

**FY 2018-2021
TRANSPORTATION IMPROVEMENT
PROGRAM**

SEPTEMBER 2017

**CHARLESTON, WV
METROPOLITAN TRANSPORTATION
PLANNING AREA**

**B-C-K-P Regional Intergovernmental Council
315 D Street
South Charleston, WV 25303**

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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 Metropolitan Planning Area includes all of Kanawha and Putnam counties.

The FY 2018-2021 TIP for the Charleston, West Virginia Metropolitan Area includes transit and highway improvement or maintenance projects to be implemented in FY 2018 through FY 2021. The fiscal year followed by the State of West Virginia and the Regional Intergovernmental Council begins on July 1 and ends on June 30. The TIP 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), and the Kanawha Valley Regional Transportation Authority (KVRTA) and local communities.

The Fixing America's Surface Transportation (FAST) Act and previous transportation legislation 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.

RIC PLANNING AREA

The Region 3 Planning and Development Council (RIC) consists of Boone, Clay, Kanawha and Putnam Counties. On December 5, 1973, the RIC assumed responsibility for coordinating transportation planning in Region 3, with the understanding that project inclusion on the TIP need only occur for the urbanized planning area of Kanawha and Putnam counties.

Titles 23 and 49 of the United States Code (23 U.S.C. 134 (k) (I) (A) and 49 U.S.C. 5303 (k) (I) (A) requires the Secretary of Transportation to designate urbanized areas over 200,000 population as Transportation Management Areas (TMA). It can also be designated by special request from the state Governor or by the designated MPO for the urbanized area.

On July 16, 2012, the U.S. Census Bureau released its urbanized area delineations from the 2010 Census. The Huntington, WV-KY-OH urbanized area exceeded the 200,000-population threshold signifying a new TMA which included portions of Cabell, **Putnam**, and Wayne counties in WV, portions of Boyd and Greenup counties in KY,

and part of Lawrence County, OH.

The KYOVA Interstate Planning Commission began to oversee the transportation planning activities in the Huntington, WV-KY-OH TMA on July 1, 2013 with the exception of the TMA portion in Putnam County, WV. The Regional Intergovernmental Council (RIC) Metropolitan Planning Organization located in Charleston, WV retains all transportation responsibility for the Putnam County portion of the Huntington, WV-KY-OH TMA.

PURPOSE

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. Metropolitan Planning Organizations are required by the FAST Act to prepare a fiscally constrained TIP and cover a period of at least four years. The FAST Act promotes reinvestment in the existing infrastructure, emphasizes public involvement in the transportation planning process, introduces new transportation technologies, promotes intermodal connections, suggests and introduces alternative funding strategies, and offers a pragmatic approach to new construction projects. All TIP projects are consistent with RIC's 2045 Long Range Transportation Plan and because this plan is cost constrained all projects shown are anticipated to be authorized over the selected years of the TIP.

TIP PROCESS

Projects included in RIC's FY 2018-2021 TIP are endorsed by the West Virginia Department of Transportation and approved by various 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 a public notice published in the local newspaper with a designated public comment period included in the notice.

Recommendations from 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 most populous municipality in each county, two minority interest representatives, nine citizens appointed by the RIC policy board and one member each from the KVRTA and the WVDOT. 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. They can also recommend a change in priorities for the projects presented for their approval. However, as mentioned above any projects submitted for approval are subject to endorsement 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 for their final review. Amendments to the TIP are made quarterly in compliance with the schedule prescribed by the West Virginia Department of Transportation, (Page 11).

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;
- adjusting or assigning new project numbers as needed;

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). These projects consist of highway, bikeway, transportation alternative projects and transit operating and capital projects. They receive federal funding for Kanawha and Putnam counties, as required by federal transportation planning regulations. Rarely, a state funded project will be added to the TIP with an understanding that there is a strong possibility that it will receive federal funding in the near future. If it does not receive federal funding as anticipated it will be removed from the TIP.

GROUPED PROJECTS

The West Virginia Association of Metropolitan Planning Organizations (WVAMPO) officers have been meeting with WVDOT personnel over the past several months to develop a system of Groupable and Non-groupable projects for the TIP and the STIP. Groupable projects will not require approval from the MPO Policy Boards nor require Air Quality analysis since they do not add capacity to the existing highway system. The absence of these requirements will lessen the administrative burden on both the MPO and the WVDOT. Project groups include Maintenance and System Preservation (Bridge), Maintenance and System Preservation (Pavement), Maintenance and System Preservation (Other), Safety Improvements, Operational Improvements, Bike, Pedestrian and Community Development, and Emergency Relief Projects. They are not regionally significant or capacity adding projects, and are determined to be environmentally Category Exclusion projects. The TTAC will continue to review changes to the TIP, but no formal approval by the TTAC or Policy Board will be required. Any project that adds capacity, or is regionally significant, will be part of the Non-Groupable Project list and will require approval from the MPO Policy Board and will follow the typical TIP amendment process detailed on page 11.

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT PLANNING REQUIREMENTS AND STATUTORY PROVISIONS

1. Annual listing of projects (23U.S.C. 135(g)(5); 49 U.S.C. 5303(g)(5):

"An annual listing of projects for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the metropolitan planning organization for public review. The listing shall be consistent with categories identified in the Transportation Improvement Program."

2. Sharing of revenue estimates for TIP's and Plan's (23 U.S.C. 134 (i)(2)(E)(iii) and (23 U.S.C.)134(j)(1)(C); 49 U.S.C. 5303(i)(2)(E)(iii) and (j)(1)(C)

"For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and State shall cooperatively develop estimates of funds that will be available to support plan implementation."

"For the purpose of developing the TIP, the metropolitan planning organization, public transportation agency, and the State shall cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation".

3. State consultation with local officials in non-metropolitan areas (23 U.S.C. 135 (f)(2)(B)(i)(g)(2)(B)(i); 49 U.S.C. 5304(f)(2)(B)(i), (g)(2)(B)(i):

"With respect to non-metropolitan areas, the statewide transportation plan shall be developed in cooperation with affected non-metropolitan officials with responsibility for transportation or, if applicable, through regional planning organizations..."

4. Consultation with transit users and freight shippers and service providers (23 U.S.C. 134(i)(6)(A) and 49 U.S.C. 5303(i)(6)(A):

"Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan."

5. Federal planning finding for STIP (23 U.S.C. 135(g)(8);49 U.S.C. 5304(g)(8):

" A finding shall be made by the Secretary at least every 4 years that the transportation planning process through which statewide transportation plans and programs are developed is consistent with this section 134."

PERFORMANCE MEASURES

A strategic approach to decision making based on the development and monitoring of performance based data to measure the outcome of investment decisions developed through the planning and programming process was originally introduced under MAP-21. The basic requirements evolving from this strategic approach were continued under the FAST ACT with the establishment of national performance goals in the following areas:

- Safety – Reduce traffic fatalities and serious injuries significantly on public facilities.
- Infrastructure Condition – Keep the entire highway infrastructure maintained.
- Congestion Reduction – Reduce congestion on the National Highway System significantly.
- System Reliability – Improves the overall efficiency of the surface transportation system.
- Freight and Economic Vitality – Support regional economic development, enhance the ability of rural communities to access national and international markets, and improve the national freight network.
- Environment Sustainability – Improve the performance of the transportation system while protecting and enhancing the natural environment.
- Reduce Project Delivery Delays – promote jobs and the economy and a reduction in project cost. Expedite the movement of people and goods by accelerating project completion through eliminating delays in project development and delivery, including reducing regulatory burdens and improving agencies work practices

WVDOT is interested in linking Performance Measures to TIP programming, the development of TIP procedures including groupable projects, MPO coordination with project programming as it relates to TAP applicants and the Districts, and an awareness of ADA issues. When West Virginia has completed their cooperative target setting process, RIC will adopt targets for the MPO Planning Area within the 180 day deadline period.

FINANCIAL FEASIBILITY

The FY 2018-2021 TIP is a cost constrained document, all highway projects listed in the TIP have been programmed by the WV Division of Highways, and are reasonably expected to be funded as programmed within the time frame of the TIP. Transit projects are dependent 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 are shown on the following table:

FEDERAL FUNDING SUMMARY

REGIONAL INTERGOVERNMENTAL COUNCIL

FEDERAL HIGHWAY FUNDING SUMMARY BY TYPE

FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM

FUNDING TYPE	2017	2018	2019	2020	2021	TOTAL
KANAWHA COUNTY	REFERENCE ONLY					
ACST	\$720,000					\$720,000
CMAQ 2.5	\$2,000,000	\$2,459,000	\$3,400,000			\$7,859,000
CMAQ	\$967,269	\$4,216,000	\$7,896,000			\$13,079,269
HSIP	\$2,600,123	\$1,250,000	\$1,875,000			\$5,725,123
NHPP	\$26,158,620	\$4,881,500	\$4,425,000			\$35,465,120
NRT	\$52,328	\$120,000	\$56,320			\$228,648
NHPP-EXEMPT		\$67,500	\$3,200,000	\$7,000,000	\$1,750,000	\$12,017,500
RR/HWY XI	\$56,160					\$56,160
STP	\$4,702,862	\$26,844,400	\$6,623,400		\$800,000	\$38,970,662
STP-OFF		\$40,000	\$800,000			\$840,000
TAP	\$236,477	\$1,308,600	\$1,638,105	\$196,618		\$3,379,800
TOTAL	\$37,493,839	\$41,187,000	\$29,913,825	\$7,196,618	\$2,550,000	\$118,341,282
PUTNAM COUNTY						
CMAQ 2.5		\$941,000		\$3,400,000	\$3,400,000	\$7,741,000
CMAQ	\$48,000	\$720,000		\$1,052,000	\$1,052,000	\$2,872,000
GARVEE	\$33,747,000					\$33,747,000
HSIP	\$115,076					\$115,076
NHFP	\$4,000,000	\$11,527,000	\$11,300,000	\$11,300,000		\$38,127,000
NHPP	\$40,000	\$33,897,800	\$24,533,400	\$17,580,000	\$28,869,000	\$104,920,200
STP-OFF			\$1,360,000			\$1,360,000
NRT			\$19,600			\$19,600
STP-TMA	\$60,000	\$260,000	\$200,000			\$520,000
STP			\$27,551,800			\$27,551,800
TAP-TMA		\$20,000	\$60,000			\$80,000
TAP	\$193,076	\$228,342		\$534,650		\$956,068
TOTAL	\$38,203,152	\$47,594,142	\$65,024,800	\$33,866,650	\$33,321,000	\$218,009,744
FEDERAL TRANSIT FUNDING SUMMARY BY TYPE (1,000's)						
Total Federal Programmed	\$3,240.0	\$6,244.0	\$3,800.0	\$4,048.0	\$3,198.0	\$13,284.0
Total Local Programmed	\$2,685.0	\$3,436.0	\$2,816.0	\$3,436.0	\$2,787.0	\$8,937.0
Total Funds Programmed	\$5,925.0	\$9,680.0	\$6,616.0	\$7,484.0	\$5,985.00	\$22,221.0
Carryover 5307 Funding from prior years	\$1,180.7	\$982.0	\$1,036.2	\$682.8	\$74.2	\$11,199.1
New FY 5307 Apportionment	\$2,818.0	\$2,846.2	\$2,874.6	\$2,903.4	\$2,932.7	\$11,199.1
5308	\$0.0	\$0.0	\$0	\$0.0	\$0.0	\$0.0
5309	\$0.0	\$0.0	\$0	\$0.0	\$0.0	\$0.0
5310	\$0.0	\$0.0	\$0	\$0.0	\$0.0	\$0.0

Carryover 5339 (capital only)	\$0.0	\$0.0	\$166.5	\$0.0	\$0.0	\$0.0
5339 (Capital Only)	\$223.3	\$3,618.5	\$234.5	\$246.2	\$252.3	\$1,067.3
Federal Funds Available	\$4,222.0	\$7,446.7	\$4,311.8	\$3,832.4	\$3,259.0	\$3,405.6
KVRTA Local Funding	\$2,685.0	\$3,436.0	\$2,816.0	\$3,436.0	\$2,787.0	\$15,556.0
Federal Carryover Unrestricted (5307)	982.0	1036.2	682.8	74.2	61.0	
Federal Carryover Capital Only (5339)	0.0	166.5	-171.1	-289.8	16.3	
Total Carryover	\$982.0	\$1,202.7	\$511.8	(-215.6)	\$77.3	

EXPLANATION OF ACRONYMS

	Federal Funding Category	Federal Portion	Local Portion
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%
STP-TMA	Surface Transportation Program-Transportation Management Area	80%	20%
STBG	Surface Transportation Block Grant 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 and Air Quality	80%	20%
CMAQ 2.5	Congestion Mitigation and Air Quality	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%
TAP-TMA	Transportation Alternatives Program - Transportation Management Area	80%	20%
ER	Emergency Relief Program	80-100%	0-20%
HSIP	Highway Safety Improvement Program	80%	20%
NHFP	National Highway Freight Program	80%	20%
NHPP	National Highway Performance Program	80%	20%
NHPP-EXE	National Highway Performance Program	90%	10%
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

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:

	Project Type
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
FHWA	Federal Highway Administration
USDOT	United States Department of Transportation

C/O	Project Carryover
**	Project is included in the previous (FY2016-2019) TIP, but has been included in this document for carry over purposes

RIC TIP/TIP AMENDMENTS AND PUBLIC INVOLVEMENT SCHEDULE

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 INVOLVEMENT

The public is notified via legal ad of any new amendments or updates to the TIP at least fourteen days before the RIC Policy Board meeting. Throughout RICs transportation planning process there are many opportunities for public involvement that are detailed in RIC's Public Participation Plan, which is available at the RIC office, or can be viewed on RIC's website, wvregion3.org.

ENVIRONMENTAL JUSTICE

Environmental Justice is the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations and policies. RIC identifies minority and low-income population groups to contribute in the evaluation and assessment of any plan or program produced by RIC or by consultants under contract for RIC. By ensuring opportunities for minority and low-income communities to influence the transportation planning and decision making processes through enhanced engagement and meaningful input, the MPO actively prevents disproportionately high and adverse effects of transportation projects on minority and low-income communities. Members of these minority and low-income communities have an opportunity to influence project decisions with their input. More information on RICs Environmental Justice and Public Participation may be found with in the Public Participation Plan on RIC's website.

INTERAGENCY CONSULTATION

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 or one designee shall be submitted to the RIC in writing at least three days before the meeting. If there are no adverse issues regarding air quality, an email stating that there are no adverse effects from the appointed designee will be sufficient.

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 2018 – FY 2021:

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 2018 – FY 2021:

KVRTA will apply Section 5307, 5339, and/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. In 2018, KVRTA plans to order two 30' buses and eight 35' buses that will have met their useful life requirements and be eligible for replacement. At the current time, there are not enough federal funds allocated to the Authority for these buses to be programmed for replacement. However, the funding for these vehicles is included in the West Virginia Department of Transportation, Division of Public Transit FTA Section 5339 Bus and Bus Facilities discretionary grant application that was submitted in August 2017.

Purchase < 30 ft. Buses, FY 2018 – FY 2021:

KVRTA will apply Section 5307, 5339, and/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 2020, and has programmed the replacement of these buses with 5339 funding.

Purchase ADA Converted Lift Equipped Vehicles, FY 2018 – FY 2021:

KVRTA will apply Section 5307, 5339, and/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: two vehicles in FY 2018; three vehicles in FY 2019; and two vehicles in FY 2020.

Purchase Support Vehicle, FY 2018 - FY 2021:

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 2018; two vehicles in FY 2019; one vehicle in FY 2020; and one vehicle in FY 2021.

Associated Capital Maintenance Items, Shop & Misc. Equipment, FY 2018-FY 2021:

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 2018 – FY 2021:

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.

Passenger Shelters & Station Improvements, FY 2018 – FY 2021:

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 2018 will continue to upgrade the passenger shelters, benches and signage throughout the system using both Section 5307 & 5339 funds.

Misc. Renovations, FY 2018 - FY 2021:

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 2018 - FY 2021:

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.

AIR QUALITY CONFORMITY

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.