

**FY 2016-2019
TRANSPORTATION IMPROVEMENT
PROGRAM**

**CHARLESTON, WV
METROPOLITAN TRANSPORTATION
PLANNING AREA**

**BCKP REGIONAL INTERGOVERNMENTAL COUNCIL
SEPTEMBER 2015**

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INTRODUCTION

As a condition of receiving Federal capital or operating assistance for transportation planning, improvements or operations, the Charleston, WV urbanized area must maintain a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area. The Transportation Improvement Program (TIP) is a multi-modal transportation document required by the US Department of Transportation to fulfill the objectives of the Metropolitan Transportation Planning Process. For the purposes of conducting regional comprehensive transportation planning and implementing transportation improvements, the Charleston, WV urbanized area has been expanded to include all of Kanawha and Putnam counties.

The FY 2016-2019 Transportation Improvement Program (TIP) for the Charleston, West Virginia Metropolitan Area includes transit and highway improvement or maintenance projects to be implemented in FY 2016 through FY 2019. It is prepared in cooperation with the US Department of Transportation's Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the West Virginia Department of Transportation (WVDOT), the Kanawha Valley Regional Transportation Authority (KVRTA) and local communities. The fiscal year is defined as that which is followed by the State of West Virginia and the Regional Intergovernmental Council and begins on July 1 and ends on June 30.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) includes provisions regarding the preparation of the TIP and the program's contents. These provisions include project selection, project prioritization, a financial plan which is to demonstrate that funding can reasonably be expected to be available, and an opportunity for public comment prior to approval.

PURPOSE AND PROCEDURES

The primary purpose of RIC's Transportation Improvement Program (TIP) is to provide a mechanism for enabling local input into the use of federal funds for surface transportation projects, determine regional transportation priorities and demonstrate a short-range transportation vision for the region.

Projects included in RIC's FY 2016-2019 TIP are approved by the committees providing input into RIC's decision-making process. The Transportation Technical Advisory Committee (TTAC) monitors the activities of RIC's transportation planning staff and reviews the technical procedures and standards for conducting the process. Members of the public, as well as private transit operators, are also given an opportunity to provide input into the TIP. This is accomplished by means of a public notice published in the local newspaper and a public comment period.

Recommendations of the TTAC regarding the TIP are approved or disapproved for presentation to the Regional Intergovernmental Council's Policy Board, which is responsible for the overall policy, guidance, and direction for the Metropolitan Transportation Planning Process in the Charleston, West Virginia Urbanized Area. Its voting membership, forty-eight (48) in number, consists of the mayors and county commissioners of each of the municipalities and counties in Region III as well as one citizen from each county and the City of Charleston, two minority interest representatives, nine citizens appointed by the RIC policy board and one member from the KVRTA and one member from the West Virginia Department of Transportation. The members approve or disapprove any projects presented to them, and have the authority to propose any projects they believe should be included in the TIP or recommend changing priorities. However, any changes are subject to approval by the West Virginia Department of Transportation. The RIC Policy Board makes the final decision on the document to be submitted to the West Virginia Department of Transportation. Amendments to the TIP are made quarterly in compliance with the schedule prescribed by the West Virginia Department of Transportation (Figure 1).

In the event of a minor project change in the TIP, an administrative modification may be performed. The following actions are eligible as administrative modifications to the TIP:

- correcting minor data entry errors;
- splitting or combining projects without modifying the original project design, concept, scope and funding;
- changing or clarifying elements of a project description without changing funding project design, concept or scope;
- moving a project from one federal funding category to another except for STP- Urbanized funding;
- moving a project from Federal funding to State funding;
- shifting the schedule of a project or phase within the years covered by the MTP/TIP (with no impact to fiscal constraint);
- changing a project's funding amount provided the change is less than two million dollars;

Administrative modifications shall be tracked by RIC staff and made available to appropriate committees through electronic communication and/or a written memorandum. Since administrative modifications do not require RIC Policy Board approval, no notice is required to be given to the RIC Policy Board or the public prior to approval. They shall, however, be presented to the TTAC for its review and comment.

TIP CONTENT

Improvements to be included in the TIP originate from WVDOT project lists, KVRTA's capital program, and RIC's Metropolitan Transportation Plan (MTP). The TIP includes all highway and transit projects which received federal funding within Kanawha and Putnam counties, as required by federal transportation planning regulations.

MAP-21 PLANNING FACTORS

MAP-21 requires RIC to consider the following eight factors when conducting transportation planning. The eight factors were considered to the extent allowable in the development of the Transportation Improvement Program (TIP) and the RIC 2040 Metropolitan Transportation Plan (MTP). Several projects and programs directly and indirectly influence certain factors listed below:

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and non-motorized users;
- 3) Increase the security of the transportation system for motorized and non-motorized users;
- 4) Increase accessibility and mobility to people and freight;
- 5) Protect and enhance the environment, provide energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- 6) Enhance the integration and connectivity of transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation; and
- 8) Emphasize the preservation of the existing transportation system.

PRIORITIES

To meet the provisions of MAP-21, highway and transit projects are prioritized according to the scheduled dates for implementation.

FINANCIAL FEASIBILITY

Based on presently known federal-aid obligation authority, all highway projects listed in the TIP have been programmed by the WV Division of Highways and can reasonably be expected to be funded as programmed within the time frame of the TIP. Transit projects are based on future Section 5307 and 5310 (formula) funding at current levels and Section 5309 (discretionary) funding which can reasonably be anticipated. Programmed federal funding by type and fiscal year is shown on the following table:

FEDERAL HIGHWAY AND TRANSIT FUNDING SUMMARY BY TYPE

FUNDING TYPE	2016	2017	2018	2019	TOTAL
KANAWHA COUNTY					
NHPP	\$6,335,600				\$6,335,600
NRT	\$80,000				\$80,000
STP	\$10,228,400	\$18,623,258			\$28,851,658
TAP	\$599,261				
NHPP - EXE	\$6,707,466	\$2,335,067			\$9,042,533
TOTAL	\$23,950,727	\$20,958,325			\$44,909,052
PUTNAM COUNTY					
CMAQ	\$640,000				\$640,000
HSIP	\$423,000				\$423,000
NHPP	\$19,368,000	\$26,304,000			\$45,672,000
TAP	\$126,200				\$126,200
TOTAL	\$20,557,200	\$26,304,000			\$46,861,200
FEDERAL TRANSIT FUNDING SUMMARY BY TYPE (1,000'S)					
Total Federal Programmed	\$3,564	\$3,084	\$3,068	\$3,356	\$9,716
Total Local Programmed	\$2,766	\$2,726	\$2,792	2,944.0	\$8,284
Total Funds Programmed	\$6,330	\$5,810	\$5,860	\$6,300	\$18,000
Carryover 5307 Funding from prior years	\$3,213	\$2,644	\$2,546	\$2,555	\$10,956
New FY 5307 Apportionment	\$2,740	\$2,740	\$2,740	\$2,740	\$10,960
5308	\$0	\$0	\$0	\$0	\$0
5309	\$0	\$0	\$0	\$0	\$0
5310	\$0	\$0	\$0	\$0	\$0
Carryover 5339 (capital only)	\$0	-\$9	\$82	\$269	\$342
5339 (Capital Only)	\$255	\$255	\$255	\$255	\$1,020
Federal Funds Available	\$6,208	\$5,629	\$5,622	\$5,818	\$23,278
KVRTA Local Funding	\$2,766	\$2,726	\$2,792	\$2,944	\$8,284
Federal Carryover Unrestricted (5307)	\$2,644	\$2,546	\$2,555	\$2,463	
Federal Carryover Capital Only (5339)	-\$9	\$82	\$269	\$288	
	\$2,635	\$2,628	\$2,824	\$2,751	

EXPLANATION OF ACRONYMS

Funding Category

FEDERAL FUNDING TYPES		FEDERAL	LOCAL
I	Interstate Construction	90%	10%
IM	Interstate Maintenance	90%	10%
NHS	National Highway System	80%	20%
BR	Bridge Replacement and Rehabilitation	80%	20%
STP	Surface Transportation Program	80%	20%
CMAQ	Congestion Mitigation and Air Quality	80%	20%
HES	Hazard Elimination	90%	10%
BH	Major Bridge Renovation	80%	20%
RRP	Rail Road Protective Devices	90%	10%
DPBR	Special Funding	80%	20%
CMAQ	Congestion Mitigation	80%	20%
SB	Scenic Byways	80%	20%
ACHP	Advance Construction High Priority	80%	20%
ACIM	Advance Construction Interstate Maintenance	90%	10%
UFF	Undesignated Federal Funds	80%	20%
TCSP	Transportation and Community and System Preservation	100%	0%
NRT	National Rails Trails Fund	80%	20%
TAP	Transportation Alternatives Program	80%	20%
ER	Emergency Relief Program	80-100%	0-20%
HSIP	Highway Safety Improvement Program	80%	20%
NHPP	National Highway Performance Program	80%	20%
HSIP	Railroad Crossings	80%	20%
Section 5307	FTA Formula (Operating/Capital)	50/80%	50/ 20%
Section 5309	FTA Discretionary Capital Grant	80%	20%
Section 5310	FTA Elderly/Handicapped Capital Grants	80%	20%
Section 5339	Bus and Bus Facilities Program	50%	50%

Phase of Work:

PR	-	Preliminary Review
PE	-	Preliminary Engineering
CP	-	Contract Plans
RW	-	Right-of-Way
CN	-	Construction
FS	-	Feasibility Study
EIS	-	Environmental Impact Statement
DR	-	Design Report

Project Type

The TIP is divided into highway and transit elements. The West Virginia Division of Highways classifies projects according to the following system, with prefixes attached to the project number:

T	-	Technical Support
U	-	Improvements
X	-	System Expansion
E	-	Emergencies
S	-	Service Life

Agency

WVDOT	-	West Virginia Department of Transportation
KVRTA	-	Kanawha Valley Regional Transportation Authority

Project Carryover

C/O	-	Carryover
**	-	Project is included in the previous (FY2014-2017) TIP, as amended, but has been included in this document for carryover purposes.

RIC TIP/TIP AMENDMENTS SCHEDULE AND PROCEDURES

SCHEDULE	ACTIVITY
30 days before RIC Policy Board meeting	RIC staff requests draft TIP amendment project data from WV DOH Planning Division
14 days before RIC Policy Board meeting	Publication of legal notice in the Charleston Gazette-Mail notifying public of new TIP document or TIP amendments
14 days before RIC Policy Board meeting	New TIP document or TIP amendments distributed to air quality conformity interagency consultation group for concurrence
Two days before RIC Policy Board meeting	Proposed TIP or TIP amendments presented to the RIC Transportation Technical Advisory Committee (TTAC) for review, comment and recommendation
The day of the RIC Policy Board Meeting	New TIP or TIP amendments presented to RIC Policy Board for adoption at quarterly RIC Policy Board meeting
One day after the RIC Policy Board meeting	The adopted TIP or TIP Project amendments list is submitted to the WVDOT Secretary for approval
Approximately 30 days after TIP or TIP amendments adoption	Notice of approval of new RIC TIP or TIP amendments is distributed by WVDOT Secretary to RIC, FHWA, FTA and WVDEP
Approximately 30 days after TIP or TIP amendments adoption	Notice is issued by WVDOH that RIC TIP Amendments have been added to the Statewide Transportation Improvement Program (STIP) project list

PUBLIC TRANSIT FINANCIAL CAPACITY ANALYSIS

The Kanawha Valley Regional Transportation Authority (KVRTA), the public transit provider for Kanawha County, WV, certifies that, pursuant to FTA Circular 7008.1, it has the financial capacity to carry out programs and projects included in RIC's TIP. While KVRTA has experienced recent increases in operating costs, due largely to inflation and increased fuel costs, the Authority has been able to absorb these increases as a result of:

- management practices to curtail unproductive service;
- annual fuel program administration which takes advantage of long-term fuel contracts; and
- the historic average increases (2% per year) in the local funding generated annually through revaluations of property taxes.

KVRTA's excess levy was renewed in May 2014. The levy is in effect until June 30, 2019. Renewal of the levy will be placed on the ballot in 2018 and, if approved, will provide funding from July 1, 2019 through June 30, 2023. The levy receipts should assure financial stability over the next four fiscal years. KVRTA expects federal funding levels to remain at current levels. KVRTA's financial stability over the period of RIC's TIP is assured.

KVRTA TRANSIT IMPROVEMENT JUSTIFICATIONS

Operating & Planning Assistance, FY 2016 – FY 2019:

KVRTA will apply ongoing Section 5307 allocations for operating assistance for transit service in the KVRTA service area.

Purchase 30 ft. & 35 ft. Buses, FY 2016 – FY 2019:

KVRTA will apply Section 5307, 5339, &/or other funds secured by KVRTA or the State of West Virginia for the replacement and or expansion of the existing fleet. Vehicles that will be replaced will, at the time of replacement, have met or exceeded FTA's required useful life requirements. At the current time, KVRTA has nine 35 ft. buses that have met their useful life and are eligible for replacement. In 2019, KVRTA will have an additional four 30 ft. buses that will have met their useful life and be eligible for replacement. However, there are not enough federal funds allocated to the Authority for these buses to be programmed for replacement. They are listed on the attached "Illustrative Listing of Transit Projects" in FY 2016 & 2019. If funding becomes available these projects will be moved to the active TIP document.

Purchase < 30 ft. Buses, FY 2016 – FY 2019:

KVRTA will apply Section 5307, 5339, &/or other funds secured by KVRTA or the State of West Virginia for the replacement and or expansion of the existing fleet. Vehicles that will be replaced will, at the time of replacement, have met or exceeded FTA's required useful life requirements. KVRTA will have five <30 ft. buses eligible for replacement in 2016, and has programmed the replacement of these buses with 5307 funding.

Purchase ADA Converted Lift Equipped Vehicles, FY 2016 – FY 2019:

KVRTA will apply Section 5307, 5339, &/or other funds secured by KVRTA or the State of West Virginia for the replacement and or expansion of the existing fleet. Vehicles that will be replaced will, at the time of replacement, have met or exceeded FTA's required useful life requirements. KVRTA has programmed the replacement of these vehicles as

follows, utilizing 5339 funding: four vehicles in FY 2016; two vehicles in FY 2017; three vehicles in FY 2018; and three vehicles in FY 2019.

Purchase Support Vehicle, FY 2015 - FY 2019:

KVRTA will apply Section 5307, 5339 or other funds for the replacement and or expansion of the existing support fleet. Vehicles that will be replaced will, at the time of replacement, have met or exceeded FTA's required useful life requirements. KVRTA has programmed the replacement of these vehicles as follows, utilizing 5339 funding: one vehicle in FY 2016; one vehicle in FY 2017; one vehicle in FY 2018; and two vehicles in FY 2019.

Associated Capital Maintenance Items, Shop & Misc. Equipment, FY 2016-FY

2019: KVRTA will apply Section 5307, 5339 &/or other funds to be used for the replacement and or expansion of the Authority's equipment inventory including, but not limited to: spare engines, spare hybrid batteries (if needed), transmissions, continuation of the replacement of vehicle equipment and office equipment, copiers, phone systems, cash registers, money counting equipment, etc. to ensure the Authority operates in an efficient method. Specific items will be identified in grant applications based on needs.

Misc. ADP Hardware and/or Software, FY 2016 – FY 2019:

KVRTA will apply Section 5307, 5339 &/or other funds to be used for the replacement and or expansion of the Authority's existing computer hardware and software systems including, but not limited to: network systems, printers, standalone computers, portable computers, fleet fueling systems, and other computerized systems in Administration, Operations and Maintenance Divisions. KVRTA increased funding for FY 2016 as plans are under way to update the Authority's mainframe servers and individual workstations.

Passenger Shelters & Station Improvements, FY 2016 – FY 2019:

KVRTA will apply Section 5307, 5339 &/or other funds secured by KVRTA or the State of West Virginia for the replacement, renovation or expansion of the Authority's bus shelters and stations located throughout the service area. In FY 2016 & 2017 KVRTA

will be upgrading a majority of its passenger shelters, benches and install new signage throughout the system using both Section 5307 & 5339 funds.

In addition, the attached “Illustrative Listing of Transit Projects” in FY 2016 includes funding for the construction of a new downtown Charleston Transit Mall including shelters, signage and lighting beginning in FY 2016 & continuing into FY 2017. If federal funding becomes available this projects will be moved to the active TIP document.

Misc. Renovations, FY 2016 - FY 2019:

KVRTA will apply Section 5307, 5339 &/or other funds secured by KVRTA or the State of West Virginia for the renovation and maintenance of the facilities located at 1550 Fourth Avenue to ensure the facilities are kept up to code and provide a safe and efficient working environment. KVRTA has programmed funding annually for repairs and renovations to its existing facilities, which were constructed in the 1950’s. Projects under consideration are improved lighting, replacement of doors, upgrading ventilation, installing catwalks on above ground fuel tanks, etc. Specific items will be identified in grant applications based on needs.

Purchase Surveillance & Security Equipment, FY 2016 - FY 2019:

KVRTA will apply Section 5307, 5339 &/or other funds for the replacement and or expansion of existing surveillance and security equipment currently employed by the Authority to ensure passenger and employee safety throughout the system. KVRTA has programmed funding annually for replacement cameras, recording equipment upgrades to the security system and the possible installation of automated gates & entry doors. Specific items will be identified in grant applications based on needs.

Capital Leases, FY 2016 - FY 2019:

KVRTA will apply Section 5307, 5339 &/or other funds secured by KVRTA or the State of West Virginia for the annual tire lease.

AIR QUALITY CONFORMITY

Current Status

The Charleston Metropolitan Planning Area (Kanawha and Putnam counties) is currently designated as a maintenance area for the PM 2.5 (particulate matter, 2.5 microns) air pollutant component. On April 30, 2014, the Environmental Protection Agency determined that PM 2.5 mobile emissions is not a significant contributor of air pollution within the planning area. As a result, no regional mobile source emissions modeling analysis is required. The requirement to demonstrate air quality conformity per the requirements of 40 CFR 93.109 (f) still applies. Additionally, federally funded transportation improvement projects within the planning area are still subject to project level transportation conformity analysis requirements.

The revocation of the 1997 eight-hour ozone standard and the final rule for implementing the 2008 ozone national ambient air quality standards (NAAQS) (the “2008 ozone NAAQS”) became final on April 6, 2015. As a result, the Charleston Metropolitan Planning Area is no longer required to conduct mobile source air quality conformity determinations for the 1997 eight-hour ozone standard.

Interagency Consultation Process

In order to ensure that all transportation improvement projects contained within RIC's TIP do not adversely affect regional air quality, an interagency consultation process is maintained by RIC staff with participation by a representative from the Federal Highway Administration, the Federal Transit Administration, the West Virginia Department of Environmental Protection, Division of Air Quality, the West Virginia Department of Transportation and the United States Environmental Protection Agency. All proposed amendments to RIC's TIP shall be distributed to each representative for review and comment at least 14 days prior to the date of a RIC Policy Board meeting. Comments from each representative shall be submitted to the RIC in writing at least one day before the meeting.