

**FY 2020-2023
TRANSPORTATION IMPROVEMENT
PROGRAM**

December 2019

**CHARLESTON, WV
METROPOLITAN TRANSPORTATION
PLANNING AREA**

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

TABLE OF CONTENTS

| | |
|---|----|
| Section 1: | |
| Introduction..... | 2 |
| Purpose..... | 3 |
| TIP Content..... | 3 |
| TIP Process..... | 3 |
| TIP Amendments/Administrative Adjustments..... | 4 |
| Groupable Projects..... | 5 |
| Planning Requirements and Statutory Provisions..... | 6 |
| Performance Based Planning and Programming..... | 7 |
| Implementation..... | 9 |
| System Performance Report..... | 10 |
| Financial Feasibility..... | 10 |
| Federal Funding Summary..... | 12 |
| Explanation of Acronyms..... | 13 |
| TIP Schedule..... | 15 |
| Public Involvement..... | 16 |
| Environmental Justice..... | 16 |
| Interagency Consultation..... | 16 |
| Air Quality Conformity..... | 16 |

Section 2: Highway Improvement Project List

Section 3: Public Transit Improvement Plan and Project List

Section 4: Performance Targets

Section 5: Air Quality Conformity Analysis Report

Section 6: RIC Policy Board Adopting Resolution

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 2020-2023 TIP for the Charleston, West Virginia Metropolitan Area includes transit and highway improvement or maintenance projects to be implemented in FY 2020 through FY 2023. 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), the Kanawha Valley Regional Transportation Authority (KVRTA), and local communities.

Federal code regarding planning and implementation of federally funded transportation projects 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, known as the B-C-K-P Regional Intergovernmental Council, (RIC) consists of Boone, Clay, Kanawha and Putnam counties and its municipalities and citizens. 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 South Charleston, WV retains all transportation planning 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 prepare a fiscally constrained document that 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 Metropolitan Transportation Plan (MTP). Since this plan is fiscally constrained all projects shown are anticipated to be authorized over the selected years of the TIP.

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, transit operating and capital projects. All projects that receive full or partial federal funding are in the TIP. Large regionally significant state or locally funded projects may also be found in the TIP. The complete project listing for 2020-2023 can be found in Section 2 of this document. For informational purposes, 2019 projects are included following the project listing.

TIP Process

Projects included in RIC's FY 2020-2023 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. RIC details public involvement procedures in its Public Participation Plan.

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. The policy board's voting membership consists of the mayors and county commissioners of each of the municipalities and counties that comprise the total RIC Planning Area. In addition, the voting membership includes one citizen from each county and the City of Charleston, two minority interest representatives, 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.

TIP Amendments/Administrative Adjustments

Amendments to the TIP are made quarterly. An amendment to the TIP requires compliance with 23 CFR 450 including the public involvement procedures, air quality conformity and fiscal constraint.

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

- A minor change in project description that does not change the Air Quality conformity finding or change the project scope; or
- Shifting programmed funds between projects (i.e., funding sources and projects already identified in the TIP); or
- Moving programmed projects from year to year within an approved TIP, except those that cross Air Quality horizon years; or
- A cost change to a groupable project that is less than \$10,000,000 and doesn't change the groupable bucket size by more than 10%; or
- A change to a project that is considered groupable as long as the change does not make it not groupable.

Administrative adjustments shall be tracked by RIC staff and made available to appropriate committees through electronic communication and/or a written memorandum. Since administrative adjustments 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 and RIC Policy Board for its review and comment.

Groupable Projects

The West Virginia Association of Metropolitan Planning Organizations (WVAMPO) officers in coordination with the West Virginia Department of Transportation have developed 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

Projects with a phase cost larger than \$10,000,000, safety projects, new signal projects, new travel lane additions, new roads or new bridges, expansion projects that add capacity, projects that affect air quality, and regionally significant non-federal aid projects are considered not groupable. All other projects will be considered groupable under the STIP/TIP procedures. 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 schedule detailed on page 15.

A major change to a groupable projects will require an amendment to the STIP/TIP. It is defined as follows:

- Adding, deleting or moving across federal fiscal years a number of projects with a sum cost greater than 10% of the STIP bucket size, which is found in the STIP document; or
- A major change of project scope, such as a change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will change the NEPA determination, or a change that affects the approved Air Quality conformity finding; examples include changing the number of through lanes, adding/deleting non-motorized facilities, changing mode (FTA – rolling stock or facility type), changing capital category (FTA), and may include changing termini which changes the project from groupable to not groupable; or
- Any change requiring a new regional air quality conformity finding which changes the project from groupable to not groupable; or
- A greater than \$10,000,000 cost increase or cost decrease in a phase of a project listed in the current STIP/TIP which changes the project from groupable to not groupable.

For non-groupable projects, an amendment is any major change in the approved TIP. It is defined as follows:

- Adding or deleting any safety project; or
- Adding or deleting any project that adds new traffic signals; or

- Adding or deleting any project that affects air quality; or
- Adding or deleting any project that changes traffic capacity of a road or bridge; or
- Adding or deleting any expansion project; or
- Adding or deleting any regionally significant, non-federal aid project; or
- Major change in scope of work or cost changes greater than \$2,000,000 or 10% of the project cost, whichever is greater.

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-Based Planning and Programming

State Department of Transportation and Metropolitan Planning Organization agencies are required to establish performance targets for the national performance areas pertaining to safety, infrastructure conditions, and system performance.

Title 23 of United States Code Chapter 1 Section 150 guides the general requirements and national goals for regional transportation agencies, such as the Regional Intergovernmental Council (RIC), to make decisions based on the development and monitoring of performance-based data. The national goals of the Federal-aid program are:

- 1) Safety
- 2) Infrastructure condition
- 3) Congestion reduction
- 4) System reliability
- 5) Freight movement and economic vitality
- 6) Environmental sustainability
- 7) Reduced project delivery delays

In summary, the code requires state DOTs and MPOs to establish and report on performance targets that allow decision makers to:

- Assess the National Highway Performance Program with measures that evaluate:
 - the condition of pavements on the Interstate System;
 - the condition of pavements on the National Highway System;
 - the condition of bridges on the National Highway System;
 - the performance of the Interstate System; and
 - the performance of the National Highway System.
- Assess the Highway Safety Improvement Program with measures that evaluate:
 - serious injuries and fatalities per vehicle mile traveled; and
 - the number of motorized and non-motorized serious injuries and fatalities.
- Assess the Congestion Mitigation and Air Quality Program with measures that evaluate:
 - traffic congestion; and
 - on-road mobile source emissions.
- Assess freight movement on the Interstate System.

PM1 - Safety

In compliance, the RIC policy board adopted the WVDOTs performance targets on the following measures for the Highway Safety Improvement Program (PM 1) on December 14th, 2017, on December 13th, 2018, and again on December 12th 2019:

- Number of fatalities;
- Number of serious injuries;
- Fatality rate per hundred million vehicle miles traveled (HVMVT);
- Serious injury rate per HVMVT;

- Number of non-motorized fatalities and serious injuries.

PM2 – Pavement and Bridge

Additionally, the RIC policy board adopted the WVDOT's performance targets on the following measures for Pavement and Bridge Condition Performance (PM 2) on June 14, 2018:

- Assess the condition of pavements on the Interstate System and on the Non-Interstate National Highway System (NHS).
- Assess the condition of bridges carrying the Non-Interstate NHS.

PM3 – System Performance, Freight, Congestion, and Air Quality

The RIC policy board adopted the WVDOT's performed targets on the following measures for System Performance, Freight and CMAQ (PM 3) on June 14, 2018:

- Assess the performance of the Interstate and Non-Interstate NHS.
- Assess freight movement on the Interstate System.
- Assess traffic congestion and on-road mobile source emissions for carrying out the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

Transit Performance Measures

The Kanawha Valley Regional Transportation Authority (KVRTA) is responsible for state of good repair (SGR) and safety performance targets. KVRTA is classified by the Federal Transit Administration as a Tier II provider.

Transit Asset Management Plan (TAM) - Tier II providers may develop their own plans or participate in a Group Plan, which is compiled by a Group Plan Sponsor. KVRTA was invited by the West Virginia Division of Public Transit (WVDPT) to participate in the statewide Group TAM plan and opted to do so. KVRTA has designated its Executive Director as the Accountable Executive to ensure that the necessary resources are available to carry out the TAM plan.

The TAM Plan asset inventory includes assets that are used in the provision of public transit. This includes (with the exception of equipment) assets that are owned by a third party or shared resources. The inventory must include all service vehicles, and any other owned equipment assets over \$50,000 in acquisition value. Agencies only need to include condition assessment for assets for which they have direct capital responsibility.

Targets have been set by KVRTA and the WVDPT for each applicable asset class for the coming year and are updated annually in the fall. To the extent feasible, targets are supported by data such as the most recent condition data and reasonable financial projections for the future, but the overall end goal is to be in a system-wide State of Good Repair (SGR).

A TAM plan must be updated in its entirety at least every 4 years, and it must cover a horizon period of at least 4 years. The RIC supported the performance targets set by the WVDOT Division of Public Transit in the Group Asset Management Plan on December 13th, 2018 and December 12th, 2019.

The WVDPT reports annually to FTA’s National Transit Database (NTD). This submission should include: (1) projected targets for the next fiscal year; (2) condition assessments and performance results; and (3) a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets. KVRTA is responsible to submit its TAM asset inventory SGR report to the WVDPT (thru its AVIS system) by August 31st of each fiscal year to allow the WVDPT to comply with Annual NTD reporting requirements.

Public Transportation Agency Safety Plan (PTASP) - KVRTA is required to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). It establishes performance measures to improve the safety of public transportation systems that receive federal financial assistance. The plan must include safety performance measures (fatalities, injuries, safety events and system reliability) selected by FTA that are intended to provide “state of the industry” high-level measures and help focus individual agencies on the development of specific performance indicators and measurable targets relevant to their operations.

KVRTA also must certify they have a safety plan in place meeting the requirements of the rule by July 20, 2020 (*the KVRTA Board of Members adopted the Authority’s PTASP on November 21, 2019*). The plan must be updated and certified by the transit agency annually.

All performance targets adopted by RIC for PM1, PM2, PM3, and transit can be viewed in Section 4 of this document.

Implementation

The Regional Intergovernmental Council, in collaboration with the WVDOH, FHWA, KVRTA, and other interagency regional partners have developed the Kanawha-Putnam 2045 Regional Transportation Plan, serving as the region’s Metropolitan Transportation Plan (MTP). The six guiding statements, listed below, the Congestion Management Process of the MTP, and the seven national policy goals, listed above, are the foundation and framework for selecting projects for performance-based planning and programming in the TIP. The TIP, therefore, is the vehicle for implementation of the MTP. Each project in the TIP seeks to work through a guiding statement towards a given performance target. The guiding statement and performance measure associated with each project is listed below each project in the Highway Improvement Project List in Section 2. The guiding statements of the MTP are discussed below.

CULTURE AND ENVIRONMENT

- Preserve and sustain the natural and built environments.

ECONOMIC VITALITY

- Promote economic development through targeted transportation investments

LAND USE AND TRANSPORTATION INTEGRATION

- Improve the integration of land use and transportation

MOBILITY AND ACCESSIBILITY

- Promote an efficient, interconnected, and accessible transportation network

SAFETY AND SECURITY

- Improve the travel safety and security in the Greater Kanawha Valley

SYSTEM PRESERVATION AND EFFICIENCY

- Support and strengthen the current transportation network

System Performance Report

RIC has created and maintains a System Performance Report to optimize transportation investments. RIC monitors performance measures and implementation of the Transportation Performance Management (TPM) framework into the planning process. This report serves as a component of the Congestion Management Process (CMP) from the most recent MTP update, Kanawha-Putnam 2045 Regional Transportation Plan. FHWA defines a CMP as, “a systematic approach collaboratively developed and implemented throughout a metropolitan region, that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies”. The RIC System Performance Report will be updated annually or on an as-needed basis during the interim years of the 4-year metropolitan transportation plan update cycle. A report of this nature aids in assessing the efficiency of the existing transportation system and provides guidance to implement performance-based planning into transportation planning activities while supporting FHWA’s TPM and Performance-Based Planning and Programming framework to the maximum extent practicable.

Financial Feasibility

The FY 2020-2023 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.

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 2018. The levy is in effect until June 30, 2024. Renewal of the levy will be placed on the ballot in May 2022 and, if approved, will provide funding from July 1, 2024 through June 30, 2029. The levy receipts should assure financial stability over the next five 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. The Public Transit Improvement Plan Justifications and Project List can be viewed in Section 3 of this document.

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 table on page 12.

Explanation of Acronyms

| | Federal Funding Category | Federal Portion | Local Portion* |
|--------------|--|------------------------|-----------------------|
| ACHP | Advance Construction High Priority | 80% | 20% |
| ACST | Advance Construction | 80% | 20% |
| AUG REDI | August Redistribution | TBD | |
| BR | Bridge Replacement and Rehabilitation | 80% | 20% |
| CMAQ | Congestion Mitigation and Air Quality | 80-90% | 10-20% |
| CMAQ 2.5 | Congestion Mitigation and Air Quality | 80% | 20% |
| ER | Emergency Relief Program | 80-100% | 0-20% |
| HSIP | Highway Safety Improvement Program | 80-90% | 10-20% |
| NHFP | National Highway Freight Program | 80-90% | 10-20% |
| NHPP | National Highway Performance Program | 80-90% | 10-20% |
| NHPP-EXE | National Highway Performance Program (Exempt) | 90% | 10% |
| NHS | National Highway System | 80% | 20% |
| NRT | Recreational Trails | 80% | 20% |
| RR/HWY XI | Railroad Crossings/ Highway Crossings | 90% | 10% |
| 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% |
| STBG | Surface Transportation Block Grant Program | 80-90% | 10-20% |
| STP | Surface Transportation Program | 80% | 20% |
| STP-TMA | Surface Transportation Program-Transportation Management Area | 80% | 20% |
| STP-OFF | Surface Transportation Program - Off System Bridge | 80% | 20% |
| TAP | Transportation Alternatives Program | 80-90% | 10-20% |
| TAP-TMA | Transportation Alternatives Program - Transportation Management Area | 80% | 20% |
| HIF | Highway Infrastructure Funds | 80% | 20% |
| FLAP | Federal Lands Access Program | 80-90% | |

*The maximum share of project costs that may be funded with Federal-aid highway funds (the “Federal share”) varies based upon the Federal-aid program from which the project

receives funding. In some cases the Federal share is also adjusted based on related statutory provisions. See (23 U.S.C. 120)

Explanation of Acronyms Continued

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

| | Project Name/ Type of Work |
|----------|-----------------------------------|
| BR | Bridge |
| C&P | Clean & Paint |
| O/L | Overlay |
| INSP | Inspection |
| I/C | Interchange |
| T | Technical Support |
| TPK | Turnpike |
| X | System Expansion |
| N/S/E/WB | North/South/East/West Bound |

| | Agency |
|-------|--|
| WVDOT | West Virginia Department of Transportation |
| WVDOH | West Virginia Division of Highways |
| KVRTA | Kanawha Valley Regional Transportation Authority |
| FHWA | Federal Highway Administration |
| USDOT | United States Department of Transportation |

RIC TIP/TIP Amendments and Public Involvement Schedule

| Schedule (calendar days) | Activity |
|--|---|
| 30 days before RIC Policy Board meeting | RIC staff requests draft TIP amendment project data from WV DOH Planning Division |
| 15 days before RIC Policy Board meeting | Publication of legal notice in the Charleston Gazette-Mail notifying public of new TIP document or TIP amendments |
| 15 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 to the TIP or new TIP adoptions at least fifteen 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 within 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 15 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.

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.

In April 2018 the EPA revoked the 1997 revocation of the eight-hour ozone standard. Please see Section 5 for the updated Air Quality Conformity Analysis Report for the region from September 2018.

SECTION 2

SECTION 3

SECTION 4

SECTION 5

SECTION 6