



Project Information

Application ID	2019-D07-01	Date Submitted	5/31/2019
Project Name	MOT, 40, 13.33		
ODOT District	District 7	County	Montgomery
ODOT PID	98794	Project Mode	Roadway
What is the current TRAC Tier	Tier II - Development		
What is the requested TRAC Tier	Tier I - Construction		
Please identify the project mode (roadway, transit or freight):	Roadway		

Project Description:

The project roadway improvements will support recent and future economic growth and development in the northern part of Montgomery County and surrounding areas of the Dayton International Airport by providing safe and effective transportation infrastructure by expanding US 40 to 5 lanes between Union Airpark Blvd and the Airport Access Interchange including the ramps.



Project Sponsor Information

Project Name	MOT, 40, 13.33		
Sponsoring Agency	The Montgomery County Transportation Improvement District		
Project Contact	Steve Stanley		
Phone	(937) 673-3852		
Email	sstanley@mctid.org		
Address	451 W. Third Street, Floor 10		
City	Dayton		
State	OH	Zip Code:	45422

What Type of Application Are you Submitting?

Existing TRAC Project - Tier I, II or III project seeking additional funds to advance to the next stage of project development.



Project Schedule

New projects are required to supply project milestone information. Please select the status of each milestone below as either Not Yet Started, In Progress or Completed. Additionally please enter the corresponding date for the milestone and status.

	Status	Date
Planning Studies	Complete	6/13/2017
Interchange Modification Study (IMS) / Interchange Justification Studies (IJS)	Complete	9/1/2015
Preliminary Engineering Studies	Complete	6/2/2017
Environmental / NEPA Approval	Complete	11/15/2018
Detailed Design	In Progress	10/15/2019
Right-of-way Acquisition	In Progress	12/1/2019
Utility Relocation	In Progress	2/28/2020



Transportation Information

In an effort to understand the complex issues associated with the project TRAC collects a variety of transportation related data and information in the evaluation process including: congestion data, safety data, truck traffic, and model derived transportation values; such as, cost/benefit analysis and air quality. The roadway segments associated with the application is the basis of this analysis. Transit and Freight related projects should identify the roadway segments that will receive the benefit from projects implementation.

New project applications must identify the **primary roadway segment** that will be improved by the project and ancillary roadways that will be improved as part of the project.

	ODOT NLFID	Begin Point	End Point
Primary Roadway Segment	SMOTUS00040**C	12.46	14.8

Secondary Roadway Segments	SMOTRA57248**C	8.17	0.21
	SMOTUS00040**C	14.45	1.34

New Roadways / New Alignment

Begin Latitude

Begin longitude

End Latitude

End longitude



Transit Multi-Modal Project Information

Transit Type	Not Applicable
Route/Number	Not Applicable
Peak Hour Ridership	Not Applicable
Existing Capacity	Not Applicable
Existing Peak Hour Ridership / Capacity Ratio	Not Applicable
Added Peak Hour Capacity	Not Applicable
Vehicle Miles Traveled (VMT) Reduction	Not Applicable

Freight Multi-Modal Project Information

Freight Type	Not Applicable
Route/Number	Not Applicable
Existing Freight Volume	Not Applicable
Existing Freight Capacity	Not Applicable
Existing Freight Volume / Existing Freight Capacity Ratio	Not Applicable
Freight Capacity Increase	Not Applicable
Truck Miles Traveled (TMT) Reduction	Not Applicable



Strategic Transportation System (STS) Connections

The Strategic Transportation System (STS), identified as part of Access Ohio 2040 - ODOT's long range transportation plan - stratifies Ohio's significant transportation corridors and inter-modal hubs across Ohio. Additional information about the STS and Access Ohio 2040 can be view at the Access Ohio 2040 Website

Is the project part of an STS corridor?

Yes

Will the project facilitate a connection between two or more corridors or modal hubs identified on the STS?

No

Please provide a brief explanation as to how this project will facilitate a connection between two or more STS resources.

Will the project connect an STS resource with a local freight or transit facility or resource?

Yes

Please provide a brief explanation as to how this project will connect an STS resource with a local freight or transit facility or resource

Improvements to the US 40 roadway will provide improved access to the Dayton International Airport.



Local Investment Factors

Built Out Local Attributes

Local Investment factors analysis and evaluation of the dollar value of existing, local built-out attributes such as streets, water, and land use. For this analysis TRAC has standardized the project area as a one-mile "rectangular" buffer around the primary roadway segment. Additionally TRAC also considers percentage of acres served by local services within the rectangular buffer with the following formula: ***(Length of the primary roadway segment in miles + 2 miles) x 2 miles x 640 acres***

What is the length of the primary roadway segment being improved by the project?

1.6

Estimated Project Area Acreage

4,608

What is the estimated percentage of acres being served by the local services within the estimated project area calculated above?

Local Streets and Roadways

100%

Electrical Service

100%

Water and Sewer Service

100%

What is the estimated square footage for the following building types within the calculated project area?

Light Industrial

250,000

Heavy Industrial

2,250,000

Warehouse

4,593,000

Commercial

Institutional



What is the estimated percentage of road route miles served by transit routes (excluding ADA/Para Transit) within the project area?

100%

What is the estimated percentage of existing building square footage that is currently vacant?

7%

New Local Investments

TRAC will consider the monetized value of public investments or commitments for new, non-project infrastructure and private investments within 5-year time horizon prior to and after the date of this TRAC Application.

What is the dollar value of committed or recent public investment in new, non-project infrastructure within the project area? (Millions)

\$ 18

What is the present value of private investment in existing facilities within the project area? (Millions)

\$ 180,000,000

Economic Distress - Poverty & Unemployment Rates

As part of the application scoring process, ODOT collects county level information as the standard measurement for poverty and unemployment factors; however, if a project sponsor provides defensible data at a sub-county or census tract level, TRAC can consider that level of geographic analysis for scoring and evaluation.

Do you want to enter distress values for a sub-county area to be used in the evaluation of this application?

No - I want to use the information collected by ODOT.

County

Sub-County Poverty Rate

Poverty Rate Data Source

Sub-County Unemployment Rate

Unemployment Rate Data Source



Project Funding Plan

TRAC Funding Request

Please indicate the amount of funding being requested by phase and fiscal year. Funding requests should consider the funding that will be needed with the next two fiscal years.

Which phase(s) you are requesting new TRAC funding for as part of this application?

CO - Construction

	Amount (Millions)	Requested Fiscal Year
PE Funding Request	<input type="text"/>	<input type="text"/>
DD Funding Request	<input type="text"/>	<input type="text"/>
RW Funding Request	<input type="text"/>	<input type="text"/>
CO Funding Request	\$ 8.00	2020

Total New TRAC Funding Request

\$ 8.00

Has TRAC previously committed funding for the development or construction of this project?

Yes

PE	DD	RW	CO
\$ 0.60	\$ 0.60	\$ 0.20	<input type="text"/>

Will additional TRAC funds be needed for future phases of development or construction?

No

PE	DD	RW	CO
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



Local Funding Commitments

Project Development and construction can be funded with multiple local funding sources. The questions below will help identify the funding sources for this project.

Will local funding sources be used in the development or construction of this project?

Yes

What is the total number of local funding sources for the development and construction of this project?

3

Local funding Source (1)

MCTID

PE

DD

RW

CO

\$ 0.30

\$ 2.00

Local funding Source (2)

City of Dayton

PE

DD

RW

CO

\$ 0.10

\$ 0.10

RW

CO

Local funding Source (3)

City of Union

PE

DD

\$ 0.10

\$ 0.10

Local funding Source (4)

PE

DD

RW

CO

Local funding Source (5)

PE

DD

RW

CO

Local Funding Totals

PE

DD

RW

CO

\$ 0.10

\$ 0.10

\$ 0.30

\$ 2.00



ODOT Program or Earmark Funding Commitments

Will funding from another ODOT program or legislative earmarks be used in the development or

No

PE

DD

RW

CO

OTIC Turnpike Bond Revenue Funding

Have Ohio Turnpike and Infrastructure Commission (OTIC) Revenue Bonds been committed for the

No

PE

DD

RW

CO

Funding Summary

	PE	DD	RW	CO
Local Funding	\$ 0.10	\$ 0.10	\$ 0.30	\$ 2.00
ODOT / Earmark Funding				
OTIC Bond Funding				
Previous TRAC Funding	\$ 0.60	\$ 0.60	\$ 0.20	
New TRAC Funding				\$ 8.00
Future TRAC Funding				
Funding Totals	\$ 0.70	\$ 0.70	\$ 0.50	\$ 10.00

Total Project Cost

\$ 11.90

Total Local	Total ODOT	Total OTIC	Total TRAC
\$ 2.50			\$ 9.40
% Local	% ODOT	% OTIC	% TRAC
21.0%			79.0%



Tier I Construction Estimate

Projects requesting Tier I status are required to submit a budgetary construction estimate. Additionally estimates must be inflated to the anticipated year of construction.

Roadway	\$ 6,154,397.00
Drainage	\$ 1,120,661.00
Traffic Control	\$ 768,439.00
Structures	\$ 882,892.00
Retaining Walls	
Railroad	
Contingency	\$ 946,197.00
Total Estimate	\$ 9,872,586.00
Date of Inflated Estimate	12/14/2018
Year of Inflation Estimate	2021



MPO & District Acknowledgement

MPO Acknowledgement

Is this project within the boundaries of a Metropolitan Planning Organization (MPO)?

Yes

Please identify the respective MPO.

MVRPC

Has the MPO provided a letter or support or acknowledgment for this project?

Yes

District Acknowledgement

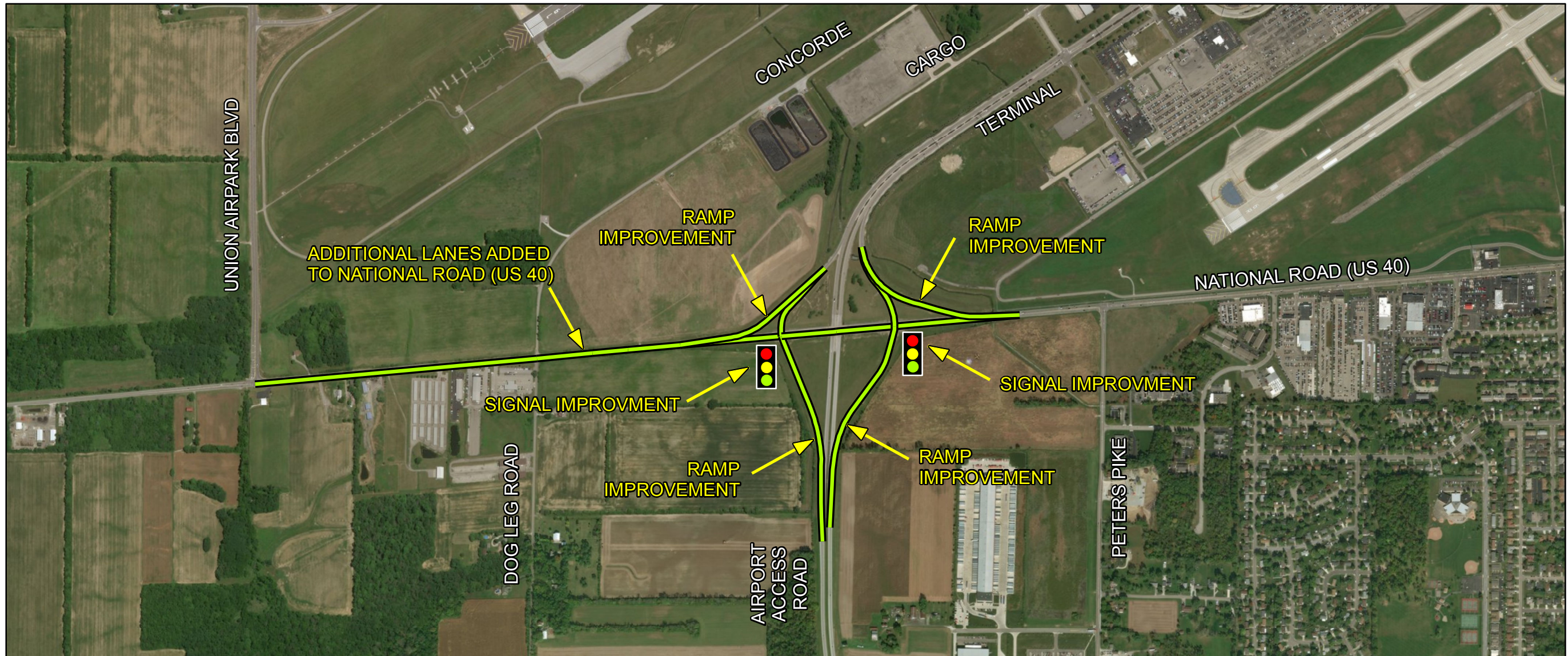
Has the appropriate ODOT District Planning Office been contacted about the development and construction of this project?

Yes

Has the ODOT District Office provided a letter or support or acknowledgment for this project?

Yes

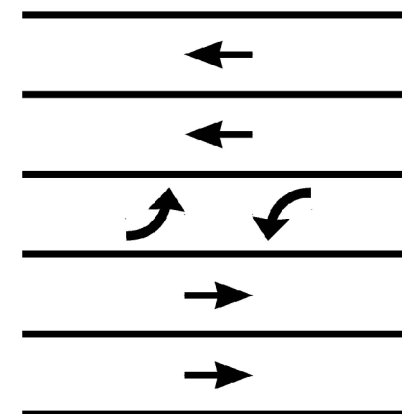
Attachments



PROJECT DESCRIPTION

THE PROJECT IS TO WIDEN NATIONAL ROAD (US 40) FROM UNION AIRPARK BOULEVARD TO THE AIRPORT ACCESS ROAD. THE ROAD WILL BE WIDENED FROM AN EXISTING THREE LANE TO A FIVE LANE ROAD. THE PROJECT WILL ALSO IMPROVE THE RAMPS AT AIRPORT ACCESS ROAD & UPGRADE THE TRAFFIC SIGNALS.

COST ESTIMATE: \$9.6M



PROPOSED LANE CONFIGURATION

Legend

 PROJECT IN PROGRESS



For further information please contact:
 Jeff Koehn
 IBI Group
 23 Triangle Park Drive Suite 2300
 Cincinnati, Ohio 45246
 513-942-3141 ext. 51907
 jeff.koehn@ibigroup.com
 www.ibigroup.com

I-70/75 AIRPORT LOGISTICS ACCESS SEGMENT 1 - NATIONAL ROAD (US 40)

1,000 Feet



RESOLUTION

MONTGOMERY COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

Resolution Number 2019-38

RESOLUTION AUTHORIZING SUBMISSION OF APPLICATION TO ODOT'S TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC) FOR CONSTRUCTION FUNDS FOR THE 70/75 AIRPORT LOGISTICS ACCESS PROJECT

WHEREAS, the Transportation Review Advisory Council ("TRAC") of the Ohio Department of Transportation ("ODOT") formally announced the solicitation of applications for the allocation of new/additional funding for Major New Capacity projects; and

WHEREAS, by action of Resolution 2014-29, the Board of Trustees (the "Board") of the Montgomery County Transportation Improvement District ("TID") approved the submission of an application to TRAC and was awarded Tier II funding for preliminary engineering, design, and right-of-way for 70/75 Airport Logistics Access Project to improve US 40 in response to new and anticipated future economic development in the area; and

WHEREAS, the Executive Director has recommended that the TID now apply to ODOT's TRAC specifically for Tier I construction funding for the 70/75 Airport Logistics Access Project to provide for increased traffic, including semi-tractor trailer truck traffic, servicing regional industrial parks near the I-70/75 Interchange and the Dayton International Airport.


NOW THEREFORE BE IT RESOLVED, by the Board of Trustees of the Montgomery County Transportation Improvement District that the Executive Director be and is hereby authorized to prepare and submit an application to ODOT's 2019 Transportation Review Advisory Council for Tier I construction funding of the 70/75 Airport Logistics Access Project.

BE IT FURTHER RESOLVED, by the Board that copies of this resolution be provided to the Executive Director, the Secretary of the TID, the TID's General Counsel, the TID's Finance Director, ODOT, MVRPC, the Dayton International Airport, the City of Union, the City of Vandalia, Butler Township, and Montgomery County.

Adopted the 13th day of May 2019.



Chairperson, Montgomery County Transportation Improvement District

Attest: 

Secretary/Treasurer

Upon Motion by Mr. Hibner
Seconded by Mr. Tatham
Motion carried unanimously

Crystal Corbin

From: Matt.Parrill@dot.ohio.gov
Sent: Friday, May 31, 2019 1:42 PM
To: Crystal Corbin
Cc: Randy.Chevalley@dot.ohio.gov; Scott.Boyer@dot.ohio.gov; James.Gates@dot.ohio.gov
Subject: RE: District 7 Acknowledgement Request

Importance: High

Crystal:

Thanks for the project development update and to inform the district that you will be applying to TRAC for Tier 1 construction funding. Our staff continues to work with you during the right of way phase and understand the proposed schedule that you intend to meet and thus the request for the TRAC funding in FY 21.

Please let us know if you need anything from the district in preparation for the TRAC hearing this fall.

Regards,

Matt Parrill, P.E.
Capital Programs Administrator
ODOT District Seven
1001 St. Mary's Avenue, Sidney, Ohio 45365
937.497.6802
transportation.ohio.gov



From: Crystal Corbin <ccorbin@mctid.org>
Sent: Friday, May 31, 2019 1:29 PM
To: Parrill, Matt <Matt.Parrill@dot.ohio.gov>
Subject: District 7 Acknowledgement Request

Matt,

As you know, the TID is preparing to submit a TRAC application for Tier1 construction funding for the I-70/75 Logistics Access Park Project (US 40). You may recall that the project will improve federal, state and local roadways to accommodate increased traffic, particularly heavy truck traffic, stemming from the Proctor and Gamble development and several other regional industrial parks and future developments containing large logistics & distribution facilities near the I-70/I-75 Interchange and the Dayton International Airport.

The project is progressing through the Tier 2 TRAC funding phase and will be ready for construction by FY21. Please accept this email as a request of your acknowledgement for the submission of a TRAC application for the project.

As always, thank you for your assistance and support.

Thank you,

Crystal L. Corbin
Deputy Director
Montgomery County
Transportation Improvement District (TID)
614-530-0884
ccorbin@mctid.org