentage of NHS miles located within the TCC area and inflating this figure 1% per year.

$$\text{Ohio's FY10 Allocation} \times (\text{TCC NHS miles} / \text{Ohio NHS miles}) \times 1.01 \times 1.01$$

$$\$203,898,255 \times (52.02 \text{ miles} / 4425.23 \text{ miles}) \times 1.01 \times 1.01 = \$2,445,067 \text{ NHS funding forecast in the TCC area in FY12}$$

The figure for Ohio's FY10 allocation amount was collected from the FHWA's website at <http://www.fhwa.dot.gov/legsregs/directives/notices/n4510723t1.htm>. The figures for TCC and Ohio NHS miles were collected from ODOT's Technical Services Webpage at [www.dot.state.oh.us/techservsite/availpro/Road\\_%20Infor/RI\\_reports.htm](http://www.dot.state.oh.us/techservsite/availpro/Road_%20Infor/RI_reports.htm).

### **Interstate Maintenance (IM)**

The Interstate Maintenance (IM) program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System. The funding participation rate for IM is 90% federal and 10% state (FHWA website).

The amount of IM funding forecasted for FY12 in the TCC area was calculated by multiplying the FY10 allocation to Ohio by the percentage of Interstate miles located within the TCC area and inflating this figure 1% per year.

Ohio's FY10 Allocation x (TCC Interstate miles / Ohio Interstate miles) x 1.01 x 1.01

$\$232,639,560 \times (30.67 \text{ miles} / 1573.51 \text{ miles}) \times 1.01 \times 1.01 = \$4,625,627$  IM funding forecast in the TCC area in FY12

The figure for Ohio's FY10 allocation amount was collected from the FHWA's website at <http://www.fhwa.dot.gov/legsregs/directives/notices/n4510723t1.htm>. The figures for TCC and Ohio Interstate miles were collected from ODOT's Technical Services Webpage at [www.dot.state.oh.us/techservsite/availpro/Road\\_%20Infor/RI\\_reports.htm](http://www.dot.state.oh.us/techservsite/availpro/Road_%20Infor/RI_reports.htm).

### **Surface Transportation Program (STP)**

The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors (FHWA website). The STP funds allocated to Ohio are then divided into several categories. 10% of the STP funds are used for the safety program, and 10% are used for transportation enhancement program. Of the remaining 80%, 62.5% are allocated to the Metropolitan Planning Organizations (MPO's), and the remaining funds (37.5% of 80%) are set aside as State-STP funds, which are available to any area of the state.

### **State-Surface Transportation Program (S-STP)**

As described above, the State-Surface Transportation Program is funded with 37.5% of 80% of STP funds allocated to Ohio. The amount of S-STP funding forecasted for FY12 in the TCC area was calculated by multiplying this total amount of Ohio's S-STP funds in FY10 by the percentage of other principle arterial, minor arterial, and major collector miles located within the TCC area and inflating this figure 1% per year.

$(37.5\%)(80\%)(\text{Ohio's FY10 Total STP Allocation}) \times ((\text{TCC Rural OPA, MA, MC} + \text{TCC Urban OPA, MA, UC}) / (\text{Ohio Rural OPA, MA, MC} + \text{Ohio Urban OPA, MA, UC})) \times 1.01 \times 1.01$

$(.375)(.8)(\$255,095,492) \times ((18.03+10.76+129.90+19.74+68.53+77.27) \text{ miles} / (1967.11+2654.87+11,284.35+2897.52+3879+4657.54) \text{ miles}) \times 1.01 \times 1.01 = \$925,796$  S-STP funding forecast in the TCC area in FY12

The figure for Ohio's FY07 allocation amount was collected from the FHWA's website at <http://www.fhwa.dot.gov/legsregs/directives/notices/n4510723t1.htm>. The figures for TCC and Ohio miles were collected from ODOT's Technical Services Webpage at [www.dot.state.oh.us/techservsite/availpro/Road\\_%20Infor/RI\\_reports.htm](http://www.dot.state.oh.us/techservsite/availpro/Road_%20Infor/RI_reports.htm). In the above equation, OPA stands for "Other Principle Arterial", MA stands for "Minor Arterial", MC stands for "Major Collector", and UC stands for "Urban Collector".

### **Highway Safety Program (HSP)**

The Highway Safety and Congestion Program focuses on high crash locations and congested areas that are listed in ODOT's annual Safety/Congestion Work Plans and individual MPO Safety Work Plans. These areas are then studied, and each study produces a range of solutions. These are then divided into low cost/short term, medium cost/mid-term, and high cost/long term solutions.

The amount of HSP funding forecasted for FY12 in the TCC area was calculated by multiplying the FY10 allocation to Ohio of HSP funds by the percentage of population located within the TCC area and inflating this figure 1% per year.

$$\text{Ohio's FY10 HSP Allocation} \times (\text{TCC area population} / \text{Ohio population}) \times 1.01 \times 1.01$$

$$(\$37,432,412) \times (138,333 \text{ persons} / 11,536,504 \text{ persons}) \times 1.01 \times 1.01 = \$457,870 \text{ HSP funding forecast in the TCC area in FY12}$$

The figure for Ohio's FY10 allocation amount was collected from the FHWA's website at <http://www.fhwa.dot.gov/legsregs/directives/notices/n4510723t1.htm>. The figures for TCC and Ohio population were collected from the 2010 Census, which can be found on the Census website at [www.census.gov](http://www.census.gov).

### **Highway Bridge Program (BR)**

This program provides funds for bridge rehabilitation and replacement projects. The amount of BR funding forecasted in FY12 in the TCC area was calculated by multiplying the FY10 allocation to Ohio of BR funds by the percentage of population located within the TCC area and inflating this figure 1% per year.

$$\text{Ohio's FY10 Allocation} \times (\text{TCC area population} / \text{Ohio population}) \times 1.01 \times 1.01$$

$$\$171,593,474 \times (138,333 \text{ persons} / 11,536,504 \text{ persons}) \times 1.01 \times 1.01 = \$2,098,916 \text{ BR funding forecast in the TCC area in FY12}$$

The figure for Ohio's FY07 allocation amount was collected from the FHWA's website at <http://www.fhwa.dot.gov/legsregs/directives/notices/n4510723t1.htm>. The figures for TCC and Ohio population were collected from the 2010 Census, which can be found on the Census website at [www.census.gov](http://www.census.gov).

### **Transportation Review Advisory Council (TRAC)**

The Transportation Review Advisory Council, created by the Ohio General Assembly in 1997 to bring an open, fair, numbers-driven system to choosing major new transportation projects, is composed of the director of ODOT and eight appointees chosen for experience in transportation,

business or economic development. The governor names six members; the president of the Ohio Senate names one and the speaker of the Ohio House names one.

The TRAC Program is for Ohio's "Major New" projects. The amount of money available for major new capacity projects is certified to the TRAC by the director of ODOT after funds for system preservation are determined. Historically, the TRAC has had about \$300 million a year to pay for projects, including design, right of way, and construction.

A major new project is one that will cost ODOT more than \$5 million and do one or more of the following: reduce congestion, increase mobility, provide connectivity, and increase a region's accessibility for economic development. In general, the TRAC puts a priority on state and federal highways.

Although TRAC funding is limited, it is anticipated for three (3) projects in this plan. Two involve improvements along I-70 in sections that are now 2-lanes wide eastbound and 2-lanes wide westbound. These projects were considered for TRAC funding because I-70 maintains a steady flow of heavy truck traffic. The third project is for the implementation of the Dayton-Springfield Freeway Management System ITS project.

The two Interstate 70 projects in the 2012- 2015 Short Range Project List are not fully funded by TRAC funds at this time, but it is reasonable to expect that as the projects move through the preliminary engineering phase, these projects would be funded in the 2012-2015 timeframe. The two Interstate 70 projects are classified as "Tier II" for further development at this time, with the Preliminary Engineering phases funded with TRAC funding. The ITS project is classified as "Tier I" with committed TRAC funding.

### **MPO Funds**

In addition to these federal funds that are used by ODOT, ODOT also allocates a percentage of funds to each MPO. Estimated available funding outside of the FY12-15 TIP horizon is calculated by inflating the FY15 figure 1% per year. These funds are as follows.

### **MPO-Surface Transportation Program (M-STP)**

As described previously, ODOT sub-allocates a percentage of their STP apportionment to each of the MPO's in Ohio. The FY12-FY15 allocations available to the TCC are \$2,308,145, \$1,729,622, \$1,781,511, and \$1,834,956, respectively. The FY12 allocation includes the projected carry forward from FY11.

### **Congestion Mitigation and Air Quality (CMAQ)**

The primary purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to fund projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) which reduce

transportation related emissions (FHWA website). CMAQ funds are also sub-allocated by ODOT to each MPO. The FY12-FY15 allocations available to the TCC are \$1,651,969, \$1,016,902, \$1,049,509, and \$1,083,095 respectively. The FY12 allocation includes the projected carry forward from FY11.

### **Transportation Enhancements (TE)**

Transportation enhancements are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's inter-modal transportation system. The transportation enhancements program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff (FHWA website). TE funds are also sub-allocated by ODOT to each MPO. The FY12-FY15 allocations available to the TCC are \$403,525, \$172,962, \$178,151, and \$183,496 respectively. The FY12 allocation includes the projected carry forward from FY11.

### **Other Available Funding**

#### **OPWC**

Ohio Public Works Commission (OPWC) or Issue 2 funds are state funds which are available through the District 11 Integrating Committee on an annual basis. The amount of Issue 2 funds allocated each year to the TCC area has traditionally been \$1,350,000 for transportation projects. This traditional amount was projected to remain constant throughout the period of time covered by this plan.

### **Total Available Funding**

Total funding availability has been calculated in Table 3 on the following page for Fiscal Years 2012-2030. Funds are listed from the primary agencies responsible for project development and normal maintenance of the highway system. This includes county, cities, townships, and villages in the Local category.

Table 3: TCC Funding Forecast

	MPO				Local			
	STP	CMAQ	TE	Subtotal	OPWC	County O&M	City O&M	Subtotal
Estimated Funding FY2012	\$2,308,145	\$1,651,969	\$403,525	\$4,363,639	\$1,350,000	\$4,400,000	\$1,700,000	\$7,450,000
Projected Funding FY2012-2015	\$7,654,234	\$4,801,475	\$938,134	\$13,393,843	\$5,400,000	\$17,600,000	\$6,800,000	\$29,800,000
Projected Funding FY2016-2018	\$5,615,701	\$3,314,705	\$561,571	\$9,491,978	\$4,050,000	\$13,200,000	\$5,100,000	\$22,350,000
Projected Funding FY2019-2025	\$13,773,975	\$8,130,181	\$1,377,401	\$23,281,557	\$9,450,000	\$30,800,000	\$11,900,000	\$52,150,000
Projected Funding FY2026-2030	\$10,442,789	\$6,163,926	\$1,044,281	\$17,650,996	\$6,750,000	\$22,000,000	\$8,500,000	\$37,250,000
<b>Projected Funding FY2012-2030</b>	<b>\$37,486,700</b>	<b>\$22,410,287</b>	<b>\$3,921,387</b>	<b>\$63,818,374</b>	<b>\$25,650,000</b>	<b>\$83,600,000</b>	<b>\$32,300,000</b>	<b>\$141,550,000</b>

	Federal and State					
	NHS	IM	S-STP	HSP	BR	ODOT O&M
Estimated Funding FY2012	\$2,445,067	\$4,625,627	\$925,796	\$457,870	\$2,098,916	\$2,500,000
Projected Funding FY2012-2015	\$9,927,952	\$18,781,900	\$3,759,103	\$1,859,136	\$8,522,441	\$10,000,000
Projected Funding FY2016-2018	\$7,709,624	\$14,585,223	\$2,919,159	\$1,443,726	\$6,618,164	\$7,500,000
Projected Funding FY2019-2025	\$18,909,870	\$35,774,072	\$7,160,001	\$3,541,114	\$16,232,777	\$17,500,000
Projected Funding FY2026-2030	\$14,336,586	\$27,122,242	\$5,428,381	\$2,684,709	\$12,306,939	\$12,500,000
<b>Projected Funding FY2012-2030</b>	<b>\$50,884,033</b>	<b>\$96,263,438</b>	<b>\$19,266,643</b>	<b>\$9,528,685</b>	<b>\$43,680,321</b>	<b>\$47,500,000</b>
						<b>\$267,123,119</b>

# **ATTACHMENT C**

## **LISTING OF PROJECTS**

Key	Time Frame	Location	Project Description	Type	Air	Total Cost 2011	Total Cost Inflated to Expenditure Year*	M-STP	M-CMAQ	M-TE	ODOT - FED	ODOT - STATE	TRAC	Local
1	TIP	Dayton-Springfield Road	Construct dedicated left turn lanes and center two-way left turn lanes from the Greene County line to the Enon western incorporation limit	Minor Widening	A	\$3,042,000	\$3,042,000				\$2,434,000			\$608,000
2	TIP	Dayton-Springfield Road	Reconstruct and resurface roadway from Enon NCL to Springfield WCL	Reconstruction	E	\$2,500,000	\$2,500,000	\$2,000,000						\$500,000
3	TIP	Little Miami Scenic Trail	Extend the trail from Fair Street to Johnny Lytle and from John Street to Leffel Lane in Springfield	Trail Construction	A	\$1,300,000	\$1,300,000		\$550,000					\$750,000
4	TIP	Upper Valley Pike	Reconstruct roadway, improve drainage, upgrade guardrail, and upgrade signals and signage from north of Shime Rd. through SR41	Reconstruction	E	\$1,351,000	\$1,351,000				\$1,081,000			\$270,000
5	TIP	SR794	Realign roadway	Realignment	A	\$3,668,000	\$3,668,000				\$2,695,000			\$973,000
6	TIP	Bechtel Avenue Bridge	Replace bridge over Buck Creek	Bridge Replacement	E	\$1,265,000	\$1,265,000				\$1,012,000			\$253,000
7	TIP	Harding Road	Reconstruct and resurface roadway from St. Paris Pike to Fountain Avenue	Reconstruction	E	\$1,075,000	\$1,075,000	\$860,000						\$215,000
8	TIP	Seima Pike Bridges	Replace bridges over Little Miami River	Bridge Replacement	E	\$1,305,000	\$1,305,000				\$1,240,000			\$65,000
9	TIP	Croft Road Bridge	Replace bridge over Beaver Creek	Bridge Replacement	E	\$901,000	\$901,000	\$655,000						\$246,000
10	TIP	Rocky Point Road Bridge	Rehabilitate and enhance historic bridge	Bridge Rehabilitation	E	\$740,000	\$740,000			\$592,000				\$148,000
11	TIP	Upper Valley Pike Bridge Road	Replace bridge south of County Line Road	Bridge Replacement	E	\$700,000	\$700,000				\$560,000			\$140,000
12	TIP	Tremont City Road Bridge	Replace bridge	Bridge Replacement	E	\$700,000	\$700,000	\$560,000						\$140,000
13	TIP	SR235	Construct a two-way left-turn lane and other roadway improvements	Minor Widening	A	\$1,438,000	\$1,438,000	\$260,000	\$726,000		\$291,000			\$161,000
14	TIP	Lower Valley Pike	Add paved shoulders and other safety improvements from Enon Road to Osborn Road	Safety	E	\$1,705,000	\$1,705,000				\$1,534,000			\$171,000
15	TIP	Villa Road	Widening from 2 to 3 lanes from SR 72 to Derr Rd.	Minor Widening	A	\$2,175,000	\$2,175,000		\$1,740,000					\$435,000
16	TIP	IR70 (SR72) Interchange Modification Study; IR70 (US68) Interchange Modification Study	Study for modifications to interchanges at SR72 and US68	Interchange Modification Study	E	\$200,000	\$200,000				\$160,000	\$40,000		
17	TIP	Tecumseh Trail	Extend trail from New Carlisle to former YMCA	Trail Construction	A	\$400,000	\$400,000		\$400,000					
18	TIP	Federal and State Roadway System	Maintenance of all Federal and State roads and bridges	Maintenance	E	\$41,000,000	\$41,000,000				\$31,500,000			\$9,500,000
19	TIP	Local Roadway System	Maintenance of all local roads and bridges	Maintenance	E	\$27,700,000	\$27,700,000	\$3,200,000						\$24,500,000
20	TIP	Local Roadway System	Enhancements of the transportation system	Enhancements	E	\$385,000	\$385,000			\$308,000				\$77,000
								<b>\$93,550,000</b>	<b>\$3,416,000</b>	<b>\$900,000</b>	<b>\$42,507,000</b>	<b>\$9,540,000</b>	<b>\$0</b>	<b>\$77,000</b>
								<b>\$93,550,000</b>	<b>\$7,535,000</b>	<b>\$3,416,000</b>	<b>\$42,507,000</b>	<b>\$9,540,000</b>	<b>\$0</b>	<b>\$29,652,000</b>

\* Inflation for FY12-15 TIP Years was calculated using a rate of 0%, as all estimates in TIP are current.

Key	Time Frame	Location	Project Description	Type	Air	Total Cost 2011	Total Cost Inflation to Expenditure Year*	M-STP	M-CMAQ	M-TE	ODOT - FED	ODOT - STATE	TRAC	Local
21	2015-2018	US68/US40/SR4/Upper Valley Pike	US68/US40/SR4/Upper Valley Pike interchange study	Study	E	\$100,000	\$100,000	\$80,000						\$20,000
22	2015-2018	US68/SR41/Bechtle Avenue	Study for interchange and intersection safety and congestion improvements	Study	E	\$200,000	\$200,000	\$160,000						\$40,000
23	2015-2018	IR70/IR675/Area Wide	Dayton/Springfield ITS Freeway Management System	Construction	E	\$8,400,000	\$10,800,000						\$10,800,000	
24	2015-2018	Addison-New Carlisle/SR235 Connector (North)	New roadway from Addison-New Carlisle to SR235	New Construction	A	\$500,000	\$645,000							\$645,000
25	2015-2018	Addison-New Carlisle/SR235 Connector (South)	New roadway from Addison-New Carlisle to SR235	New Construction	A	\$300,000	\$385,000							\$385,000
26	2015-2018	WESTCO Bulk Re-load and Ramp Facility	Study for upgrading facilities and equipment including Tremont City Road and Urbana Road intersection	Study	E	\$30,000	\$30,000	\$24,000						\$6,000
27	2015-2018	WESTCO Bulk Re-load and Ramp Facility	Upgrade facilities and equipment including Tremont City Road and Urbana Road intersection	Rail Site Upgrade and Road Reconstruction	A	\$1,000,000	\$1,285,000	\$642,500						\$642,500
28	2015-2018	WESTCO Rail Replacement	Replacing rail from Croft Rd. to Moorefield Rd.	Rail Replacement	E	\$1,400,000	\$1,800,000				\$1,440,000			\$360,000
29	2015-2018	WESTCO Rail Rehabilitation	Cold Springs to SR508 (Logan County)	Rail Rehabilitation	E	\$1,500,000	\$2,000,000				\$1,600,000			\$400,000
30	2015-2018	WESTCO Grade Crossing Upgrades	Upgrade warning devices at 8 at-grade crossings	Rail Safety	E	\$1,440,000	\$1,800,000				\$1,440,000			\$360,000
31	2015-2018	US68/US40/SR4/Upper Valley Pike	US68/US40/SR4/Upper Valley Pike interchange improvement	Safety Improvements	A	\$5,000,000	\$6,500,000	\$1,200,000			\$4,000,000			\$1,300,000
32	2015-2018	Buck Creek Scenic Trail	Extend trail from current western terminus through Snyder Park to US40	Trail Construction	E	\$1,015,000	\$1,285,000			\$1,285,000				
33	2015-2018	Little Miami Scenic Trail	Construct spur from the Little Miami Scenic Trail at Jackson Road to Young's Jersey Dairy	Trail Construction	E	\$250,000	\$325,000			\$325,000				
34	2015-2018	Wittenberg Avenue	Construct bicycle and pedestrian bridge over Buck Creek	New Bike/Ped	A	\$1,350,000	\$1,735,000			\$1,735,000				\$347,000
35	2015-2018	IR70 (Burnett Road) Interchange Justification Study	Study for proposed new interchange at Burnett Rd	Interchange Justification Study	E	\$200,000	\$200,000	\$160,000						\$40,000
36	2015-2018	Downtown Transit Intermodal Facility	Springfield Downtown area	Transit	E	\$8,000,000	\$10,000,000							\$10,000,000
37	2015-2018	Burnett Road	Extend roadway north from Columbus Avenue to SR4 (Belmont Avenue)	New Construction	A	\$750,000	\$965,000	\$772,000						\$193,000
38	2015-2018	Deer Road	Widen from 2 to 3 lanes from Villa Road to Moorefield Road	Minor Widening	A	\$2,250,000	\$2,900,000	\$2,320,000						\$580,000
39	2015-2018	IR70	Add lane from Eron Rd. ramps to US68	Reconstruction/ Add lane	A	\$25,000,000	\$32,000,000						\$32,000,000	
40	2015-2018	IR70	Add lane from US68 to SR72	Reconstruction/ Add lane	A	\$39,000,000	\$50,000,000						\$50,000,000	
41	2015-2018	IR70 (SR72) and IR70 (US68) Interchanges	Improvements at interchanges as determined by IMS	Interchange Modifications	E	\$5,000,000	\$6,500,000				\$5,850,000			
42	2015-2018	Allium Court	Extend roadway from current terminus to Titus Lane and improve intersection at Titus Lane and SR41	New Construction	A	\$1,000,000	\$1,285,000							\$1,285,000
43	2015-2018	Federal and State Roadway System	Maintenance of all Federal and State roads and bridges	Maintenance	E	\$19,350,000	\$24,850,000				\$18,000,000			\$6,850,000
44	2015-2018	Local Roadway System	Maintenance of all local roads and bridges	Maintenance	E	\$4,350,000	\$5,600,000							\$5,600,000
45	2015-2018	Local Roadway System	Enhancements of the transportation system	Enhancements	E	\$535,000	\$687,500	\$550,000						\$137,500
							\$127,920,000	\$163,877,500	\$5,385,500	\$2,895,000	\$32,330,000	\$7,500,000	\$92,800,000	\$22,347,000

\* Inflation using ODOT's FY10-11 Business Plan Inflation Calculator: <http://www.dot.state.oh.us/divisions/construction/mgt/estimating/Pages/default.aspx>. Construction projects were inflated to a midpoint construction date of 7/1/2016 at a rate of 28.5%.

Key	Time Frame	Location	Project Description	Type	Air	Total Cost 2011	Total Cost Inflated to Expenditure Year*	M-STP	M-CMAQ	M-TE	ODOT - FED	ODOT - STATE	TRAC	Local
46	2019-2025	IR70 Interchange	IR70 and Burnett Rd Interchange Enhancements to IR70/SR72 Interchange and S. Limestone St. corridor	New Interchange	A	\$20,000,000	\$35,000,000				\$31,500,000	\$1,750,000		\$1,750,000
47	2019-2025	S. Limestone Street	Enhancements to Lower Valley Pike and Eron Road	Enhancements	E	\$4,650,000	\$8,000,000	\$2,500,000		\$500,000	\$2,500,000			\$2,500,000
48	2019-2025	Honeycreek Trail	Miami County Line, through New Carlisle, to Lower Valley Pike and Eron Road	Trail Construction	E	\$1,000,000	\$1,750,000		\$1,750,000					
49	2019-2025	SR334 Extension Study	Study for extending SR334 west to Upper Valley Pike	Study	E	\$250,000	\$250,000	\$200,000						\$50,000
50	2019-2025	Derr and Tremont City Roads Extensions Study	Study for extending Derr Rd. from Moorefield Rd. to Willow Rd.; Tremont City Rd. to new Derr Rd.	Study	E	\$150,000	\$200,000	\$160,000						\$40,000
51	2019-2025	Belmont Avenue	Widen from 2 to 3 lanes from Mitchell Blvd. to Home Rd.	Minor Widening	A	\$3,300,000	\$5,700,000	\$4,560,000						\$1,140,000
52	2019-2025	Eastern Bypass Study	US40 to SR4	Study	E	\$200,000	\$200,000	\$160,000						\$40,000
53	2019-2025	Tecumseh Trail	Extend planned trail from former YMCA to Park Layne	Trail Construction	A	\$1,000,000	\$1,750,000		\$1,750,000					
54	2019-2025	SR235 Backage Roadway	New roadway connecting north and south Addison-New Carlisle/SR235 connectors	New Construction	A	\$250,000	\$430,000		\$344,000					\$86,000
55	2019-2025	Bird Road	Widen roadway from US40 to SR41 and improve intersection at Bird Road and US40	Widening	A	\$1,500,000	\$2,500,000		\$2,000,000		\$400,000			\$100,000
56	2019-2025	Mad River Trail	Greene County Line to Eron Road; north to Lower Valley Pike, south to Eron Park	New Bike/Ped	E	\$1,000,000	\$1,750,000		\$1,750,000					
57	2019-2025	Federal and State Roadway System	Maintenance of all Federal and State roads and bridges	Maintenance	E	\$36,000,000	\$62,000,000				\$47,000,000	\$15,000,000		
58	2019-2025	Local Roadway System	Maintenance of all local roads and bridges	Maintenance	E			\$6,000,000						\$44,000,000
59	2019-2025	Local Roadway System	Enhancements of local roads and bridges	Enhancements	E	\$580,000	\$1,000,000			\$800,000				\$200,000
							<b>\$69,880,000</b>	<b>\$120,530,000</b>	<b>\$13,280,000</b>	<b>\$7,594,000</b>	<b>\$81,400,000</b>	<b>\$16,750,000</b>	<b>\$0</b>	<b>\$49,906,000</b>

\* Inflated using ODOT's FY10-11 Business Plan Inflation Calculator: <http://www.dot.state.oh.us/divisions/constructionmg/estimating/Pages/default.aspx>. Construction projects were inflated to a midpoint construction date of 7/1/2022 at a rate of 72.2%.

Key	Time Frame	Location	Project Description	Type	Air	Total Cost 2011	Total Cost Inflated to Expenditure Year*	M-STP	M-CMAQ	M-TE	ODOT - FED	ODOT - STATE	TRAC	Local
60	2026-2030	Lefell Lane Extension Study	Study for extending Lefell Ln. from Springfield-Xenia Rd. to Dayton Rd.	Study	E	\$150,000	\$200,000	\$160,000						\$40,000
61	2026-2030	W/E Possum Roads Extensions Study	Study for extending E. Possum Rd. from SR72 to Springfield-Xenia Rd. and/or for extending W. Possum Rd. from w. of SR72 to Springfield-Xenia Rd.	Study	E	\$250,000	\$300,000	\$240,000						\$60,000
62	2026-2030	SR369	Geometric improvements from SR4 to US40	Geometric Improvements	E	\$1,000,000	\$2,000,000	\$1,600,000						\$400,000
63	2026-2030	Osborn Road	Realign roadway north of Lower Valley Pike	Realignment	E	\$1,000,000	\$2,000,000	\$1,600,000						\$400,000
64	2026-2030	Spangler Road	Realign roadway south of Lower Valley Pike	Geometric Improvements	E	\$750,000	\$1,500,000	\$1,200,000						\$300,000
65	2026-2030	Applewood Avenue	Extend roadway north to Addison-New Carlisle Road	New Construction	E	\$750,000	\$1,500,000							\$1,500,000
66	2026-2030	Kennison Avenue	Extend roadway north to Addison-New Carlisle Road	New Construction	E	\$750,000	\$1,500,000							\$1,500,000
67	2026-2030	Brubaker Drive	Extend roadway north to new SR235 Backage Roadway	New Construction	A	\$650,000	\$1,500,000							\$1,500,000
68	2026-2030	SR235/Twin Creeks Subdivision Connector	New roadway connecting new SR235 Backage Roadway to the Twin Creeks Subdivision	New Construction	A	\$1,500,000	\$3,000,000							\$3,000,000
69	2026-2030	SR235 Bypass	Extend Medway-Carlisle to north of New Carlisle	New Construction	A	\$2,000,000	\$4,000,000	\$1,000,000			\$2,200,000			\$800,000
70	2026-2030	Hunt/Parkway	Extend from current terminus to Urbana Rd.	New Construction	A	\$750,000	\$1,500,000							\$1,500,000
71	2026-2030	Jackson Road	Ease 90 degree curves	Realignment	E	\$2,000,000	\$4,000,000	\$3,200,000						\$800,000
72	2026-2030	Fourth Street	Extend roadway from US40 to Ogden Road	New Construction	A	\$500,000	\$1,000,000							\$1,000,000
73	2026-2030	Old Columbus Road	Construct new roadway from Tuttle Road to the proposed Fourth Street extension	New Construction	A	\$500,000	\$1,000,000							\$1,000,000
74	2026-2030	Tuttle Road	Extend roadway north to Old Columbus Road	New Construction	A	\$500,000	\$1,000,000							\$1,000,000
75	2026-2030	Tuttle Road	Realign roadway from Suncrest Drive to US40	New Construction	A	\$400,000	\$800,000							\$800,000
76	2026-2030	Redwood Boulevard	Extend roadway from Larchmont Road to the proposed realigned Tuttle Road	New Construction	A	\$200,000	\$400,000							\$400,000
77	2026-2030	Heatherwood Avenue	Extend roadway from current terminus to Bird Road	New Construction	A	\$200,000	\$400,000							\$400,000
78	2026-2030	Federal and State Roadway System	Maintenance of all Federal and State roads and bridges	Maintenance	E	\$35,700,000	\$71,500,000				\$59,000,000	\$12,500,000		\$20,600,000
79	2026-2030	Local Roadway System	Maintenance of all local roads and bridges	Maintenance	E			\$1,000,000	\$6,000,000					\$20,600,000
80	2026-2030	Local Roadway System	Enhancements of local roads and bridges	Enhancements	E	\$500,000	\$1,000,000			\$1,000,000				\$250,000
							<b>\$50,050,000</b>	<b>\$100,100,000</b>	<b>\$10,000,000</b>	<b>\$6,000,000</b>	<b>\$61,200,000</b>	<b>\$12,500,000</b>	<b>\$0</b>	<b>\$37,250,000</b>

\* Inflated using ODOT's FY10-11 Business Plan Inflation Calculator: <http://www.dot.state.oh.us/divisions/construction/mgt/esimain/Pages/default.aspx>. Construction projects were inflated to a midpoint construction date of 6/1/2025, as the calculator will not calculate out to the year 2028. The 2025 rate of 98.5% was rounded to 100%.

# **ATTACHMENT D**

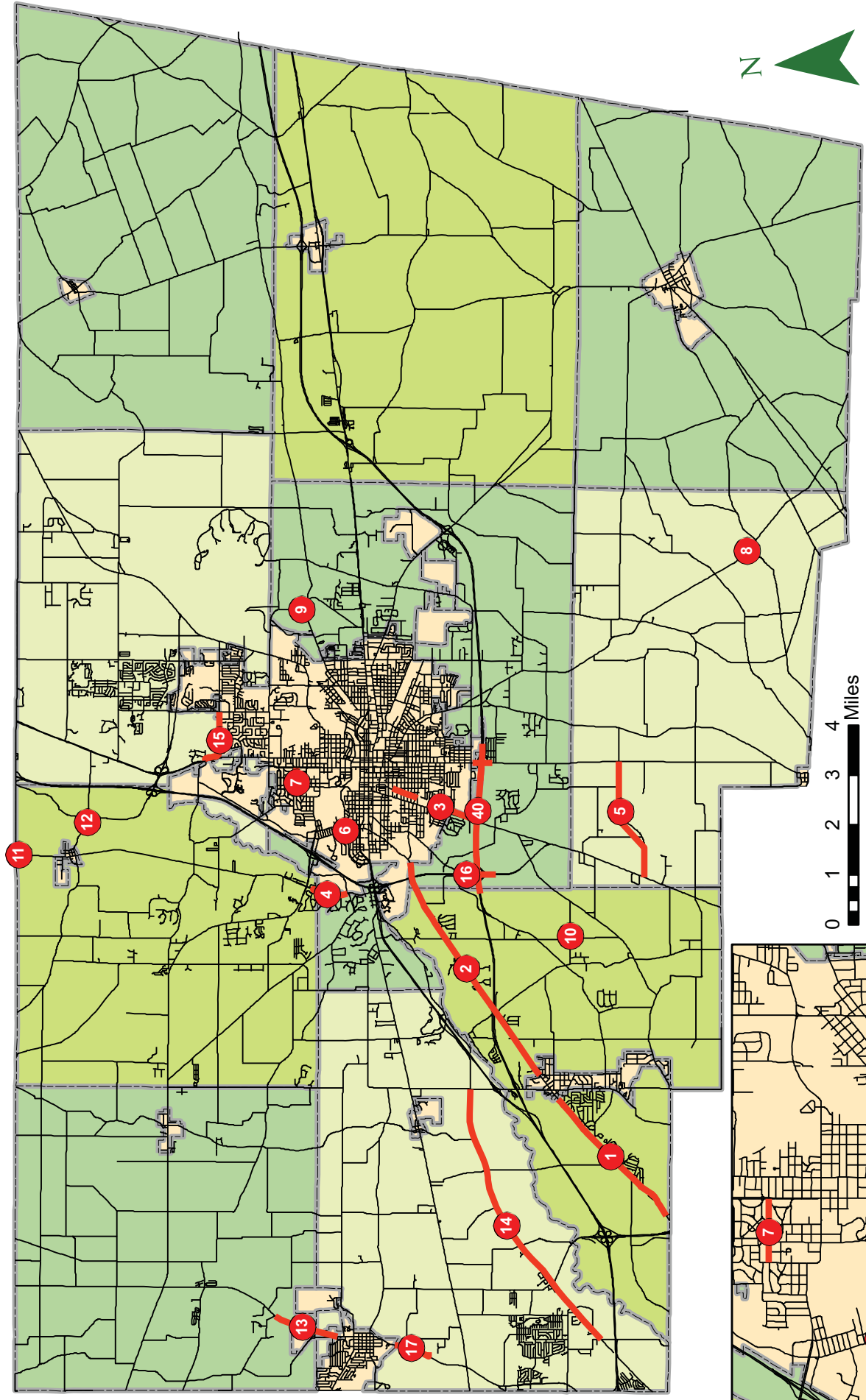
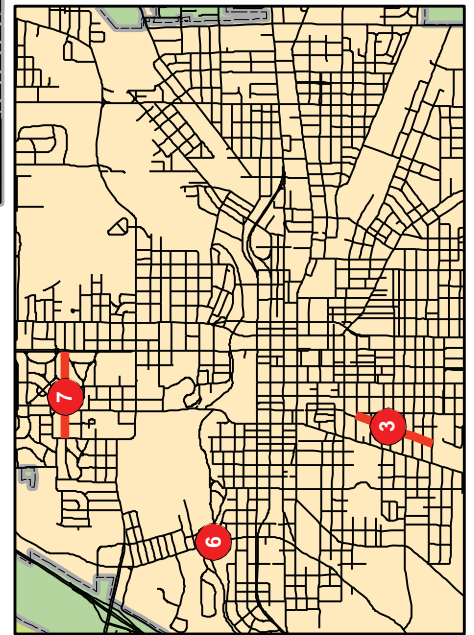
## **MAP OF PROJECTS**

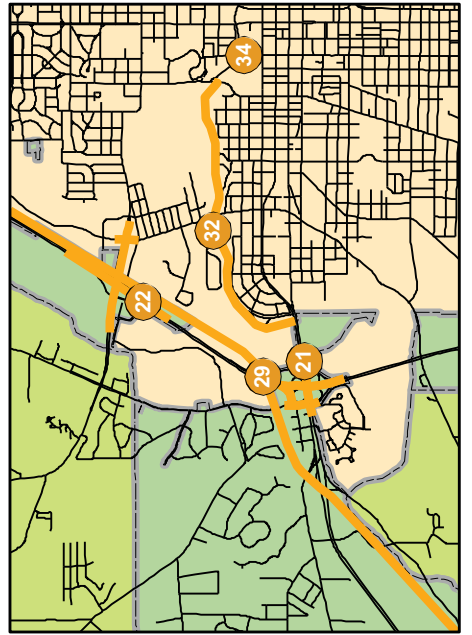
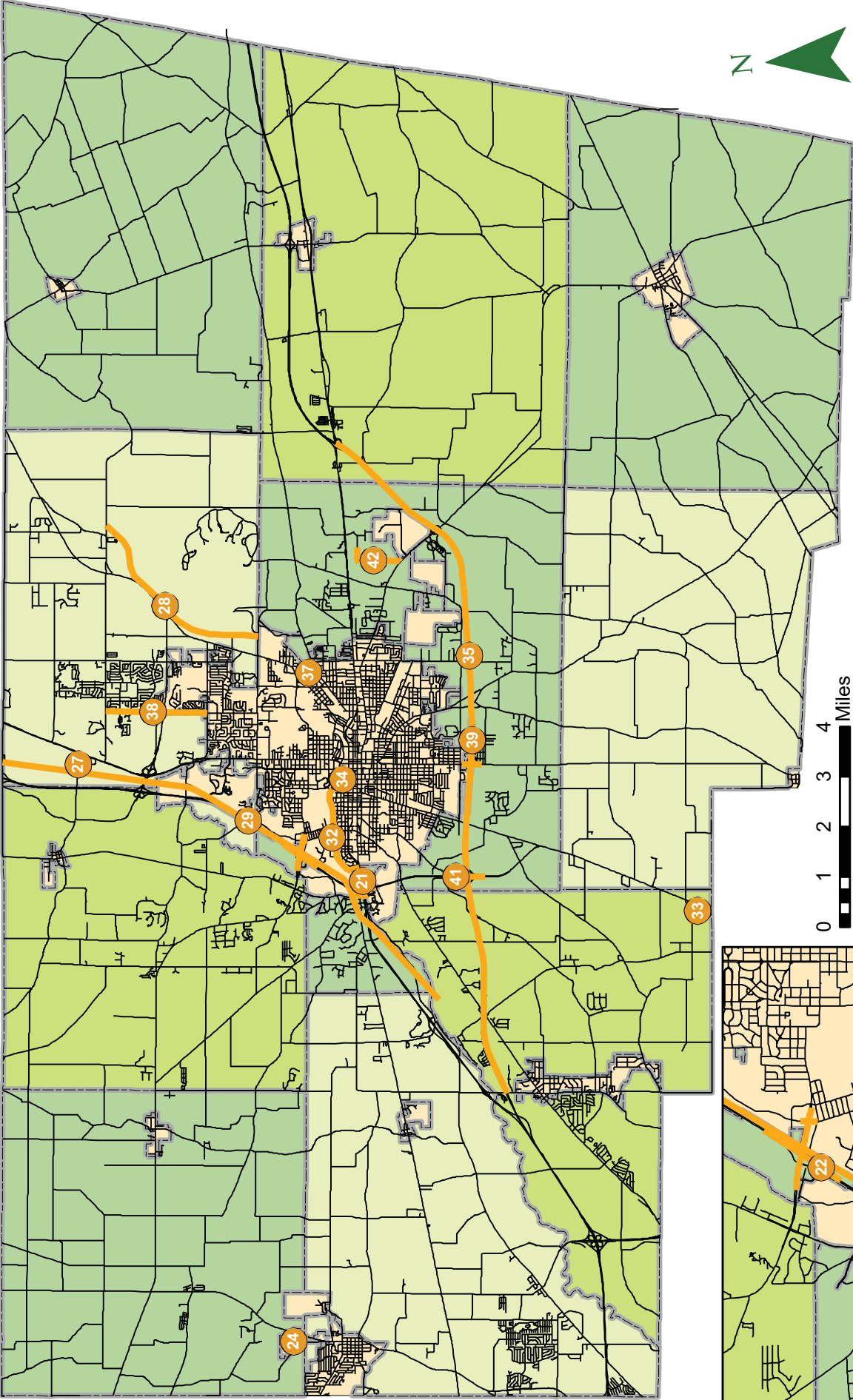


# TIP Programmed and TIP Timeframe Projects

SFY 2012 - 2015

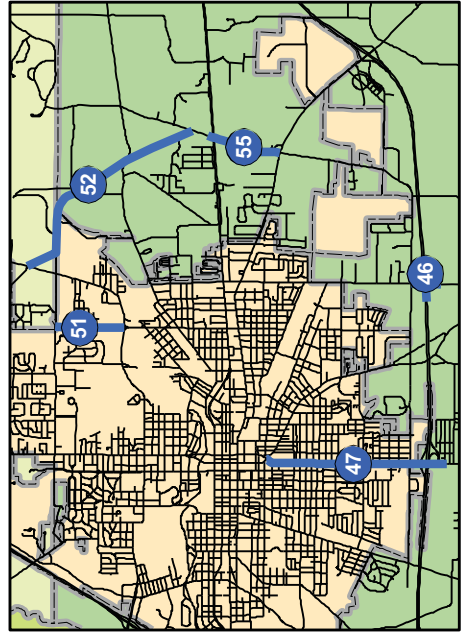
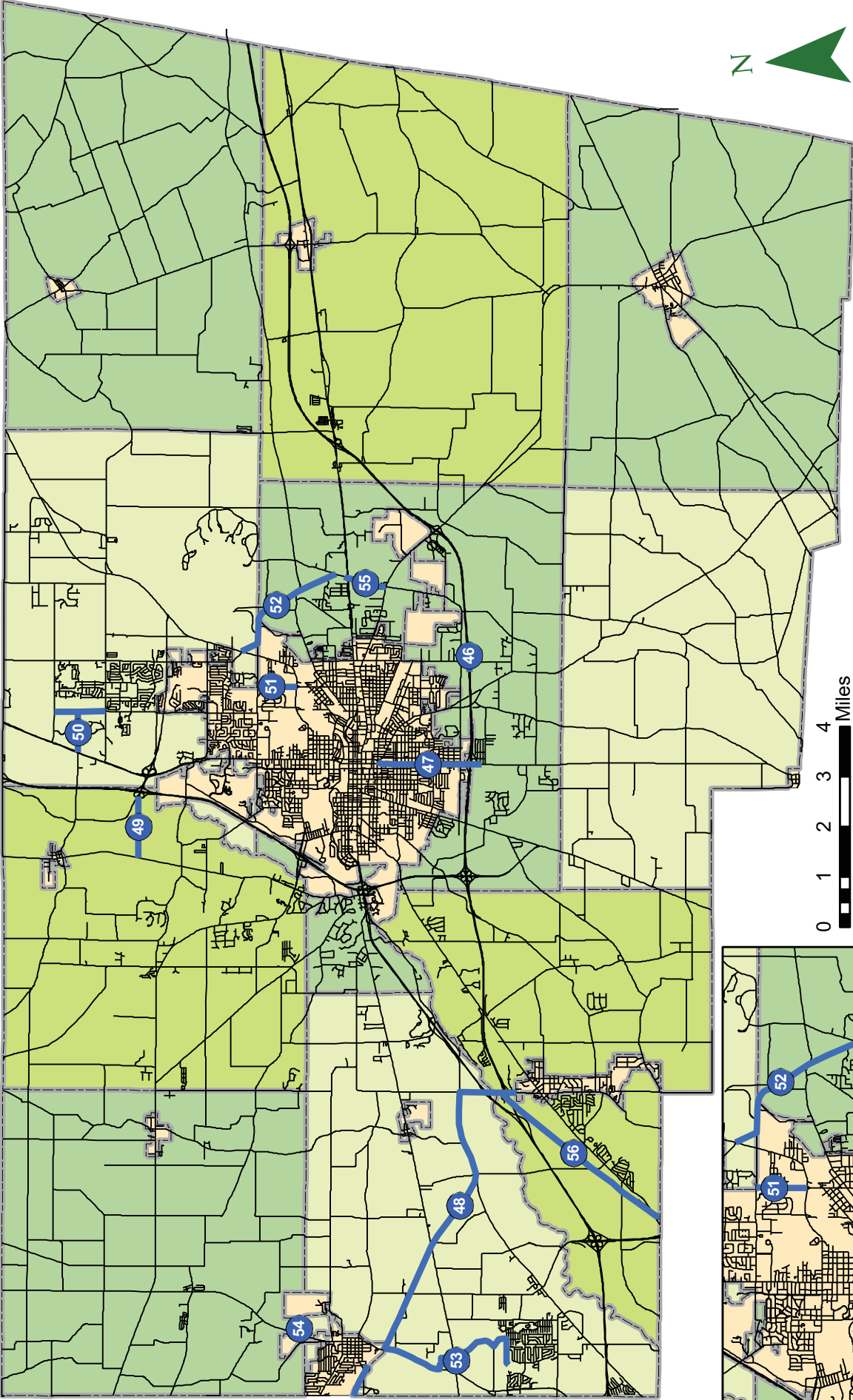
CLARK COUNTY-SPRINGFIELD  
TRANSPORTATION COORDINATING COMMITTEE





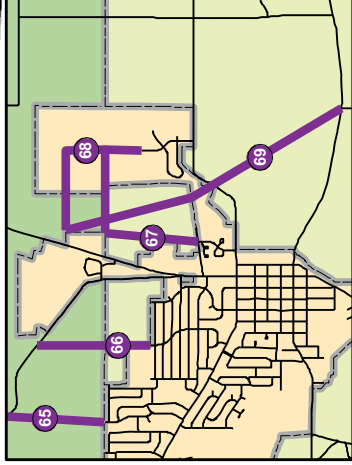
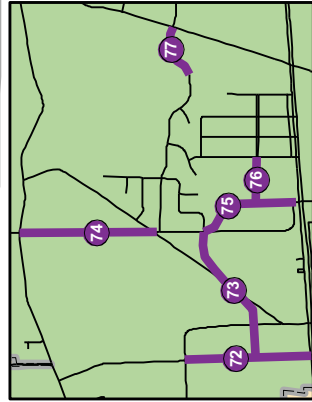
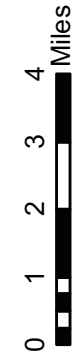
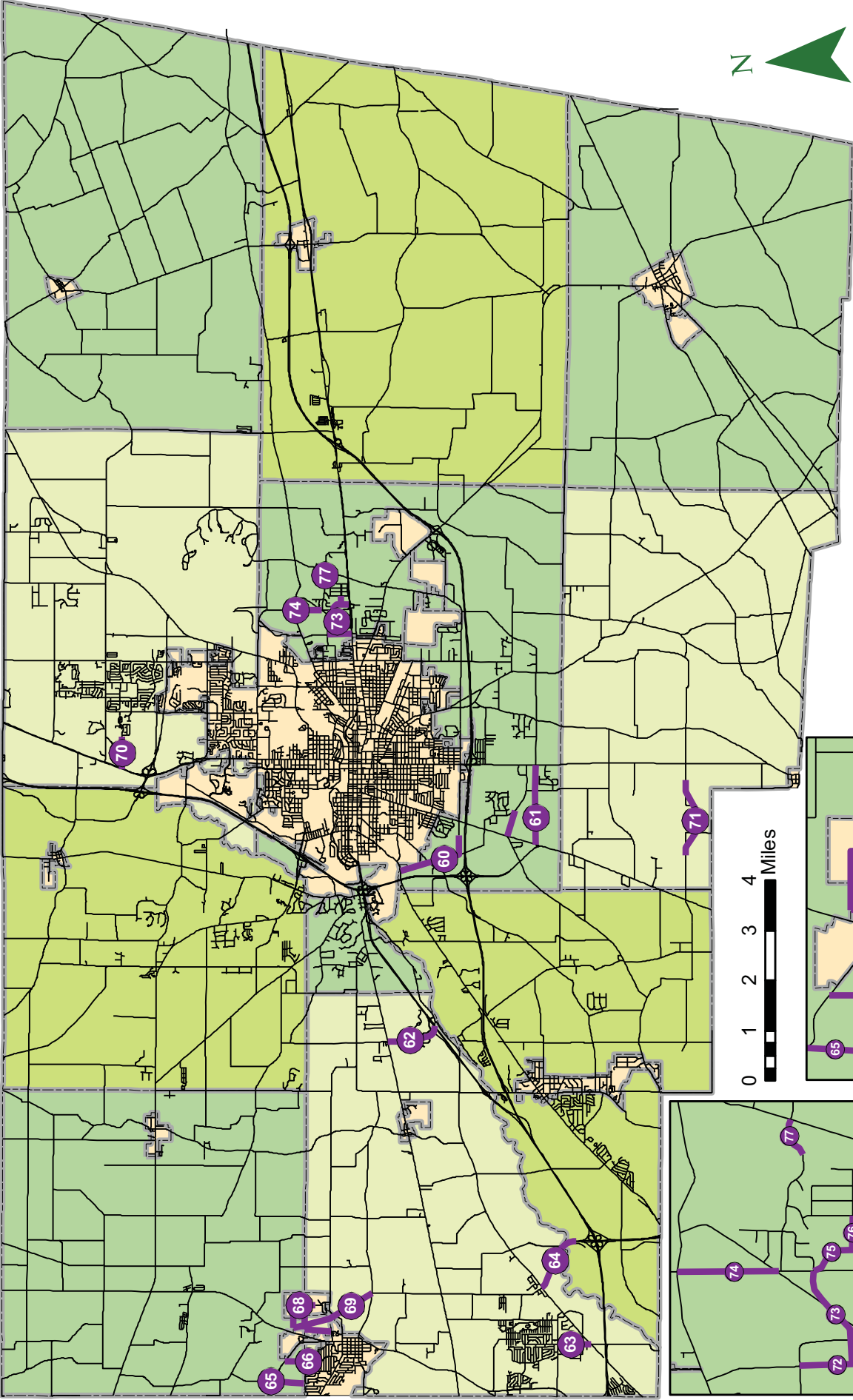
# Short Range Projects

SFY 2015-2018



# Long Range Projects

SFY 2019 - 2025



# Long Range Projects

SFY 2026 - 2030