



March 13, 2012

Transportation Review Advisory Council  
Attn: Mr. Jim Gates  
Division of Planning  
1980 West Broad Street  
Columbus, Ohio 43223

**Re: Draft 2013-2016 TRAC list**

Dear TRAC Members:

On behalf of the Downtown Dayton Partnership (DDP), I am pleased to write this letter in support of the completion of the I-75 Downtown Dayton corridor project. The DDP is a nonprofit organization committed to making downtown a better place to live, work and visit. Our organization believes it's vital the region have a strong, vibrant urban core for its overall economic prosperity. A modern, safe and efficient transportation network is critical to that economic prosperity. Indeed, easy and convenient access to such key transportation arteries as I-75 is a primary reasons businesses are located in and attracted to downtown. It's crucial we continue to improve that advantage to doing business downtown.

The DDP also supports the I-75 project because it in turn supports the Greater Downtown Dayton Plan, a strategic blueprint for the future of downtown Dayton. The Plan was developed through a collaborative effort between the DDP, City of Dayton, public and private sector partners, and hundreds of volunteers. It calls for building on existing assets to strengthen downtown — and create a more robust region. Convenient access to I-75 is one of those key assets. The modernization project will ensure the highway remains an asset well into the future with long-needed improvements.

Built in the 1950s, the portion of I-75 in downtown Dayton is more than 50 years old and its capacity to move traffic safely and efficiently is severely limited. A 1999 study titled "America's Worst Bottlenecks" estimated I-75 congestion through downtown Dayton contributes 4.5 million hours of delay at a cost of \$100 million per year. The final phase of this project will replace the various entrances and exits in the core of downtown Dayton with a single, centrally located interchange. The cost is estimated at \$238 million, a significant savings over the original cost of the project as a result of redesign efforts in cooperation with the City of Dayton and other major downtown employers. This section of I-75 is primarily elevated and major bridge reconstruction/replacement has been deferred for many years in anticipation of the Phase 2 TRAC project underlining the importance of keeping the project close to its original construction schedule.

The future belongs to those regions taking urban revitalization seriously. It is those regions that will continue to attract high-value jobs and creative, young professionals — and the businesses and organizations that want to employ them. Improving I-75 through downtown Dayton is not only a critical part of those urban revitalization efforts, it's a project that immensely benefits the Dayton region and beyond.

Sincerely,

A handwritten signature in black ink that reads "Sandra K. Gudorf". The signature is written in a cursive, flowing style.

Sandra K. Gudorf  
President, Downtown Dayton Partnership