



BIENNIAL REPORT

DRAFT

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2018 - 2021



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**KYOVA INTERSTATE PLANNING COMMISSION
400 THIRD AVENUE
HUNTINGTON, WV 25701**

FEBRUARY 2017



TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

2018 - 2021

**PREPARED BY:
THE**

**KYOVA Interstate Planning Commission
400 Third Avenue
Huntington, West Virginia 25701**

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February 2017

Biennial Report

This report was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Ohio Department of Transportation, the Kentucky Transportation Cabinet, the West Virginia Department of Transportation and local communities. The contents of this report reflect the view of KYOVA Interstate Planning Commission which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the West Virginia Department of Transportation/Division of Highways, the Ohio Department of Transportation, the Kentucky Transportation Cabinet or the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. This report does not constitute a standard, specification or regulation.

ABSTRACT

TITLE: Transportation Improvement Program 2018 - 2021¹

AUTHOR: KYOVA Interstate Planning Commission

SUBJECT: Four year KYOVA Transportation Improvement Program in a comprehensive format.

Date: February 2017

SOURCE: KYOVA Interstate Planning Commission
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ABSTRACT: This document describes the Transportation Improvement Program (TIP) for Fiscal Years 2018 through 2021 for KYOVA's planning area which includes Cabell and Wayne counties in West Virginia, Boyd and Greenup counties in Kentucky and Lawrence County, Ohio and the Huntington, WV-KY-OH Transportation Management Area. It describes the status of the Regional Transportation Plan; considers anticipated funding for transportation projects in the area; evaluates the capability to implement the program and considers Air Quality and Transit objectives in programming projects. Regional emissions not required for the conformity report, due to the revocation of the 1997 8-hour ozone standard. The ozone O₃ standard has been revoked for all purposes. This area is in attainment for the 2008 8-hour ozone standard. Due to the insignificance finding of the 1997 PM_{2.5} no regional modeling analysis is required as the Huntington-Ashland area is in attainment for the 24-hour 2006 PM_{2.5} standard. KYOVA Performance Targets: KYOVA will support the State DOT's Targets and will be completed within 180 days of states adoption of goals. A mechanism jointly with the State DOTs shall be established to report these targets and annual values upon request of FHWA and FTA. The total cost of all projects included in the four - year TIP is \$107 million.

¹ FY 2018-2021 Biennial TIP/STIP Development Schedule

✓ 02/03/2017 First Draft TIP
04/28/2017 Final Draft TIP

2/24/2017

Resolution # 2017-013

RESOLUTION
KYOVA INTERSTATE PLANNING COMMISSION
ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR
FISCAL YEARS 2018-2021

- WHEREAS, Fixing America's Surface Transportation (FAST) Act, enacted by Congress on December 4, 2015, requires a Transportation Improvement Program (TIP) be adopted by each Metropolitan Planning Organization; and,
- WHEREAS, KYOVA Interstate Planning Commission has been designated as the Metropolitan Planning Organization (MPO) by the Governors of West Virginia, Kentucky and Ohio for the Huntington, WV-KY-OH Urbanized Area acting through the West Virginia Division of Highways (WVDOH), the Kentucky Transportation Cabinet (KYTC), the Ohio Department of Transportation (ODOT) and locally elected officials in the KYOVA region; and
- WHEREAS, KYOVA Interstate Planning Commission has met the provisions of the FAST ACT in the Transportation Improvement Program (TIP) for Fiscal Years 2018-2021, which is financially constrained and a subset of updated regional 2040 Integrated Metropolitan Transportation Plan; and,
- WHEREAS, The KYOVA 2018-2021 TIP has met the requirements of public participation as described in the KYOVA Participation Plan; and,
- WHEREAS, The Huntington, WV-KY-OH Urbanized Area regional emissions are not required for the conformity report, due to the revocation of the 1997 8-hour ozone standard. The ozone standard has been revoked for all purposes. This area is in attainment for the 2008 8-hour ozone standard; and,
- WHEREAS, The insignificance finding of the 1997 PM2.5 annual NAAQs, no regional modeling is required as the Huntington-Ashland Area is in attainment for the 24-hour 2006 PM2.5 standard; and
- WHEREAS, It has been determined that the KYOVA 2018-2021 TIP has met the Air Quality Conformity requirements.

NOW, THEREFORE BE IT RESOLVED, that the KYOVA Interstate Planning Commission adopt the Transportation Improvement Program (TIP) for Fiscal Years 2018-2021 to become effective upon its inclusion in each of the three Statewide Transportation Improvement Programs (STIPs) and its adoption by FHWA and FTA.


ROBERT PASLEY, CHAIRMAN
DATE: February 24, 2017


CHRISTOPHER CHILES, EXECUTIVE DIRECTOR
DATE: February 24, 2017

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INTRODUCTION

The Transportation Improvement Program (TIP) is a biennial statement for state and local governments and transit authorities within the KYOVA Interstate Planning Commission MPO area that lays out a four-year schedule of anticipated spending on specific transportation projects and improvements. The process of developing the TIP is the mechanism by which these governments and authorities, acting together in a coordinated effort, place transportation projects in a comprehensive regional perspective in order to allocate limited resources in the most beneficial manner. In addition, federal mandates for environmental justice require KYOVA Interstate Planning Commission to provide transportation links within the region, including those in need of special transportation facilities. The development of the FY 2018 - 2021 KYOVA TIP was accomplished by the means of a qualitative and quantitative analysis of all factors required by the public law in accordance with Fixing America's Surface Transportation (FAST) Act enacted on December 4, 2015. The FAST Act is the long-term federal highway authorization that allocates \$305 billion for surface transportation programs for roads, bridges, freight, bicycling and walking improvements over its full life cycle.

The TIP must be financially constrained, meaning, all projects listed in the TIP must have an identified funding source consistent with regional revenue expectations. Funding estimates for KYOVA currently do not exceed available funding. However close examination is required to determine which projects the MPO committees and local officials will support and which projects to defer to ensure funding sources are not exceeded.

The TIP must also respond to various state and federal regulatory requirements, such as the 1990 Clean Air Act Amendments and Fixing America's Surface Transportation (FAST) Act. Other criteria used to evaluate the various impacts of TIP projects and programs are:

- Protection and enhancement of the environment including energy conservation and improvement in the quality of life;
- Improvement in the accessibility and mobility of people and goods;
- Enhancing integration of various transportation modes;
- Preservation and enhancement of existing transportation systems;
- Maximizing system efficiency;
- Increasing the safety and security of the transportation system;
- Supporting economic vitality within the region.

KYOVA PLANNING AREA

KYOVA represents regionalism in uniting Cabell and Wayne counties in southwestern West Virginia, Lawrence County in southeastern Ohio and Boyd and Greenup counties in eastern Kentucky and serves as a forum for assessing and acting upon regional transportation problems. The Commission's goal is to promote cooperation among members, the governments closest to the people, and to maximize their capabilities for solving problems that cannot be solved by any one jurisdiction.

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 (TMAs). A TMA is an area(s) designated by the Secretary of Transportation having an urbanized area population of over 200,000 or upon special request from the Governor(s) and the MPO(s) designated for the area. The Census Bureau defined Census 2010 urbanized areas using the criteria published in the Federal Register on August 24, 2011 (76 FR 53030). The TMA designation applies to the entire metropolitan area (23 CFR 450.100).

Based on the Census Bureau definition of an urbanized area, the West Virginia counties of Cabell, Wayne and a portion of Putnam counties in West Virginia, Lawrence County, Ohio and Boyd and Greenup counties in Kentucky recently exceeded the 200,000 population threshold as determined by the 2010 Census. The Secretary of Transportation designated this area as the Huntington, WV-KY-OH Transportation Management Area (TMA) in the Federal Register on July 16, 2012, Figure 1.

Designated TMAs are subject to special planning and programming requirements that apply to the metropolitan planning areas that must be determined jointly by the MPO and Governor in accordance with 23 U.S.C. 134 (d) and 49 U.S.C. 5303(d).

Beginning July 1, 2013 KYOVA Interstate Planning Commission began to oversee the transportation planning activities for the Huntington, WV-KY-OH TMA. KYOVA's office is located in Huntington, West Virginia. In addition to the former counties included in the Urbanized Area in West Virginia, Kentucky and Ohio, a portion of Putnam County, West Virginia became a part of the TMA. However, the Regional Intergovernmental Council (RIC), the Charleston MPO will retain the planning functions for the TMA portion of Putnam County, WV.



In December 2015, the Federal government passed the FAST Act, a 5-year federal

Under the FAST Act, MPOs are required to develop and implement multimodal

discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with federal, state, tribal wildlife, land management and regulatory agencies. Transit operators are to be included in the cooperative development of funding estimates for the financial plan section. MPOs are required to consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning development of the MTP. Representatives for users of pedestrian walkways, bicycle transportation facilities, and those with disabilities are specifically added as parties to be provided with the opportunity to participate in the planning process. Projects to be included in the TIP are derived from the KYOVA 2040 Integrated MTP.

PUBLIC PARTICIPATION

Federal regulations require the involvement of citizens in the transportation planning process. A Participation Plan was developed to provide every opportunity for and to encourage the involvement of citizens in the transportation planning process. Participation means the public within the KYOVA MPO area, planning and engineering professionals, and those who are not professional planners or government officials taking part in transportation decision-making that affects the community. The TIP development follows those guidelines set forth in the KYOVA Interstate Planning Commission Participation Plan which was adopted October 3, 2014.

Public participation is crucial for successful planning. KYOVA staff and local officials need input from those who know the community best – the people who live and work there. Public participation informs and educates individuals about the transportation planning process, creates an informed community that leads to better planning and creates a sense of ownership. A number of activities were used to inform and gather support/comments throughout the TIP process. The public participation activities included:

- Public Open House – A public open house was held to inform the public regarding the projects and activities outlined in the FY 2018-2021 KYOVA Transportation Improvement Program (TIP). The public was encouraged to comment and provide additional feedback concerning the KYOVA transportation system.
- Website – The Transportation Improvement Program (TIP) was made available at the KYOVA website (www.kyovaipc.org). The community-at-large and businesses were encouraged to review the Transportation Improvement Program (TIP) and contact the MPO staff with questions and comments.
- 30-day Public Review Period – The draft Transportation Improvement Program (TIP) was available at local public libraries, Boyd and Greenup County Fiscal Court Offices, the City of Ashland Public Works Department, Ashland Transportation Center and the KYOVA Office.

TIP PURPOSE AND PROCESS

KYOVA Interstate Planning Commission is the staff agency for the Metropolitan Planning Organization (MPO) for the Huntington, WV-KY-OH Transportation Management Area and includes Cabell and Wayne counties in West Virginia, Boyd and Greenup counties in Kentucky, and Lawrence County, Ohio. The Transportation Improvement Program (TIP) is the funding mechanism for transportation projects requesting federal dollars in the KYOVA area. All MPOs are required by the Fixing America's Surface Transportation (FAST) Act enacted on December 4, 2015 to produce a TIP and update it at least every four years. KYOVA biennially prepares a Transportation Improvement Program (TIP). The TIP contains a list of all surface transportation projects requesting the use of federal funds found in the FAST Act. All TIP projects are consistent with the KYOVA 2040 Integrated Metropolitan Transportation Plan. With few exceptions, no federally funded transportation improvement can be constructed in the KYOVA area unless it is approved by the KYOVA Policy Committee and included in an adopted TIP. Following the FAST Act regulations, local jurisdictions work through the KYOVA MPO Technical Advisory Committee (TAC) to determine how the area's transportation system evolves. The TIP is required to be fiscally constrained. The WV Department of Transportation (WVDOT), Kentucky Transportation Cabinet (KYTC), and Ohio Department of Transportation (ODOT) submit projects to KYOVA for inclusion in the TIP based on the fiscally constrained Statewide Transportation Improvement Program (STIP). The KYOVA Interstate Planning Commission 2018-2021 TIP has been prepared by KYOVA staff in cooperation with state and local agencies.

This TIP as required by the West Virginia Division of Highways, Kentucky Transportation Cabinet and Ohio Department of Transportation covers four fiscal years from 2018 through 2021. State fiscal years begin on July 1 of the preceding calendar year. Therefore, this TIP is effective from July 1, 2017 through June 30, 2021. However, the TIP may be amended as needed.

TYPES OF PROJECTS INCLUDED IN THE TIP

The TIP is a multimodal program of transportation improvements for the area. All federally assisted transportation projects anticipated within the KYOVA area over the next four years are in the TIP including highway, bikeway, transportation alternative projects, and transit operating and capital projects. Projects also include elderly/handicap transportation. These involve both short-term lower cost improvements and long-term major capital improvements.

DEVELOPMENT PROCESS

The TIP has been developed by representatives of area governments through the urban transportation planning process. In this process, specific projects are derived from the short and long-range elements of the 2040 Integrated Metropolitan Transportation Plan (MTP). As projects continue through various stages of evaluation and development, they are eventually placed in the Annual Element for implementation.

All projects in the 2018-2021 KYOVA Interstate Planning Commission TIP must be included in the KYOVA 2040 Integrated MTP. The KYOVA 2040 Integrated MTP includes

both a Long-Range and Short-Range Plan element. Inclusion of Air Quality Conformity in the TIP addresses the requirements of the Clean Air Act Amendments (CAAA) of 1990.

Projects identified in the TIP were selected by the West Virginia and Ohio Departments of Transportation, Kentucky Transportation Cabinet, and local government officials in cooperation with the MPO. Prioritization is accomplished through a coordinated effort between KYOVA and local units of government and based on community development goals for improving the transportation system within the local jurisdictions. Those projects demonstrating regional significance, preservation of existing transportation facilities, congestion relief, and overall benefits to social, economic, energy and environmental issues are evaluated as priority projects. Recommended projects are forwarded to the KYOVA Policy Committee where the projects are rated as to which ones best serve the region. Projects are reviewed for both technical and non-technical merits. For Kentucky projects, local planning agencies work together to organize a regional project priority listing during the state's Unscheduled Project Prioritization Process every two years. The KYOVA Technical Advisory Committee (TAC) recommends the prioritized list of projects to the Policy Committee who then reviews and endorses or with justification revises the list before the project's endorsement.

PURPOSE OF THE TIP

The basic purpose of the Transportation Improvement Program (TIP) is to provide the mechanism for scheduling federal funds for surface transportation projects, indicate regional priorities and demonstrate a short-range transportation vision for the area. A secondary purpose of the TIP is to provide information about other transportation projects in the urbanized area that are exempt from the TIP approval process such as projects that do not utilize federal funds.

FUNDING AND COST OF THE TIP

The total 4-year program cost is \$107 million including federal, state, local sources.

OTHER PLANNING AND ADMINISTRATIVE CONCERNS

In addition to its funding and programming aspects, the TIP must, according to law, address several other planning and administrative concerns. Currently two issues must be considered in the TIP: air quality characteristics of the program and requirements for private enterprise participation in the provision of public transportation services.

AIR QUALITY AND CONFORMITY REQUIREMENT

The KYOVA MPO is situated in the Huntington-Ashland airshed which includes Fine Particulate Matter 2.5, Annual Standard Cabell, Wayne, Putnam, and Mason (partial) counties in WV; Boyd, Greenup, and Lawrence (partial) counties in Kentucky; and Lawrence, Scioto, Adams (partial), and Gallia (partial) counties in Ohio.

For 8-hr Ozone, the Huntington-Ashland airshed comprises Cabell and Wayne counties in WV and Boyd County in Kentucky.

8-hr Ozone

As of April 6, 2015, this area is no longer required to conduct conformity determinations for the 1997 8-hour ozone standard. The standard has been revoked for all purposes. This area is in attainment for the 2008 8-hour ozone standard. The TIP is a direct subset of the 2040 Integrated MTP.

PM_{2.5}

Ohio submitted a maintenance plan and redesignation request for the annual 1997 PM_{2.5} standard that included a regional insignificance finding. The maintenance plan was approved by the EPA and became effective on October 14, 2011 for the Ohio portion of the WV-KY-OH tri-state area.

Kentucky submitted a maintenance plan and redesignation request for the annual 1997 PM_{2.5} standard that included a regional insignificance finding. The maintenance plan was approved by the EPA and became effective on December 26, 2012 for the Kentucky portion of the WV-KY-OH tri-state area.

West Virginia submitted a maintenance plan and redesignation request for the annual 1997 PM_{2.5} standard that included a regional insignificance finding. The maintenance plan was approved by the EPA and became effective on December 28, 2012 for the West Virginia portion of the WV-KY-OH tri-state area.

This insignificance finding allows all three states of the nonattainment area to independently demonstrate conformity from the other two states. The requirement to demonstrate conformity per the requirements 40 CFR 93.109 (f) still applied. Additionally, federally funded projects are still subject to project level transportation conformity analysis requirements. However, no regional modeling analysis is required as the Huntington-Ashland area is in attainment for the 24-hour 2006 PM_{2.5} standard.

October 24, 2016 was the effective date for the revocation of the 1997 PM 2.5 standard. However, the revocation applied to those areas that are in “attainment with a maintenance plan” as the Huntington-Ashland airshed is included.

InterAgency Consultation

The InterAgency Consultation (IAC) group held a teleconference to coordinate the transportation conformity processes for the 2018-2021 TIP.

Public Review

KYOVA followed all procedures for updating the 2018-2021 TIP as outlined in the Participation Plan and a public open house will be held at KYOVA Interstate Planning Commission. The Air Quality chapter was revised to include only information concerning PM_{2.5} as the 1997 8-hr Ozone standard was revoked and no longer needed to be included.

Transportation Control Measures

There are no Transportation Control Measures for this area.

Fiscal Constraint

The KYOVA 2018-2021 TIP was found to be fiscally constrained.

TIP CONFORMITY FOR FY 2018-2021

The TIP must be in conformance with the CAAA of 1990. This requires that the projects as shown in the TIP cannot create a situation which will worsen the quality of the air for ozone during the period of the TIP.

REGULATIONS REQUIRING THE FOLLOWING MUST BE ADDRESSED:

51.412 The conformity determination must be based on the latest planning assumptions. The conformity analysis for the 2018-2021 TIP is based upon the most recent available planning data for our region. The assumptions used in the conformity determination address five major categories: Socioeconomic Data, Transportation Forecasting, Financial Restrictions, Emission Modeling Factors, and Transportation Project Development. For further details consult Appendix A or Chapter 11 of the KYOVA 2040 Integrated MTP. All transportation projects in the FY 2018-2021 TIP are correlated with the KYOVA 2040 Integrated MTP. Local projects are from the Capital Improvement Programs of the local jurisdictions.

51.414 The conformity determination must be based on the latest emission estimation model available. Regional emissions not required for the conformity report, due to the revocation of the 1997 8-hour ozone standard. The ozone O₃ standard has been revoked for all purposes. This area is in attainment for the 2008 8-hour ozone standard. Due to the revocation of the PM 2.5 standard, the transportation conformity report is still needed, but there is no regional emission analysis requirement for the KYOVA region.

51.416 The MPO must make the conformity determination according to the consultation procedures of this rule and the implementation plan revision required by 51.396. The planning assumptions were agreed upon during the air quality conformity interagency consultation process held in cooperation with the US Environmental Protection Agency, Federal Highway Administration, West Virginia Department of Transportation/Division of Highways, Ohio Department of Transportation, West Virginia Department of Environmental Protection/Division of Air Quality, and KYOVA.

52.418 The Transportation, TIP or FHWA/FTA project, which is not from a conformity plan and TIP, must provide for the timely implementation of TCMs from the applicable implementation plan. No specific Transportation Control Measures are included in the TIP because none are required by the federally approved SIP.

51.428 The Transportation Plan must be consistent with the motor vehicle emissions budget(s) in the applicable implementation plan or implementation plan submission. The air quality analysis conducted as a part of the KYOVA 2040 Integrated MTP development is in conformity with the regulations at the current time.

51.430 The TIP must be consistent with the motor vehicle emissions budget(s) in the applicable implementation plan or implementation plan submission. The air quality analysis conducted as a part of the 2018-2021 TIP development is in conformity with the regulations at the current time.

51.436 The Transportation Plan must contribute to emissions reductions in ozone and CO non-attainment areas. The KYOVA 2040 Integrated MTP, as indicated above, satisfies the requirement because the area now has a federally approved emissions budget and is no longer subject to the interim transitional period requirements.

51.438 The TIP must contribute to emissions reductions in ozone and CO non-attainment areas. The air quality conformity analysis for the 2016-2019 TIP and the KYOVA 2040 Integrated MTP were conducted with the guidance of the interagency consultation group.

CLEAN AIR ACT AMENDMENT OF 1990 AND MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY REQUIREMENTS

These two pieces of legislation are in accordance with guidelines from US EPA and FHWA including citizen participation, TIP air quality conformity, and financial planning. The 2018-2021 TIP documents how each of these elements have been addressed.

PUBLIC PARTICIPATION

The KYOVA Interstate Planning Commission transportation committees and staff are responsible for the development of the TIP. KYOVA holds regularly scheduled meetings which are open to the public. Public participation is essential to the success of the final TIP document. A 30-day public comment period is required before the TIP is able to be approved. The public's comments are recorded and distributed to the MPO Committees during the 30-day public comment period. The MPO committees and staff address the comments and make necessary changes to reflect said comments. After addressing all comments satisfactorily, the KYOVA Policy Committee adopts the TIP.

The updated KYOVA Participation Plan was adopted on October 3, 2014. The Participation Plan outlines the methods utilized by the MPO to encourage and seek comments from all interested parties in the region, including the use of visualization techniques (maps, graphics, PowerPoint presentations, etc.). The plan complies with the participation guidelines included in the FAST Act and defined in the Federal Register for the Department of Transportation. The Participation Plan is available on KYOVA's website at www.kyovaiipc.org.

The following procedure is established to fulfill public participation and comment requirements for all transportation plans and transportation improvements developed by KYOVA Interstate Planning Commission. In accordance with 23 CFR Part 450, KYOVA modified the existing public involvement procedures, so that citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties have a reasonable notice of and opportunity

to comment on proposed plans and programs. Specific planning requirements in the development of a public involvement process are as follows:

- A minimum public comment period of 45 days before the public involvement process is initially adopted or revised.
- Provide timely information about transportation issues and process to all interested parties affected by transportation plans, programs, and projects within the MPO.
- Provide reasonable public access to technical and policy information used in the development of plans and TIPs and open meetings where matters related to the Federal-aid highway and transit programs are being considered.
- Require adequate public notice of public involvement activities and time for public review and comment at key decision points, including but not limited to approval of Plans and TIPs.
- Demonstrate explicit consideration and response to public input received during the planning and program development process.
- Seek and consider the needs of those traditionally underserved by the existing transportation system, including but not limited to, low-income and minority households.
- When significant written and oral comments are received on the draft Transportation Plan or TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the U.S. EPA's conformity regulations, a summary, analysis and report on the disposition of the comments shall be made part of the final Plan and TIP.
- If the final Transportation Plan or TIP differs significantly from the one which was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available.
- The public involvement process shall be periodically reviewed by the MPO in terms of their effectiveness in assuring that the process provides full and open access to all.
- These procedures will be reviewed by the FHWA and FTA as necessary for all MPOs, to assure that full and open access is provided to the MPO decision making processes.
- The metropolitan public involvement process shall be coordinated with the statewide public involvement process wherever possible, to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs.

Utilizing the above referenced planning requirements, KYOVA has developed specific procedures to ensure full accessibility to all technical information during the development of plans and TIPs. The following procedure is established to fulfill these requirements:

PUBLIC INVOLVEMENT

Prior to the development of the 2018 - 2021 TIP and the KYOVA 2040 Integrated MTP, a notice was placed in the local newspapers requesting input and/or participation in the development of those documents. All comments or suggestions received were documented and included in the appendix. The notice stated the nature of the request with an input period of thirty (30) days from the date the notice was published. All comments and/or suggestions received were documented and included in Appendix B.

Visitors to the KYOVA website can view pages concerning the mission, organization and role of KYOVA in the area transportation process. Visitors may view other pages concerning transportation information, the TIP and MTP. Using material prepared by KYOVA, the staff created the layout and design of the KYOVA website. The KYOVA staff is responsible for maintaining the accuracy of information on the site. KYOVA's web-site is at www.kyovaipc.org.

ADDITIONAL PROCEDURES

In addition to public notice in the local newspapers, a mailing list of all known interested parties will be maintained by the KYOVA staff. The list will include the KYOVA Policy Committee and Technical Advisory Committee, private providers of transportation, and representatives of transportation agency employees. Prior to approval of the 2018 -2021 TIP, notices were placed in the local newspapers for the beginning of next fiscal year as a part of the public involvement process. Prior to amendments of the 2018 - 2021 TIP and amendments of the current MTP, notice will be placed in local newspapers. All notices and announcements request input and/or participation in the development of the documents. All comments or suggestions received were recorded and included in this document (Refer to Appendix B – Public Participation).

CONSULTATION

KYOVA will maintain a list of resource agencies in order to incorporate and expand consultation requirements with appropriate state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation during the transportation plan and TIP development process. Consultation efforts will begin early in the development process in order to identify any issue that needs to be addressed during the process. In addition to this consultation effort, resource agencies will be given direct notification of the opportunity to comment on the MTP and TIP in accordance with the procedures established under this policy.

INTERAGENCY COORDINATION

An interagency consultation process will be maintained with the Federal Highway Administration, Federal Transit Administration, West Virginia Division of Air Quality, Ohio Environmental Protection Agency, West Virginia Department of Transportation, Ohio Department of Transportation, Kentucky Transportation Cabinet and the United States Environmental Protection Agency on all matters related to air quality conformity. Although procedural issues and methodologies are determined through the interagency consultation process, resulting conformity determinations are subject to the public participation procedures.

ENVIRONMENTAL JUSTICE

In an effort to ensure “fair treatment and meaningful involvement of all people regardless of race, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies”, KYOVA identifies and locates target minority and low-income population groups in order to assist in the evaluation and assessment of any disproportionately high and adverse effects caused by any plan or program developed by KYOVA or by contracted consultant services. Opportunities are provided to members of affected communities to influence project decisions by proactively soliciting their input. This effort is conducted throughout the process and in accordance of this policy. See Appendix C for more information on KYOVA’s Environmental Justice Policy.

FIXING AMERICA’S SURFACE TRANSPORTATION (FAST) ACT

PLANNING REQUIREMENTS AND STATUTORY PROVISIONS

1. Annual listing of projects (23 U.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 the categories identified in the Transportation Improvement Program."

2. Sharing of revenue estimates for TIPs and Plans (23 U.S.C. 134 (i)(2)(E)(iii) and (23 .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 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 nonmetropolitan areas, the statewide transportation plan shall be developed in cooperation with affected nonmetropolitan officials with responsibility for transportation or, if applicable, through regional transportation 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 transportation 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 and section 134."

PLANNING FACTORS

FAST Act requires that each metropolitan area 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 KYOVA 2040 Integrated Metropolitan Transportation Plan (MTP). Several projects and programs will 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.

The Transportation Improvement Program (TIP) projects are a subset of the KYOVA 2040 Integrated Metropolitan Transportation Plan (MTP) and were reviewed and evaluated on many criteria including the eight planning factors from the FAST Act.

PROJECT ENDORSEMENT

As required by the FAST Act, all projects requesting the use of federal transportation funds must be included in the Transportation Improvement Program (TIP) and endorsed by the KYOVA Policy Board Committee. A Comprehensive Project List for Cabell, Wayne, Lawrence, Greenup and Boyd counties that includes roadway projects, transit projects, bicycle and pedestrian projects, and other transportation related projects has been included for reference and descriptions. The WVDOT, KYTC, and ODOT implement the projects; therefore, they are consistent with the Statewide Regional ITS Architecture.

FINANCIAL PLAN

One of the planning requirements of the FAST Act is that the TIP must include "a financial plan that demonstrates how the TIP can be implemented and indicates resources from public and private sources that are reasonably expected to be available to carry out the program." (23 U.S.C. 134 (j)(2)(B)(i-ii))

KYOVA's 2018-2021 TIP Financial Plan demonstrates that existing transportation facilities are being adequately operated and maintained. Therefore, 80% of the final 2018-2021 TIP funding is utilized for system maintenance and preservation.

In this TIP, those projects that have been selected by ODOT, WVDOT or KYTC will be analyzed by the respective state and will be programmed accordingly. The burden of financial constraint will be the responsibility of the respective states.

FAST ACT AND FEDERAL AID HIGHWAY PROGRAM FUNDS

Under the FAST Act, the Federal-Aid highway program has six basic funding components. They are: National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), Congestion Mitigation & Air Quality (CMAQ), Metropolitan Transportation Planning and Surface Transportation Block Grant (STBG) Program (formerly Transportation Alternatives Program or TAP) Other highway funding programs are: Appalachian Development Highway System (ADHS), Projects of National and Regional Significance (PNRS), Construction of Ferry Boats and Ferry Terminal Facilities and Federal Land and Tribal Transportation. The KYOVA Policy Committee has taken the necessary action to amend the current TIP, along with appropriate public involvement, prior to the WVDOT, ODOT and KYTC being able to amend their STIPs.

The National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), Congestion Mitigation & Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Program (formerly TAP) are under the control of the Ohio Department of Transportation, West Virginia Department of Transportation and the Kentucky Transportation Cabinet; additionally, STBG funds are also sub-allocated to KYOVA. Projects funded with these fund types are selected by ODOT, WVDOT and KYTC in cooperation with KYOVA. A list of the new funding source designations used in this document can be found on the Funding Categories List.

PROGRAM FUNDS		PROGRAMMING AGENCY
NHPP	National Highway Performance Program	WVDOT, ODOT, KYTC
NHPG	National Highway Performance Safety (G)	WVDOT, ODOT, KYTC
HSIP	Highway Safety Improvement Program	WVDOT, ODOT, KYTC
STP	Surface Transportation Program	WVDOT, ODOT, KYTC, & KYOVA
NRT	National Recreational Trails	WVDOT, ODOT, KYTC
TAP	Transportation Alternatives Program	WVDOT, ODOT, KYTC, & KYOVA
STBG	Surface Transportation Block Grant Program	WVDOT, ODOT, KYTC & KYOVA
TE	Transportation Enhancements	WVDOT, ODOT, KYTC
CMAQ	Congestion Mitigation & Air Quality Program	WVDOT, ODOT, KYTC, & KYOVA
MTP	Metropolitan Transportation Planning	KYOVA
RRP	Railroad Protective Devices	WVDOT, ODOT, KYTC
BRX	Bridge replacement- on/off system	KYTC

BRO	Bridge replacement- on system	KYTC
BRZ	Bridge replacement- off system	KYTC
PROGRAM FUNDS		PROGRAMMING AGENCY
HES	Hazard Elimination	WVDOT, ODOT, KYTC
MSTP	MPO Surface Transportation Program (Ohio)	KYOVA
CSTP ²	County Surface Transportation Program (Ohio)	COUNTY ENGINEER
OSTP	State Surface Transportation Program (Ohio)	ODOT
OCRO	Open Container Repeat Offender	WVDOT
AC	Advanced Construction	WVDOT, ODOT
SP	State Construction "Not" Available	KYTC
SPP	State Construction High Priority Projects	KYTC
5339	Bus and Bus Facilities	WVDOT, ODOT, KYTC
5307/5340	FTA Formula (Operating Capital)	WVDOT, ODOT, KYTC
5310	FTA Elderly/Handicapped Capital Grants	KYOVA/TTA
5303	Transit Planning	KYOVA
4BG	Ohio Reference for Local Share	
002	Ohio Reference for State Share	

INNOVATIVE FINANCING – ODOT and WVDOT

Using innovative financing tools allows ODOT, WVDOT and MPOs such as KYOVA to develop and create innovative procedures to build, manage, maintain, and operate our transportation infrastructure. These tools assist all agencies in reducing costs, enhancing efficiency, and generating revenue. Types of innovative financing include Advance Construction, Public-Private-Partnerships (P3s), and Toll Credits.

ADVANCE CONSTRUCTION

WVDOT and KYOVA utilize advance construction for the management of fund appropriations and obligation limitation provided by FHWA. Advance construction allows agencies to gain federal authorization to begin federally eligible activities without obligating funding. At the time of authorization, FHWA confirms that WVDOT and KYOVA follow all requirements necessary to execute a federal agreement. By placing the funds into advance construction, FHWA does not guarantee funding for the project, but is indicating that the activities would be eligible.

By utilizing advance construction in short-term projects, WVDOT and ODOT can convert its appropriations and obligation limitation for costs that are currently being incurred and maintain a balance throughout the federal fiscal year. The long-term projects can be used primarily for State DOTs, MPOs or CEAO SIB (State Infrastructure Bank) loans that are utilized and managed by State DOTs and MPOs, such as KYOVA. The SIB loans are taken out by a local sponsor and paid off utilizing federal MPO or CEAO funding. These loans have a typical repayment term of 10 years and are paid down using a level principal amortization schedule. These loans typically have two annual payments due. At the

designated payment dates, advance construction is converted in the amount of the federal participating principal and interest due.

An example of a long-term project using the SIB loan method in the KYOVA region is the South Point Intermodal Cargo Dock/Intermodal Facility. This SIB loan was in the amount of \$2,600,000 to facilitate the initial construction of this piling/intermodal dock facility.

PUBLIC-PRIVATE PARTNERSHIPS (P3s)

With the passage of House Bill 114, ODOT has joined many other states in embracing Public-Private-Partnerships (P3s) for delivery of public projects and services. P3s can provide numerous benefits in the finance, design, construction, maintenance and operation of transportation facilities.

One of the P3 projects in the KYOVA regional area is the Portsmouth Bypass project in Scioto County, Ohio. This project is a new roadway just outside of Portsmouth, connecting U.S. Route 52 east of New Boston to U.S. Route 23 north and west of Lucasville. This project was procured as a Design Build Finance Operate and Maintain (DBFOM) with availability payments. DBFOM with availability payments combines the complete spectrum of equity finance and delivery. The project was financed by the private partner with a combination of private debt and equity along with Transportation Infrastructure Finance and Innovation Act (TIFIA) loans through FHWA. ODOT will repay the private partner using availability payments for the capital and operations costs over a thirty year period provided the transportation facility meets the performance specifications of the public-private agreement.

TOLL CREDITS

Toll Credits are credits that states earn from nonfederal capital expenditures that public or private agencies, such as the Ohio Turnpike, make “to build, improve, or maintain highways, bridges, or tunnels that serve the public purpose of interstate commerce.”

Section 120(j) of Title 23 permits the use of Toll Credits to fulfill some or all of the federal matching fund requirements normally associated with the financing of eligible Title 23 and Title 49 surface transportation capital, operating, or planning projects. The application of TCs increases the federal share of a project, thereby reducing required non-federal match requirements.

It is important to note that TCs are not “cash” or additional funding, but instead are credits that can be applied to surface transportation federal aid projects. Utilizing TCs increases the percentage and amount of federal funding that is used to finance an eligible project. Recent bonding against the Ohio Turnpike and Infrastructure Commission revenues will result in ODOT earning a significant balance of Toll Credits (TC) over the next few years. These credits are being made available to some ODOT capital programs, including the MPO and Large City Program.

GROUPED PROJECTS

WEST VIRGINIA

Currently, West Virginia has no procedure for grouped projects. Although, a new process is in the initial stage that may incorporate such projects into the West Virginia STIP and MPOs TIP.

KENTUCKY

Transportation planning regulations applicable to the development and content of TIPs allow that projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. Such projects are usually non-controversial and produce negligible impacts - other than positive benefits for safety, traffic operations, system preservation, etc. Typically, these projects are not generated through the metropolitan planning process; they are usually initiated by traffic operations or maintenance staff to correct existing problems or deficiencies, or they are the result of successful grant applications by local government agencies.

For the reasons noted above, KYTC and the KYOVA have developed streamlined procedures for incorporating such projects into the TIP. Instead of being identified individually, these projects are grouped into project categories. By listing these grouped projects in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be implemented in the Metropolitan Planning Area without modifying the TIP to individually identify such projects. With respect to fiscal constraint for Kentucky grouped projects, it should be noted that dollar amounts do not reflect actual funding levels, but are intended only to provide an illustrative estimate of the amount of funds that might be spent in each grouped projects category on an annual basis. Fiscal constraint for Kentucky grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

KENTUCKY GROUPED PROJECT LIST

MTP #	Description
	(All projects are located in Boyd or Greenup County)
BG-100	Pavement resurfacing/rehabilitation projects
BG-101	Pavement widening with no additional travel lane
BG-103	Shoulder improvements
BG-104	Slope stabilization/landslide repairs
BG-106	Drainage improvements
BG-107	Bridge replacement/rehabilitation projects with no additional travel lanes
BG-108	Bridge painting
BG-109	Bridge inspections
BG-112	Repair of damage caused by natural disasters, civil unrest, or terrorist acts with no substantial changes in function, location, or capacity
BG-114	Traffic signal maintenance and operations
BG-115	Highway signage
BG-116	Lighting improvements
BG-117	Skid treatments
BG-118	Sight distance improvements

BG-119	Curve realignment projects
BG-120	Median installation
BG-121	Fencing
BG-122	Guardrail/median barriers/crash cushions
BG-124	Pavement markers and markings
BG-125	Railroad/highway crossing safety improvements and warning devices
BG-126	Highway Safety Improvement Program projects
BG-127	Driver education programs
BG-128	Bicycle/pedestrian facilities, including pedestrian facility improvements identified in local public agencies' Transition Plan to meet requirements of the Americans with Disabilities Act ADA
BG-131	Operating assistance to transit agencies
BG-133	Rehabilitation of transit vehicles
BG-134	Construction of transit passenger shelters and information kiosks
BG-135	Transportation Enhancement activities including streetscaping, landscaping, plantings, and informational signs
BG-136	Planning and Technical Studies

OHIO

Ohio utilizes the use of Statewide Line Items (SLI) Grouped Projects in the TIPs and STIP as shown in the following SLI Grouped Project List. Federal regulations establish the parameters as to whether a project is able to be included on the STIP/TIP as part of a SLI Group. ODOT has automated the SLI Group Process for determining if an individual project was eligible for inclusion in a SLI Group.

PROCESS:

When a project is programmed in Ellis, an automated report determines whether the project meets the requirements for inclusion in a SLI Group. If the project is eligible to be part of a SLI Group, the *CO Approved STIP Line Item Eligibility* field on the Project Overview screen in Ellis is marked with a Yes. A SLI Group Report is generated monthly for projects/phases within the current STIP period that are SLI Group eligible. This monthly report is sent to Districts, MPOs, RTPOs and program managers for a coordinated review (1 week). After the review period, Ellis is updated with the STIP SLI Group Reference ID and the SLI Group Report is posted to the STIP website. All projects identified on the posted SLI Group Report are considered to be on the TIP/STIP via the SLI Group(s) identified.

EXCEPTIONS:

As the SLI Group Process is automated, it may be possible for a project to be misidentified as eligible or ineligible to be included in a SLI Group. As such during the review period, the District, MPO, RTPO, and/or program manager may request that a project be reviewed to further determine eligibility or ineligibility.

A MPO, RTPO, District, or program manager may submit a waiver request via email to the Statewide STIP Coordinator to remove or add a project from or to the SLI Group Report. The request is to include the project name, PID, reason for the request, and action being requested. The request will be reviewed and processed accordingly.

FISCAL CONSTRAINT:

STIP/TIP fiscal constraint is maintained by fiscal year per SLI Group and not on the individual projects utilizing the SLI Group.

Draft OHIO 2018-2021 TIP Statewide Line Items (SLI)/Grouped Projects List

Notes: Missing Reference ID's are no longer active. TIP with \$0 in Program SFY indicates MPO funding not planned for SLI usage.			TOTAL TIP PROGRAM COST PER SFY
STIP REF ID	PROGRAM	DEFINITION	2018-2021
SLI 01	AMISH BUGGY	Projects on priority state routes and off-road trails adjacent to priority state routes that improve safety for motorists and horse drawn vehicles. The priority state routes were identified and selected based on ODOT buggy/ motorized vehicle crash data.	\$0
SLI 02	APPALACHIAN DEVELOPMENT LOCAL ACCESS	Local governments in eligible Appalachian Regional Council counties may apply for funding for local access roads serving industrial, commercial, residential, recreational and educational areas; funds may pay for preliminary engineering, right of way and/or construction which will improve economic development opportunities.	\$0
SLI 06	CEAO PROGRAM ADMINISTRATION	ODOT allocates federal funds to the counties for safety and preservation programs. This covers the County Engineers Association of Ohio's costs for administrating the program.	\$0
SLI 07	EMERGENCY RELIEF PROJECTS	ODOT emergency category A, B, or C projects; these projects are usually weather related and require prompt action	\$0
SLI 09	FEDERAL DISCRETIONARY PROGRAMS AND EARMARKS	Programs funded on the national level by discretionary award and/or earmarks (e.g. interstate maintenance, covered bridge, ferry boat, innovative bridge)	\$0
SLI 11	GEOLOGIC SITE ASSESSMENT	ODOT provides construction funding for the remediation of landslide, rock fall, underground mine, erosion and sinkhole sites. Eligible activities include both preventive site mitigation and reactive repair. To be eligible, a project must be identified on the District Geologic Site Inventory and have undergone a Cost to Benefit analysis to determine if the site is a viable project.	\$0
SLI 12	HIGHWAY MAINTENANCE ACTIVITIES	ODOT completes numerous small projects which are planned, designed, and constructed quickly to maintain the highway system (e.g., mowing, lighting, signing, guardrail, city maintenance contracts, spot safety improvements, traffic signals, patching and pavement markings, shoulder work, spot pavement repair).	\$0
SLI 15	HIGHWAY SAFETY PROGRAM	Highway Safety - ODOT targets specific safety concerns for hazard elimination (e.g., vertical and horizontal alignment, signalizations, intersection channelization)	\$0
SLI 16	LOCAL GOVERNMENT PROGRAMS	Local Government Programs - numerous small projects which are planned, designed, and constructed quickly to maintain the local systems (includes eligible Ohio Bridge Partnership Program projects and CEAO task order funded projects).	\$0
SLI 17	LOCAL PLANNING AGENCIES	ODOT and Local Planning Agencies sponsor transportation planning studies and programs financed consistent with the provisions of 23 USC 133. Planning studies and programs may be within Ohio Metropolitan Planning Organizations and Regional Transportation Planning Organizations. Includes Rideshare and Air Quality Awareness Programs.	\$0
SLI 18	RECREATIONAL TRAILS PROGRAM	Recreational Trails Program is a federally funded program coordinated by the Ohio Department of Natural Resources. Funding goes to projects that create and maintain trails and trail support facilities, improve access for people with disabilities and provide education about trail safety and the environment.	\$0

Notes: Missing Reference ID's are no longer active. TIP with \$0 in Program SFY indicates MPO funding not planned for SLI usage.			TOTAL TIP PROGRAM COST PER SFY
STIP REF ID	PROGRAM	DEFINITION	2018-2021
SLI 21	RAIL HIGHWAY CROSSING SAFETY	Rail Highway Crossing Safety program funds rail grade crossing protection improvements. Projects are selected by Ohio Rail Development Commission and the Ohio Public Utilities Commission with the work being performed by the railroad companies.	\$0
SLI 23	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	Right-of-way Hardship and Protective Buying - Prior to the completion of a transportation system improvement environmental assessment which would determine exactly which properties need to be purchased under the right-of-way phase, an individual property becomes available. When ODOT is reasonably certain the property will be required for the planned improvement the property may be purchased ahead of the complete right-of-way plan approval.	\$0
SLI 24	SAFE ROUTES TO SCHOOL	This program includes activities which improve the ability of primary and middle school students to walk and bicycle to school safely. Projects can be either engineering (e.g., improve crossings, sidewalks) or non-engineering (education and encouraging programs).	\$0
SLI 25	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES (5310)	ODOT provides funding, vehicles, and related equipment for special services for the elderly and people with disabilities. The local agencies which participate in this program operate on calendar year basis and the federal program funding appropriations are made on an annual basis. (Rural & Small Urban)	\$0
SLI 26	TRANSPORTATION ALTERNATIVES PROGRAM	The Transportation Alternatives Program (TAP) provides funds for projects that support transportation by improving non-motorized transportation facilities, historic preservation, scenic and environmental aspects.	\$0
SLI 27	DEISEL EMISSIONS REDUCTION GRANT PROGRAM	Ohio EPA administers the DERG program. This is a biennium budget focused on reducing mobile source diesel emissions. Phase Type Other.	\$0
SLI 28	NOISE WALL PROGRAM	ODOT allocates design and construction funding for Type II noise walls (new noise walls for communities that predate the freeway and desire a noise wall) and noise wall maintenance/replacement projects.	\$0
SLI 29	BUS & BUS FACILITIES (5339)	Capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities for both small urban and rural transit systems (Rural & Small Urban)	\$0
SLI 30	EASTERN FEDERAL LANDS HIGHWAY DIVISION	The Eastern Federal Lands Highway Divisions (EFLHD) develops and administers transportation projects that provide access to, are adjacent to, or are located within federal lands.	\$0
SLI 31	RURAL TRANSIT PROGRAM (5311)	Federal funds provided for the purpose of supporting public transportation in rural areas with population of less than 50,000. ODOT applies for these funds on behalf of the rural transit systems. (Rural Line Item)	\$0
SLI 32	PRESERVATION	ODOT completes numerous vital projects to maintain Ohio's transportation system (e.g., pavement rehabilitation, resurfacing, bridge replacement, bridge inspections and maintenance, bridge and pavement repair, bridge painting and sealing, culverts, raised pavement markers, striping)	\$0
SLI 34	OHIO RAIL FIXED GUIDWAY SYSTEM SAFETY & SECURITY OVERSIGHT PROGRAM (5329)	The ODOT Rail Fixed Guideway Safety and Security Oversight (SSO) Program is required by FTA in 49 CFR Part 659 to provide safety and security oversight for Ohio passenger rail systems not regulated by FRA. The ODOT SSO program is designed to be cooperative with the Ohio Regional Transit Authorities and with the FTA SSO program in order to encourage the efficient and effective management of safety and security risk.	\$0

Notes: Missing Reference ID's are no longer active. TIP with \$0 in Program SFY indicates MPO funding not planned for SLI usage.			TOTAL TIP PROGRAM COST PER SFY
STIP REF ID	PROGRAM	DEFINITION	2018-2021
SLI 36	BUS & BUS FACILITIES 5339(b)	Discretionary funding to replace buses for 33 of Ohio's rural transit systems.	\$0
SLI 37	FREIGHT RAIL DEVELOPMENT	The Ohio Rail Development Commission (ORDC) provides assistance to railroads, companies and communities for rail and rail-related infrastructure. The goal of this program is to promote the retention and development of Ohio companies through the use of effective rail transportation.	\$0
SLI 99	STATE FUNDED PROGRAMS	Miscellaneous State Funded Programs: Parks, Geological Site Management Equipment, Unrestricted state Revenue, Unmanned Aerial, Storm Water Mitigation, and Lands & Buildings.	\$0

TRANSIT-ALLOCATED FUNDS

Each of the transit agencies in the urbanized area provides KYOVA Interstate Planning Commission with a Fiscally Constrained projected budget for the years the document will cover.

Funds for the Specialized Transportation Program (FTA Section 5310) are programmed into the TIP by Tri-State Transit Authority, the Designated 5310 recipient for the Huntington, WV-KY-OH Urbanized Area. Ohio continues to program a portion of the 5310 allocation into their numbers for the TIP. The TIP tables reflect Ohio's projects, but with the caveat that the portion they project for 5310 is a part of the entire allocation for the TMA area, and is not counted towards totals for the TMA. Any eligible agencies may apply for these funds as a subrecipient.

Funds for Section 5307 and Section 5339 (Bus and Bus Facilities) are equitably split between the three Urban Transit Agencies in a split letter, a copy of which is then sent to each FTA region involved. The transit agencies may then apply to FTA for the portion of the 5307 or 5339 funds to which they agreed.

MATCHING FUNDS FOR TIP PROJECTS

Some Projects included in the TIP are funded up to 95% federal funds. However, other TIP projects are not federally funded at this level. This fact requires that matching state or local funds be committed to these other projects. The typical local match is 20% but varies from 5% to 50% of the total project cost for certain fund types.

FINANCIAL ASSESSMENT

This section summarizes highway and transit revenues anticipated to be available and compares them to the project costs identified as needed to implement the FY 2018-2021 TIP. Projects listed in the four years of the TIP are limited to those for which funds are available or committed.

Project cost estimates in the TIP were developed by individual project sponsors and are using updated WVDOT, KYTC, and ODOT cost inflation factors that account for year of expenditure dollars. That is, the year in which a project is programmed in the TIP reflects the cost of that project for that particular year.

FISCALLY CONSTRAINED TIP

As mandated by federal and state agencies the TIP must be fiscally constrained. It must be developed with the recognition of anticipated local and state revenue and authorized federal funding levels.

FINANCIAL FEASIBILITY

Based on presently known federal-aid obligation limitations, all projects appearing in the TIP have been programmed by WVDOT, KYTC, and ODOT and can be expected to be funded as programmed within the time frame of the TIP. Transit projects are based on future section 5307 funding at current levels and section 5339 funding which can be

reasonably anticipated. Tables 1-3 display the Financial Plan for West Virginia, Kentucky, and Ohio.

FISCAL CONSTRAINT ANALYSIS FY 2018-2021

The KYOVA Interstate Planning Commission has developed the TIP in cooperation with the West Virginia DOT, Kentucky Transportation Cabinet and Ohio DOT. Based on information provided by the respective state Departments of Transportation concerning funding availability, KYOVA has concluded that the projects identified in the TIP are financially feasible.

TABLE 1: TIP FINANCIAL PLAN FOR WEST VIRGINIA

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR WEST VIRGINIA PER FISCAL YEAR BY FUNDING CATEGORY (FY 2018 - 2021)					
Type of Federal Funds	Federal Fund Usage FY 2018	Federal Fund Usage FY 2019	Federal Fund Usage FY 2020	Federal Fund Usage FY 2021	TOTAL
STP URBAN	\$805,000	\$1,220,000	\$0	\$0	\$2,025,000
STP NON-URBAN	\$840,628	\$840,628	\$840,628	\$960,628	\$3,482,512
NHPP	\$8,190,000	\$4,500,000	\$0	\$22,500,000	\$35,190,000
TAP	\$795,015	\$0	\$0	\$0	\$795,015
HSIP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
TOTAL	\$10,630,643	\$6,560,628	\$840,628	\$23,460,628	\$41,492,527
Section 5310 (Total for TMA each year)	\$243,469	\$243,469	\$243,469	\$243,469	\$973,876
Section 5307 & SECTION 5340	\$1,291,892	\$1,330,649	\$1,370,568	\$1,411,685	\$5,404,794
Section 5339	\$160,894	\$165,721	\$170,692	\$175,813	\$673,120
TOTAL	\$1,452,786	\$1,496,370	\$1,541,260	\$1,587,498	\$6,321,383

TABLE 2: TIP FINANCIAL PLAN FOR KENTUCKY

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR KENTUCKY PER FISCAL YEAR BY FUNDING CATEGORY (FY 2018-2021)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2018	FEDERAL FUND USAGE FY 2019	FEDERAL FUND USAGE FY 2020	FEDERAL FUND USAGE FY 2021	TOTAL
BRX	\$14,110,000	\$0	\$0	\$0	\$14,110,000
BRZ	\$0	\$350,000	\$0	\$850,000	\$1,200,000
STP (Dedicated by MPO)	\$0	\$0	\$0	\$0	\$0
STP (State)	\$6,750,000	\$0	\$26,000,000	\$0	\$32,750,000
HSIP	\$0	\$0	\$0	\$0	\$0
SRTS	\$70,400	\$0	\$0	\$0	\$70,400
TOTAL	\$20,930,400	\$350,000	\$26,000,000	\$850,000	\$48,130,400
Section 5310 (Total for TMA each year)	\$243,469	\$243,469	\$243,469	\$243,469	\$973,876
Section 5307 & SECTION 5340	\$654,719	\$674,360	\$694,591	\$715,429	\$2,739,099
Section 5339	\$36,050	\$37,132	\$38,246	\$39,393	\$150,821
TOTAL	\$690,769	\$711,492	\$732,837	\$754,822	\$2,889,920

TABLE 3: TIP FINANCIAL PLAN FOR OHIO

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR OHIO PER FISCAL YEAR BY FUNDING CATEGORY (FY 2018-2021)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2018	FEDERAL FUND USAGE FY 2019	FEDERAL FUND USAGE FY 2020	FEDERAL FUND USAGE FY 2021	TOTAL
CSTP	\$1,833,955	\$918,400	\$428,000	\$0	\$3,180,355
OSTP	\$0	\$0	\$0	\$1,041,560	\$1,041,560
MSTP	\$846,999	\$291,200	\$0	\$348,000	\$1,486,199
STBG (SET ASIDE)	\$110,000	\$0	\$0	\$0	\$110,000
HSIP	\$48,000	\$0	\$0	\$0	\$48,000
CMAQ	\$189,619	\$0	\$428,000	\$0	\$617,619
TOTAL	\$3,028,573	\$1,209,600	\$856,000	\$1,389,560	\$6,483,733
Section 5310 (Total for TMA each year)	\$243,469	\$243,469	\$243,469	\$243,469	\$973,876
Section 5307 & SECTION 5340	\$389,625	\$401,314	\$413,353	\$425,754	\$1,630,046
Section 5339	\$31,700	\$32,651	\$33,630	\$34,639	\$132,620
TOTAL	\$421,325	\$433,965	\$446,983	\$460,393	\$1,762,666

PROJECT SOLICIATION AND RANKING PROCESS FOR KYOVA-MANAGED FUNDS

WVDOT, KYTC, and ODOT sub-allocates federal funding to KYOVA for the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Program (Ohio only) and Transportation Alternatives Program (TAP). As part of the development of the TIP, WVDOT, ODOT, and KYTC provided a forecast of these funds anticipated to be available during the fiscal years 2018 through 2021. These revenue estimates include a 3% annual increase for each year of the TIP.

KYOVA uses a competitive application process to award these funds to project sponsors and is outlined in this section. It should be noted that these funds are not subject to an additional inflation factor because KYOVA caps the amount of federal funds a project is to receive.

KYOVA has developed a project selection policy which was approved by the Policy Committee that provides all project sponsors with an understanding of the process utilized by this planning agency for developing the TIP and for the administration of STP, CMAQ – Ohio, and TAP funds. These estimated funds are cooperatively developed by the metropolitan planning organization, public transit agency and respective DOTs in each state.

The Transportation Improvement Program is required to consist of projects that can realistically be expected to move to construction over the next four fiscal years. There are generally many more projects requested than can be funded by KYOVA. All of the project requests must be reviewed by the TIP Committee and subjected to a ranking process to prioritize the projects for funding priority.

KYOVA manages federal funds annually which are allocated into three programs: Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ) Program; and Transportation Alternatives Program (TAP).

New project requests and projects in the current TIP at the time of ranking are screened according to KYOVA's policies. Projects from prior years are screened for continued progress to determine whether the project simply advances into the new TIP as is or must be re-evaluated by the TIP Committee and subject to compete for funding once again. New applications are reviewed for eligibility, for completeness and required prerequisites to be included in the program.

KYOVA Suballocated Funds - West Virginia FY 2014-2021				
Year		STP	TAP	Comments
2013	Current Budget	\$2,762,052	\$133,277	No funds encumbered during 2013
	Encumbered to Date	\$0	\$0	
	Remaining Project Demand	\$0	\$0	
	Project Carry Over	\$2,762,052	\$133,277	
2014	Current Budget	\$2,755,149	\$135,396	No funds encumbered during 2014
	FY 2013 Carry Forward	\$2,762,052	\$133,277	
	Available 2014 Budget	\$5,517,201	\$268,673	
	Project Demand	\$0	\$0	
	Shortfall/Balance	\$5,517,201	\$268,673	
	Budget Transactions	\$0	\$0	
	Revised Budget	\$0	\$0	
	Carry Over	\$5,517,201	\$268,673	
2015	Current Budget	\$1,725,114	\$84,777	*partial apportionment through May 2015 KYOVA/RIC Split No funds encumbered during 2015
	FY 2014 Carry Forward	\$5,517,201	\$268,673	
	Available 2015 Budget	\$7,242,315	\$353,450	
	Project Demand	\$0	\$0	
	Shortfall/Balance	\$7,242,315	\$353,450	
	Budget Transactions	\$0	\$0	
	Revised Budget	\$0	\$0	
	Carry Over	\$7,242,315	\$353,450	
2016	Current Budget	\$3,475,456	\$167,701	Project Demand Summary: Huntington Stormwater Plan - \$200,000 (80%) City of Huntington Signage and Sidewalk Inventory - \$40,000 (80%) Tri-State Airport Access Road Study - \$48,000 (80%) Huntington Multimodal Study - \$40,000 (80%) Heritage Farm Access Road Study - \$80,000 (80%) Tri-State Airport ADA Project - \$929,917 (80%) TTA Bus Purchase - \$1,280,000 (80%) Urban STP - Source: 2016-2019 TIP - \$3,706,000
	FY 2015 Carry Forward	\$7,242,315	\$353,450	
	Available 2016 Budget	\$10,717,771	\$521,151	
	Project Demand	\$6,323,917		
	Shortfall/Balance	\$4,393,854	\$521,151	
	Budget Transactions			
	Revised Budget			
	Carry Over	\$4,393,854	\$521,151	
2017	Current Budget	\$3,475,456	\$167,701	Subject to recall 2013 Suballocated funds Project Demand Summary: Urban STP - Source: 2016-2019 TIP- \$1,220,000 Downtown Huntington Bike/Ped Improvements - \$167,200 (80%) Tri-State Transit Expansion Study - \$40,000 (80%)
	FY 2016 Carry Forward	\$4,393,854	\$521,151	
	Available 2017 Budget	\$7,869,310	\$688,852	
	Project Demand	\$1,427,200		
	Shortfall/Balance	\$6,442,110	\$688,852	
	Budget Transactions			
	Revised Budget			
	Carry Over	\$6,442,110	\$688,852	
2018	Current Budget	\$3,475,456	\$167,701	Subject to recall 2014 Suballocated funds Urban STP - Source: 2018-2021 TIP- \$0 US 60 (WV 193-Mall Road) Study - \$125,000 (80%)
	FY 2017 Carry Forward	\$6,442,110	\$688,852	
	Available 2018 Budget	\$9,917,566	\$856,553	
	Project Demand	\$125,000	\$0	
	Shortfall/Balance	\$9,792,566	\$856,553	
	Budget Transactions			
	Revised Budget			
	Carry Over	\$9,792,566	\$856,553	
2019	Current Budget	\$3,475,456	\$167,701	Subject to recall 2014 Suballocated funds Urban STP - Source: 2018-2021 TIP- \$0
	FY 2017 Carry Forward	\$9,792,566	\$856,553	
	Available 2018 Budget	\$13,268,022	\$1,024,254	
	Project Demand	\$0	\$0	
	Shortfall/Balance	\$13,268,022	\$1,024,254	
	Budget Transactions			
	Revised Budget			
	Carry Over	\$13,268,022	\$1,024,254	
2020	Current Budget	\$3,475,456	\$167,701	Subject to recall 2014 Suballocated funds Urban STP - Source: 2018-2021 TIP- \$0
	FY 2017 Carry Forward	\$13,268,022	\$1,024,254	
	Available 2018 Budget	\$16,743,478	\$1,191,955	
	Project Demand	\$0	\$0	
	Shortfall/Balance	\$16,743,478	\$1,191,955	
	Budget Transactions			
	Revised Budget			
	Carry Over	\$16,743,478	\$1,191,955	
2021	Current Budget	\$3,475,456	\$167,701	Subject to recall 2014 Suballocated funds Urban STP - Source: 2018-2021 TIP- \$0
	FY 2017 Carry Forward	\$16,743,478	\$1,191,955	
	Available 2018 Budget	\$20,218,934	\$1,359,656	
	Project Demand	\$0	\$0	
	Shortfall/Balance	\$20,218,934	\$1,359,656	
	Budget Transactions			
	Revised Budget			
	Carry Over	\$20,218,934	\$1,359,656	

KYOVA Suballocated Funds - Kentucky FY 2014-2021				
Year		STP	TAP	Comments
2013	Current Budget	\$1,145,459	\$74,566	No funds encumbered during 2013
	Encumbered to Date	\$0	\$0	
	Remaining Project Demand	\$0	\$0	
	Project Carry Over	\$1,145,459	\$74,566	
2014	Current Budget	\$1,146,093	\$75,873	No funds encumbered during 2014
	FY 2013 Carry Forward	\$1,145,459	\$74,566	
	Available 2014 Budget	\$2,291,552	\$150,439	
	Project Demand	\$0	\$0	
	Shortfall/Balance	\$2,291,552	\$150,439	
	Budget Transactions	\$0	\$0	
	Revised Budget	\$0	\$0	
	Carry Over	\$2,291,552	\$150,439	
2015	Current Budget	\$1,200,000	\$50,513	Reflects MAP-21 apportionment through May 31, 2015 Project Demand Summary: (DSS) \$18,500 (80%) = \$14,800 (Non-Motorized Plan) \$100,000 (80%)= \$80,000 - Split with FY 16 = \$40,000 (TDM) \$62,500 (80%) = \$50,000 - Split with FY 16 = \$25,000
	FY 2014 Carry Forward	\$2,291,552	\$150,439	
	Available 2015 Budget	\$3,491,552	\$200,952	
	Project Demand	\$79,800	\$0	
	Shortfall/Balance	\$3,411,752	\$200,952	
	Budget Transactions	\$0	\$0	
	Revised Budget	\$0	\$0	
	Carry Over	\$3,411,752	\$200,952	
2016	Current Budget	\$1,200,000	\$74,566	Subject to recall 2013 Suballocated funds Project Demand Summary: (Non-Motorized Plan) \$100,000 (80%) = \$80,000 - Split with FY 15 = \$40,000 (TDM) \$62,500 (80%) = \$50,000- Split with FY 15 = \$25,000 + \$16,000 Worthington SRTS - Design - \$9,600 (80%) Traffic Signal Installation - \$114,964 (80%) Transit Study - \$50,000 Non-Motorized Transportation Plan - \$50,000
	FY 2015 Carry Forward	\$3,411,752	\$200,952	
	Available 2016 Budget	\$4,611,752	\$275,518	
	Project Demand	\$305,564		
	Shortfall/Balance	\$4,306,188	\$275,518	
	Budget Transactions			
	Revised Budget			
	Carry Over	\$4,306,188	\$275,518	
2017	Current Budget	\$1,200,000	\$74,566	Subject to recall 2014 Suballocated funds Project Demand Summary: US 60 Turn-lane installation - \$664,000 Russell SRTS - Design - \$28,000 (80%) Worthington SRTS - Construction - \$70,400 (80%)
	FY 2016 Carry Forward	\$4,306,188	\$275,518	
	Available 2017 Budget	\$5,506,188	\$350,084	
	Project Demand	\$762,400	\$0	
	Shortfall/Balance	\$4,743,788	\$350,084	
	Budget Transactions			
	Revised Budget			
	Carry Over	\$4,743,788	\$350,084	
2018	Current Budget	\$1,200,000	\$74,566	Subject to recall 2015 Suballocated funds Project Demand Summary: Russell SRTS - Construction - \$312,000 (80%) Rush Off Road Access Study - \$175,000 Greenup Riverwalk Study - \$99,000
	FY 2017 Carry Forward	\$4,743,788	\$350,084	
	Available 2018 Budget	\$5,943,788	\$424,650	
	Project Demand	\$586,000	\$0	
	Shortfall/Balance	\$5,357,788	\$424,650	
	Budget Transactions			
	Revised Budget			
	Carry Over	\$5,357,788	\$424,650	
2019	Current Budget	\$1,200,000	\$74,566	Subject to recall 2016 Suballocated funds No funds encumbered during 2019
	FY 2018 Carry Forward	\$5,357,788	\$424,650	
	Available 2019 Budget	\$6,557,788	\$499,216	
	Project Demand	\$0	\$0	
	Shortfall/Balance	\$6,557,788	\$499,216	
	Budget Transactions			
	Revised Budget			
	Carry Over	\$6,557,788	\$499,216	
2020	Current Budget	\$1,200,000	\$74,566	Subject to recall 2017 Suballocated funds No funds encumbered during 2020
	FY 2018 Carry Forward	\$6,557,788	\$499,216	
	Available 2019 Budget	\$7,757,788	\$573,782	
	Project Demand	\$0	\$0	
	Shortfall/Balance	\$7,757,788	\$573,782	
	Budget Transactions			
	Revised Budget			
	Carry Over	\$7,757,788	\$573,782	
2021	Current Budget	\$1,200,000	\$74,566	Subject to recall 2018 Suballocated funds No funds encumbered during 2021
	FY 2018 Carry Forward	\$7,757,788	\$573,782	
	Available 2019 Budget	\$8,957,788	\$648,348	
	Project Demand	\$0	\$0	
	Shortfall/Balance	\$8,957,788	\$648,348	
	Budget Transactions			
	Revised Budget			
	Carry Over	\$8,957,788	\$648,348	

KYOVA Suballocated Funds - Ohio FY 2014 - 2021 TIP Fiscal Constraint								
Year		4TA7	4TB7	4TC7	Comments	SAC Budget Balancing		
		(STP)	(CMAQ)	(TAP)		4TA7	4TB7	4TC7
2014	Current Budget	\$505,256	\$371,668	\$50,526				
	FY 13 Carry Forward	\$29,746	(\$167,147)	\$3,472				
	Available 2014 Budget	\$535,002	\$141,192	\$53,998				
	Project Demand	\$285,002	\$141,192	\$53,998	STP SIB Loan ID 80998 CMAQ SIB loan ID 92753			
	Shortfall/Balance	\$250,000	\$0	\$0				
	SAC Budget transactions	\$0	\$0	\$0	Repay FY 13 MPO loan 115,000 Repay FY 13 MPO Loan 440,000	\$0	\$0	\$0
	Revised Budget	\$505,256	\$371,668	\$50,526				
	Carry Over	\$0	\$0	\$0				
2015	Current Budget	\$494,720	\$363,919	\$49,471				
	FY 14 Carry Forward	\$0	\$0	\$14,628				
	Net 2015 Budget	\$494,720	\$363,919	\$64,099				
	Project Demand	\$80,000	\$266,452	\$0	CMAQ SIB Loan ID 92753 Ironton Trail 91063			
	Shortfall/Balance	\$414,720	\$97,467	\$64,099				
	SAC Budget transactions	\$0	\$0	\$0		\$0	\$0	\$0
	Revised Budget	\$494,720	\$363,919	\$49,471				
	Carry Over	\$414,720	\$97,467	\$64,099				
2016	Current Budget	\$494,720	\$363,919	\$49,471				
	FY 15 Carry Forward	\$414,720	\$97,467	\$64,099				
	Net 2016 Budget	\$909,440	\$461,386	\$113,570				
	Project Demand	\$0	\$266,452	\$0	CMAQ SIB Loan ID 92753			
	Shortfall/Balance	\$909,440	\$194,934	\$113,570				
	SAC Budget transactions	\$0	\$0	\$0		\$0	\$0	\$0
	Revised Budget	\$494,720	\$363,919	\$49,471				
	Carry Over	\$909,440	\$194,934	\$113,570				
2017	Current Budget	\$494,721	\$363,919	\$49,471				
	FY 16 Carry Forward	\$909,440	\$194,934	\$113,570				
	Net 2017 Budget	\$1,404,161	\$558,853	\$163,041				
	Project Demand	\$200,000	\$266,452	\$100,000	CMAQ SIB Loan ID 92753			
	Shortfall/Balance	\$1,204,161	\$292,401	\$63,041	Law non-Motorized Trans. Plan ID - 99806 200,000			
	SAC Budget transactions	\$0	\$0	\$0		\$0	\$0	\$0
	Revised Budget	\$494,721	\$363,919	\$49,471				
	Carry Over	\$1,204,161	\$292,401	\$63,041				
2018	Current Budget	\$542,479	\$363,919	\$54,248				
	FY 17 Carry Forward	\$1,204,161	\$292,401	\$63,041				
	Net 2018 Budget	\$1,746,640	\$656,320	\$117,289				
	Project Demand	\$1,437,011	\$456,071	\$110,000	CMAQ SIB Loan ID 92753			
	Shortfall/Balance	\$309,629	\$200,249	\$7,289	Ironton Trail 91063 - \$748,000 (STP, CMAQ, TAP) SR 141 Paving - ID 102158 104526 - KYOVA LAW US 52 US	\$0	\$0	\$0
	SAC Budget transactions	\$0	\$0	\$0				
	Revised Budget	\$542,479	\$363,919	\$54,248				
	Carry Over	\$309,629	\$200,249	\$7,289				
2019	Current Budget	\$554,702	\$363,919	\$55,470				
	FY 18 Carry Forward	\$309,629	\$200,249	\$7,289				
	Net 2019 Budget	\$864,331	\$564,168	\$62,759				
	Project Demand	\$1,402,848	\$266,452	\$0	CMAQ SIB Loan ID 92753 US 52/Solida Rd J&C ID 97484			
	Shortfall/Balance	(\$538,517)	\$297,716	\$62,759	SR 93 Paving - ID 102159			
	SAC Budget transactions	\$0	\$0	\$0		\$0	\$0	\$0
	Revised Budget	\$554,702	\$363,919	\$55,470				
	Carry Over	(\$538,517)	\$297,716	\$62,759				
2020	Current Budget	\$491,609	\$361,629	\$49,161				
	FY 18 Carry Forward	(\$538,517)	\$297,716	\$62,759				
	Net 2019 Budget	(\$46,908)	\$659,345	\$111,920				
	Project Demand	\$428,000	\$428,000	\$0	Lawrence Union Rome Trails ID - 91067 \$856,000 (50% STP/50% CMAQ)			
	Shortfall/Balance	(\$474,908)	\$231,345	\$111,920				
	SAC Budget transactions	\$0	\$0	\$0		\$0	\$0	\$0
	Revised Budget	\$491,609	\$361,629	\$49,161				
	Carry Over	(\$474,908)	\$231,345	\$111,920				
2021	Current Budget	\$491,609	\$361,629	\$49,161				
	FY 18 Carry Forward	(\$474,908)	\$231,345	\$111,920				
	Net 2019 Budget	\$16,701	\$592,974	\$161,081				
	Project Demand	\$348,000	\$0	\$0	CMAQ SIB Loan ID 92753 Multimodal Facility ID 98961 - PE, RW			
	Shortfall/Balance	(\$331,299)	\$592,974	\$161,081				
	SAC Budget transactions	\$0	\$0	\$0		\$0	\$0	\$0
	Revised Budget	\$491,609	\$361,629	\$49,161				
	Carry Over	(\$331,299)	\$592,974	\$161,081				
SAC budget trade balance must equal \$0						\$0	\$0	\$0

KYOVA - 2018 through 2021 STIP Fiscal Analysis Draft as of 02/12/2017																	
Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.																	
Includes Line Item Projects			SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP		
Line #	Type		Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates
Federal Flexible																	
1		STBG	\$2,295,625	\$0	\$2,295,625	\$302,848	\$0	\$302,848	\$3,463,718	\$0	\$3,463,718	\$1,204,601	\$0	\$1,204,601	\$7,266,793	\$0	\$7,266,793
--		STBG/Safe Routes to School	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2		National Hwy Performance Prgm	\$111,928	\$0	\$111,928	\$3,552,053	\$0	\$3,552,053	\$0	\$0	\$0	\$391,574	\$0	\$391,574	\$4,055,556	\$0	\$4,055,556
3		Interstate Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4		National Highway System	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5		Bridge	\$1,012	\$0	\$1,012	\$2,912	\$0	\$2,912	\$0	\$0	\$0	\$0	\$0	\$0	\$3,924	\$0	\$3,924
6		CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7		Highway Safety Imp Prog	\$1,225,000	\$0	\$1,225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$588,000	\$0	\$588,000	\$1,813,000	\$0	\$1,813,000
8		Garvee Bond-Fund 045-Longtm AC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9		SIB Loan-Fund 212-Longterm AC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10		Redistributed Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Appropriation Changes Needed																	
11		Un-Assigned Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,132,000	\$0	\$1,132,000	\$1,132,000	\$0	\$1,132,000
12		Un-Assigned Federal Labor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,240	\$0	\$79,240	\$79,240	\$0	\$79,240
13		Non-Federal	\$1,431,959	\$0	\$1,431,959	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,431,959	\$0	\$1,431,959
56		Not Grouped	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-Totals Federal Flexible			\$5,065,525	\$0	\$5,065,525	\$3,857,813	\$0	\$3,857,813	\$3,463,718	\$0	\$3,463,718	\$3,395,415	\$0	\$3,395,415	\$15,782,472	\$0	\$15,782,472
MPO Sub-allocated budgets fror SFY 2016 include estimated SFY budget balance carryforward from SFY 2015.																	
MPO Sub-allocated STP Funds - SAC 4TA7																	
KY09	4TA7	STBG	\$1,142,479	\$1,142,479	\$0	\$554,702	\$106,321	\$448,381	\$491,609	\$63,609	\$428,000	\$491,609	\$71,609	\$420,000	\$2,680,399	\$1,384,018	\$1,296,381
		CMAQ	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Bridge	N/A	-\$33,745	\$33,745	N/A	-\$991,200	\$991,200	N/A	\$0	\$0	N/A	\$0	\$0	N/A	-\$1,024,945	\$1,024,945
		National Hwy Performance Prgm	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TA7	MPO Sub-Total		\$1,142,479	\$1,108,734	\$33,745	\$554,702	-\$884,879	\$1,439,581	\$491,609	\$63,609	\$428,000	\$491,609	\$71,609	\$420,000	\$2,680,399	\$359,073	\$2,321,326
MPO "Statewide" CMAQ Funds - SAC 4TB7																	
KY09	4TB7	CMAQ	\$539,069	\$0	\$539,069	\$730,055	\$0	\$730,055	\$694,845	\$0	\$694,845	\$268,296	\$0	\$268,296	\$2,232,265	\$0	\$2,232,265
		National Hwy Performance Prgm	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5307 - Urban Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$275,000	\$0	\$0	\$0	\$275,000	\$0	\$275,000
		STBG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Un-Assigned Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4TB7	MPO Sub-Total		\$539,069	\$0	\$539,069	\$730,055	\$0	\$730,055	\$969,845	\$0	\$969,845	\$268,296	\$0	\$268,296	\$2,507,265	\$0	\$2,507,265
MPO Sub-allocated Enhancement Funds - SAC 4TC7																	
KY09	4TC7	TAP/Enhancements	\$54,248	\$54,248	\$0	\$55,470	-\$54,530	\$110,000	\$49,161	\$49,161	\$0	\$49,161	\$49,161	\$0	\$208,040	\$98,040	\$110,000
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TC7	MPO Sub-Total		\$54,248	\$54,248	\$0	\$55,470	-\$54,530	\$110,000	\$49,161	\$49,161	\$0	\$49,161	\$49,161	\$0	\$208,040	\$98,040	\$110,000
MPO Sub-allocated Planning STP Funds - SAC 4TD7																	
KY09	4TD7	STBG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Bridge	N/A	-\$250,000	\$250,000	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	-\$250,000	\$250,000
		Highway Planning (2%)	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Metro Planning	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TD7	MPO Sub-Total		\$0	-\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$250,000	\$250,000
MPO Sub-allocated Planning CMAQ Funds - SAC 4TE7																	
KY09	4TE7	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		National Hwy Performance Prgm	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TE7	MPO Sub-Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO Sub-Total			\$1,735,796	\$912,982	\$822,814	\$1,340,227	-\$939,409	\$2,279,636	\$1,510,615	\$112,770	\$1,397,845	\$809,066	\$120,770	\$688,296	\$5,395,704	\$207,113	\$5,188,591

KYOVA - 2018 through 2021 STIP Fiscal Analysis Draft as of 02/12/2017																	Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.		
Includes Line Item Projects			SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP				
Line #	Type		Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates		
State/Local Match Program 002/042/Labor/Local Match																			
14		State Funds (002)	\$668,610	\$0	\$668,610	\$7,051,597	\$0	\$7,051,597	\$1,968,777	\$0	\$1,968,777	\$670,421	\$0	\$670,421	\$10,359,404	\$0	\$10,359,404		
15		State Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
16		Labor - State Match	\$373,094	\$0	\$373,094	\$1,028,811	\$0	\$1,028,811	\$108,659	\$0	\$108,659	\$273,590	\$0	\$273,590	\$1,784,153	\$0	\$1,784,153		
17		Labor - Local Match	\$19,408	\$0	\$19,408	\$17,000	\$0	\$17,000	\$24,160	\$0	\$24,160	\$0	\$0	\$0	\$60,568	\$0	\$60,568		
18		Local Match	\$439,081	\$0	\$439,081	\$399,600	\$0	\$399,600	\$616,090	\$0	\$616,090	\$252,000	\$0	\$252,000	\$1,706,771	\$0	\$1,706,771		
Grand Totals State/Local/GRF			\$1,500,193	\$0	\$1,500,193	\$8,497,007	\$0	\$8,497,007	\$2,717,685	\$0	\$2,717,685	\$1,196,011	\$0	\$1,196,011	\$13,910,896	\$0	\$13,910,896		
Sub-Totals Fed Flex/State/Local Match (Above)			\$6,565,718	\$0	\$6,565,718	\$12,354,821	\$0	\$12,354,821	\$6,181,403	\$0	\$6,181,403	\$4,591,426	\$0	\$4,591,426	\$29,693,368	\$0	\$29,693,368		
Other Federal																			
19		Earmarks / High Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
20		Appalachian Hwys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
21		Other Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
22		Tiger Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
23		Highway Planning (2%)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
24		TAP/Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
25		TAP/Safe Routes to School	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
26		Forest Highways	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
27		Metro Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
28		RR Hazard Elimination	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
29		Trans & Com Sys Pres (TCSP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
30		Nat'l Historic Covered Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
31		National Corridor Boarder	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
32		Nt'l Cor Planning & Dev (NCPD)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
33		LTAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Sub-Totals			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Federal Discretionary																			
34		Emergency Relief	\$933,955	\$0	\$933,955	\$8,560,000	\$0	\$8,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,493,955	\$0	\$9,493,955		
35		Scenic Byway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
36		Ferry Boat	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Sub-Totals Discretionary Programs			\$933,955	\$0	\$933,955	\$8,560,000	\$0	\$8,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,493,955	\$0	\$9,493,955		
Grand Totals FHWA			\$9,235,469	\$912,982	\$8,322,487	\$22,255,048	-\$939,409	\$23,194,457	\$7,692,018	\$112,770	\$7,579,248	\$5,400,492	\$120,770	\$5,279,722	\$44,583,027	\$207,113	\$44,375,914		
Transit Funding by Line Item																			
5307 - Urban Formula Program																			
37		5307 - Urban Formula Program	\$564,000	\$0	\$564,000	\$564,000	\$0	\$564,000	\$642,000	\$0	\$642,000	\$1,642,000	\$0	\$1,642,000	\$3,412,000	\$0	\$3,412,000		
5309 Bus & Bus Facil																			
38		5309 / 0003 - New Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
39		5309 / 0004 - Small Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
5309 - Capital Investment Program			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
5310 - Enhanced Mobility																			
40		5310 - Enhanced Mobility	\$48,000	\$0	\$48,000	\$48,000	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$96,000	\$0	\$96,000		
41		5310 - Enhanced Mobility Small Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
42		5310 - Enhanced Mobility Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
5310 - Enhanced Mobility			\$48,000	\$0	\$48,000	\$48,000	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$96,000	\$0	\$96,000		
5311 - Rural Transit Program																			
43		5311 - Rural Transit Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
5312 - Natl Res & Techlgy Prgm																			
44		5312 - Natl Res & Techlgy Prgm	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		

KYOVA - 2018 through 2021 STIP Fiscal Analysis Draft as of 02/12/2017																	Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.
Includes Line Item Projects			SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP		
Line #	Type		Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates
45		5329 State Safety Security Ovr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5337 - "Fixed Guideway Modernization"															
46		5337 / 0001 - Fixed Guidwy Mod	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
48		5337 / 0003-High Int Mtr Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
48		5337 / 0001-State of Good Rpr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5337 - "State of Good Repair"	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5339 - "Bus & Bus Facilities"															
49		5339 / 0002 - Bus & Bus Facil	\$30,000	\$0	\$30,000	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000
50		5339 - Bus & Bus Fac Sm Urb	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
51		5339 - Bus & Bus Fac Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Sub-Totals	\$30,000	\$0	\$30,000	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000
		Transit State/Local Match															
52		Local Match-0001-Farbx Rev-Lcl	\$34,000	\$0	\$34,000	\$34,000	\$0	\$34,000	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$68,000
53		Local Match-0002-Local Ded-Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
54		Local Match - 0003 - Local Oth	\$344,250	\$0	\$344,250	\$344,250	\$0	\$344,250	\$12,000	\$0	\$12,000	\$12,000	\$0	\$12,000	\$712,500	\$0	\$712,500
55	FTA	Local Match	\$77,250	\$0	\$77,250	\$77,250	\$0	\$77,250	\$443,500	\$0	\$443,500	\$1,283,500	\$0	\$1,283,500	\$1,881,500	\$0	\$1,881,500
55		GRF	\$32,700	\$0	\$32,700	\$32,700	\$0	\$32,700	\$32,700	\$0	\$32,700	\$122,700	\$0	\$122,700	\$220,800	\$0	\$220,800
		Transit Local Match	\$488,200	\$0	\$488,200	\$488,200	\$0	\$488,200	\$488,200	\$0	\$488,200	\$1,418,200	\$0	\$1,418,200	\$2,882,800	\$0	\$2,882,800
		Sub-Totals	\$1,130,200	\$0	\$1,130,200	\$1,130,200	\$0	\$1,130,200	\$1,130,200	\$0	\$1,130,200	\$3,060,200	\$0	\$3,060,200	\$6,450,800	\$0	\$6,450,800
Line #	Legend																
11-etc.	"Un-Assigned Federal" - Federal SAC codes but no Federal billing fund yet assigned (ie SACs 4PF7, 4BK7, TRAN, TRTR, etc.)																
17-18	"Local Match" = Budget matches estimates in that the local guarantees the source of funding based on the entire revenue sources for specific projects. (SACs LNTP, 4BG6, 4BG7, & 4BG9)																
	Note: Garvee Bond, State Bond used Business Plan for Budgets. Also used Business Plan for Garvee Debt Service Estimates.																

METHODOLOGY FOR STP, TAP, CMAQ-OHIO PROJECTS

KYOVA has established a process for soliciting, reviewing and ranking highway, transit, non-highway and freight projects utilizing these funds. A project sponsor wishing to submit a project for funding using the Huntington, WV-KY-OH Urbanized Area STP, TAP or CMAQ-Ohio funds must complete an Intent to Apply and STP/TAP/CMAQ-Ohio Project Application. The STP/TAP/CMAQ – Ohio Project Applications will be used to establish project eligibility and to score transportation projects proposed for funding. The prioritization resulting from the application's scoring system will allow fair competition and selection based on a project's individual characteristics, status and local commitment relative to other proposed projects.

The following general and management policies have been implemented to provide guidance and control over TIP project development for projects requiring KYOVA managed STP, CMAQ, and TAP funds.

1. KYOVA requires that project sponsors submit an STP, TAP or CMAQ application when requesting funding. The project solicitation period will be based on the current TIP/STIP development schedule and will be responsive to the needs of each state's transportation agencies.
2. All projects not received by KYOVA by the due date or that contain an inadequate cost estimate or project description will be eliminated from consideration for funding.
3. All projects will be rated and ranked according to the criteria developed by KYOVA staff and approved by the TIP Committee as outlined in the STP/TAP/CMAQ – Ohio Application prior to submission of the project.
4. The project sponsor must provide the local match and it must be consistent with the program for which funding is being requested. Note: Each program may have difference match requirements.
5. KYOVA will present the candidate project list to the KYOVA Technical Advisory Committee and the Policy Committee after eligibility is established for the project review and selection. KYOVA, as the TMA, will notify the state DOT (WVDOH/KYTC/ODOT) of the programming of projects and will provide copies of required documents (i.e. description, funding source and match, preliminary cost estimate, project sponsor, etc.).
6. After the project is programmed in the TIP, the use of KYOVA managed federal funds may not increase more than 10% above the TIP approved KYOVA federal amount. Any increase greater than 10% is the responsibility of the sponsor unless it was previously approved by the both the TIP Committee and the Policy Committee. All increases must be justified by the project sponsor and will only be approved in rare circumstances beyond the sponsor's control.
7. Projects that fail to be ready for obligation by the federal fiscal year in which they were selected for funding will be jointly assessed by the project sponsor, KYOVA,

the state DOT and USDOT to determine if the project should be terminated and funds reprogrammed.

8. ODOT has issued a requirement that projects are obligated and sold on a quarterly basis of 20% first quarter of the state fiscal year, 30% second quarter, 30% third quarter, and 20% fourth quarter. They will also be requiring that KYOVA develop a reservoir of projects equal to 25% of their annual total obligation ceiling.
9. For Ohio projects, the project sponsor, in coordination with ODOT District 9 and the KYOVA staff, will prepare a project development schedule for each project funded in the TIP. At a minimum, this schedule will include the milestones and dates of submittals required by ODOT Ellis system and by KYOVA's project development requirements.
10. Project selection and approval will be considered to occur when the project is included in the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) or both and approved by the KYOVA Policy Committee.

PREVIOUSLY RANKED PROJECTS

Previously ranked projects are projects that were ranked in prior years and the project sponsor has requested that the project be continued in the current TIP:

1. Projects listed on the previous TIP which are on or ahead of schedule and are to be carried forward with the same fiscal year schedule as previously identified shall be placed on the new TIP as recommended without further evaluation provided the project complied with policies and funding is available.
2. Projects listed on the previous TIP which are proposed to be carried forward into the new TIP with a later time frame will be evaluated to determine the reason for the delay and will be treated as follows:
 - If the project has not been programmed by the State DOT, the project will be reevaluated along with the new project submittals.
 - If the project has been programmed by the State DOT and there is a good reason for the schedule adjustment to create a better understanding of the project, the project will be carried forward to the new TIP with its previous ranking and with the appropriate schedule adjustments.
3. A project must be programmed by the State DOT (reviewed in the field and have received a project identification number – PID) in order to be included in year one or two of the upcoming TIP for construction funding.

RANKING CRITERIA

Eligible projects are rated by the Committee against a set of criteria that establish a numeric value for each project as to how well the project addresses regional goals and objectives for the transportation system. The prioritization factors and their values are

listed in the table below. All projects are evaluated for each of the factors. Consideration is also given to project readiness and budget for STP funds.

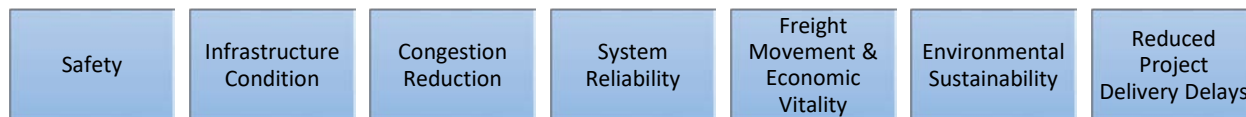
STP Prioritization Factors		
Factor		Max Value
Economic Vitality		20
Highway Projects Only	Safety and Hazards	20
	Environmental Enhancement	15
	Management and Operation	15
	System Preservation	15
	Multimodal Criteria	13
	Total	98
Economic Vitality		20
Transit Projects Only	Public Transit	56
	System Preservation	15
	Multimodal Criteria	15
	Total	106

TAP Prioritization Factors	
Factors	Max Value
Project Readiness/Schedule/Maintenance Plan	10
Project Budget	10
ROW & Traffic Control Measures	10
Project Specifics	15
Community Improvement Activities	13
Accessibility & Equity	10
Environment	7
Aquatic & Terrestrial	7
Cultural, Historical, and Archeological Resources	2
Health and Safety	12
Community Support	4
Total	100

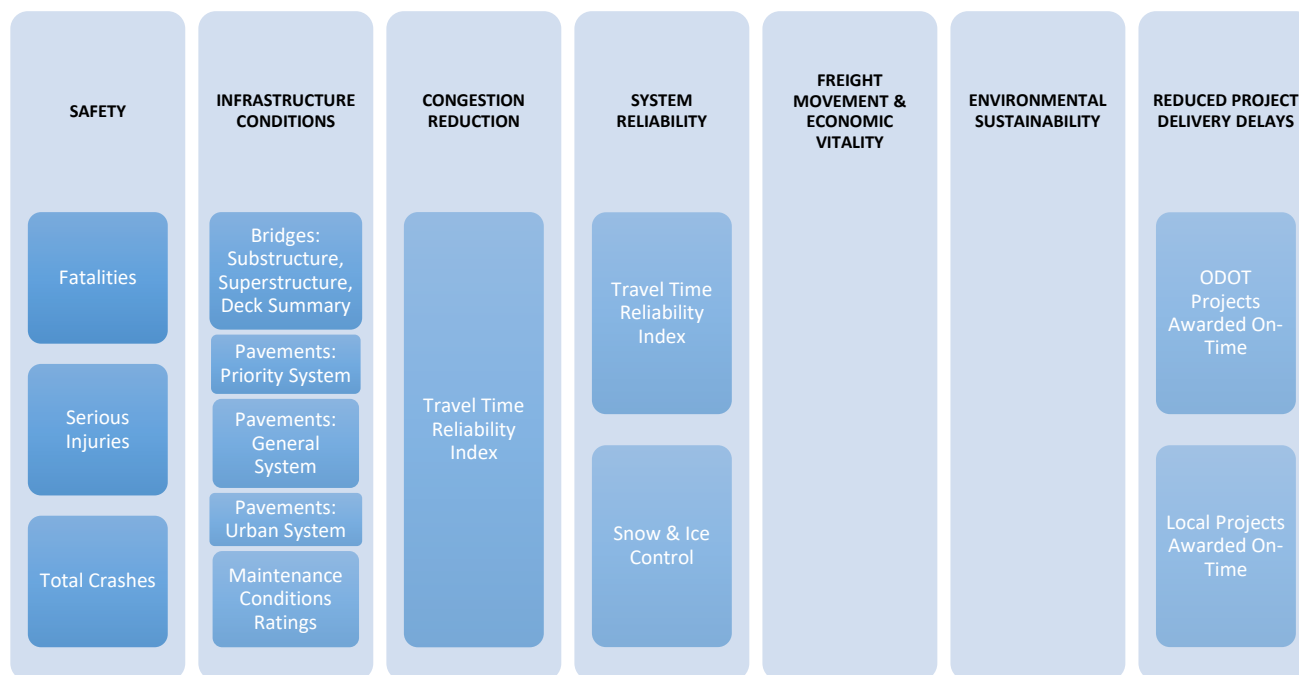
CMAQ Prioritization Factors	
Factors	Max Value
Project Description	5
Project Readiness	25
Project Cost	15
Environmental & Cultural/Historic Resources	40
Emission Reduction	15
Total	100

PERFORMANCE MEASURES

MAP-21 and the FAST Act are placing emphasis on incorporating performance management into transportation planning and programming processes. National performance goals have been established for 7 key areas, and states are required to establish performance targets in support of these national goals. Projects in the 2018-2021 TIP address transportation needs in one or more of these key areas, which are:



Currently, KYOVA is working with WVDOT, KYTC, and ODOT to determine what performance measures to track in each of the key areas and to quantify baseline goals for each measure. KYOVA will support the State DOT's Targets as mentioned above and will have adopted each states goals within 180 days. A mechanism jointly with the State DOT's shall be established to report these targets and annual values upon request of FHWA and FTA. As a starting point, KYOVA plans to monitor some of these performance measures in setting goals, adjusting priorities, allocating resources, and developing policy. A list of the performance measures that support the national goal areas is shown below. KYOVA will continue working with its partners to establish and refine performance measures that support the national performance areas.



For additional information on Performance Based Planning, please reference:

- FHWA Final Rule: <http://www.fhwa.dot.gov/tpm/rule.cfm>
- Performance Based Planning and Programming Guidebook: http://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/

FTA Final Rule: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/final-rule-statewide-and-nonmetropolitan>

FY 2016-2019 ACCOMPLISHED PROJECTS LIST

CABELL COUNTY, WV

	PROJECT NAME	DESCRIPTION
1	WV 10 Bridge Replacement	WV 10 Interchange bridge replacement to 6 lanes
2	Milton Bridge Replacement	Milton Interchange bridge replacement #4979 on I-64 over CR 13
3	5th Avenue Bridge	5th Avenue bridge replacement over Guyandotte River, .08 mile east of US 60
4	Weather Station Installation	Installation of various weather stations on I-64 - ITS
5	CCTV Camera Installation	CCTV Camera Installation at various location on I-64 - ITS
6	4th Avenue Streetscape	Huntington 4th Avenue Streetscape (Old Main Corridor) from Hal Greer Blvd to 13th (Phases 1 & 2) Street construction/reconstruction of sidewalks, curbs, installation of lighting, landscaping and construct bicycle pathway
7	Hal Greer Blvd Widening	Hal Greer Blvd widening from 4 to 6 lanes from Charleston Avenue to 10th Avenue
8	I-64 Signage	I-64 Signing Renovation from Kentucky state line to 29th Street exit (Cabell and Wayne counties)

WAYNE COUNTY, WV

	PROJECT NAME	DESCRIPTION
1	Patrick Creek Beam Span	Bridge Replacement - Patrick Creek Beam Span Bridge on CR 37 over Patrick Creek. 0.01 mile west of CR 7
2	Beech Fork Concrete Beam Bridge	Bridge Replacement - Beech Fork Concrete Beam Bridge on WV 152, 0.08 mile north CR 52/46
3	Dickson Dam Road	Widen road and piling walls on Dickson Dam Road on CR 52/68, intersection of CR 12 & CR 52/68 to intersection CR 52/68 & WV 52
4	Wayne County Bike Path	Wayne County Bike Path, from Virginia Point Park through Kenova and Ceredo in various locations to Twelvepole Creek
5	Heartland Intermodal Gateway	TIGER III grant to construct an intermodal facility

LAWRENCE COUNTY, OH

	PROJECT NAME	DESCRIPTION
1	Ironton-Russell Bridge	Construction of a new bridge over the Ohio River between Ironton, Ohio and Russell, Kentucky at new location
2	Ironton Transit Center	Construction of a new transit center in Ironton, Ohio
3	Ironton Depot Square	renovation and revitalization of downtown Ironton railroad Depot Square with streetscaping, parking lots, and sidewalks
4	Ironton Traffic Improvements	This project includes signalization equipment replacement and upgrades, lane and parking reorganization, as well as turning lane improvements
5	Chesapeake Bypass SIB loan	A ten year loan to complete Phase 1A and 1B. This loan ended in FY2013
6	Lawrence County Transit System Startup	Various locations throughout Ironton, Ohio, Huntington, WV, and Ashland, KY
7	South Point Intermodal Crane Foundation	Construction of a crane foundation as part of a sheet piling dock station facility (SIB loan). This loan will end FY 2022

GREENUP COUNTY, KY

	PROJECT ID	DESCRIPTION
1	09-229.00	US-23: US-23 in Greenup County; pave shoulders from Industrial Parkway (KY-67) to KY-8
2	09-910.00	Install curb delineation system on Diederich Blvd at US-23 in Russell
3	1071.00	Replace bridge and approaches on CR-1283 over Tygarts Creek
4	2033.00	Rehabilitation of KY-10/AA-Highway
5	8407.00	Reconstruct KY-750 from KY-3105 to US-23 in Raceland
6	8501.00	Repair landslide on KY-7 between MP 19.3 and MP 19.4
7	TE-1	Transportation Enhancement Project to continue restoration on the McConnell House (Tourism Center in Greenup County)

BOYD COUNTY, KY

	PROJECT ID	DESCRIPTION
1	09-203.00	KY-538: Lake Bonita Road – Relocation of KY-538 from MP 6.5 to US-23
2	09-908.00	KY-5: Construct from US-60 extending north to KY-716
3	09-916.00	Boyd Scout Road (KY-1012); from 350 feet south of Garver Road extending north to Greenfield Road
4	09-1054.00	KY-168: Replace bridge and approaches over Keys Creek, 2.51 miles NW of Jct US-23.
5	5011.00	KY-538: Landslide repair on KY-538 from 0.8 miles southeast Jct KY-3294, east to Jct US-23
6	8201.00	KY-766: Reconstruct intersection on KY-766 at Dawson Lane

GLOSSARY OF ABBREVIATIONS

Abbreviations for the sources of funding shown in the Transportation Improvement Program are referenced below:

AGENCIES

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
USDOT	United States Department of Transportation
ODOT	Ohio Department of Transportation
WVDOT	West Virginia Department of Transportation
KYTC	Kentucky Transportation Cabinet
TTA	Tri-State Transit Authority
LCT	Lawrence County Transit
ABS	Ashland Bus System

FEDERAL FUNDING CATEGORIES **FEDERAL (%) / STATE OR LOCAL (%)**

BRX	Bridge Replacement on/off system	80/20
BRO	Bridge Replacement on system.....	80/20
BRZ	Bridge Replacement off system	80/20
TE	Transportation Enhancement Program.....	80/20
STP	Surface Transportation Program	80/20
CMAQ	Congestion Mitigation and Air Quality.....	80/20
HES	Hazard Elimination.....	90/10
RRP	Rail Road Protective Devices	90/10
ACHP	Advance Construction High Priority	80/20
OCRO	Open Container Repeat Offender.....	100
HSIP	High Safety Improvement Program.....	80/20
NHPP	National Highway Performance Program	80/20
NHPG	National Highway Performance Program (SAFETY).....	100
NRT	National Recreational Trails Fund.....	80/20
TAP	Transportation Alternatives Program.....	80/20
STBG	Surface Transportation Block Grant Program.....	80/20

Section

5307/5340	FTA Formula (Operating Capital)	50/50
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Section

5303	Transit Planning Grants	80/20
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Section

5310	FTA Elderly/Handicapped Capital Grants	80/20
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Section

5339	Bus and Bus Facilities	80/20
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OTHER

EB	Equity Bonus Program
MSTP	MPO Surface Transportation Program (Ohio)
CSTP	County Surface Transportation Program (Ohio)
OSTP	State Surface Transportation Program (Ohio)
STPG	Surface Transportation Project Safety
4BG	Ohio reference for Local Share
002	Ohio reference for State Share

HIGHWAY DESIGNATION

CR	County Route
I, IR	Interstate Route
SR	State Route
TR	Township Route
US	United States Route

PHASE OF WORK

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

PROJECT TYPE

The TIP is divided into highway and transit elements. The WV 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

ADDITIONAL ABBREVIATIONS

MI	Mile
LF	Linear Feet
SB	South Bound
NB	North Bound
EB	East Bound
WB	West Bound
O/L	Over Lay

I/S Intersection)
 CT Center Turn Lane
 ECL East Corporation Line
 ENG Engineering
 FCA Full Control Access
 GDRL Guardrail
 I/C Interchange
 LT Left Turn
 MED Median
 NCL North Corporation Line
 RT Right Turn
 O/P Overpass
 WID Widen/Width

WV CLEAN AIR-NEUTRAL PROJECTS EXEMPT FROM CONFORMITY ANALYSIS

1. Railroad/highway crossing
2. Pavement marking demonstration
3. Hazard elimination program
4. Safer off-system roads (non-Federal-aid system)
5. Emergency relief (23 USC 125)
6. Intersection channelization projects
7. Shoulder Improvements
8. Truck size weight inspection stations
9. Safety improvement program
10. Intersection
11. Railroad/highway crossing warning devices
12. Changes in vertical and horizontal alignment
13. Increasing sight distance
14. Guardrails, median barriers, crash cushions
15. Pavement resurfacing and/or rehabilitation
16. Widening narrow pavements or reconstructing bridges (less than one travel lane)
17. Noise attenuation
18. Fencing
19. Skid treatments
20. Safety roadside rest areas
21. Other traffic control devices
22. Truck climbing lanes
23. Lighting improvements
24. Adding medians
25. Feasibility Study-will perform air quality analysis once recommendations have been made
26. Enhancement Project
27. Environmental Impact Statement
28. Bridge Inspection
29. National Recreation Trail
30. Transit Projects

***Clean Air-Analysis Required**

*Indicates projects requiring clean air analysis

PROJECT LISTING

Tables 4 through 7 present the listing of projects for Ohio, West Virginia, and Kentucky, respectively. These tables are presented for Highway Sections which includes highway, transit and other miscellaneous projects. Following the project list are maps displaying the project locations for each county.

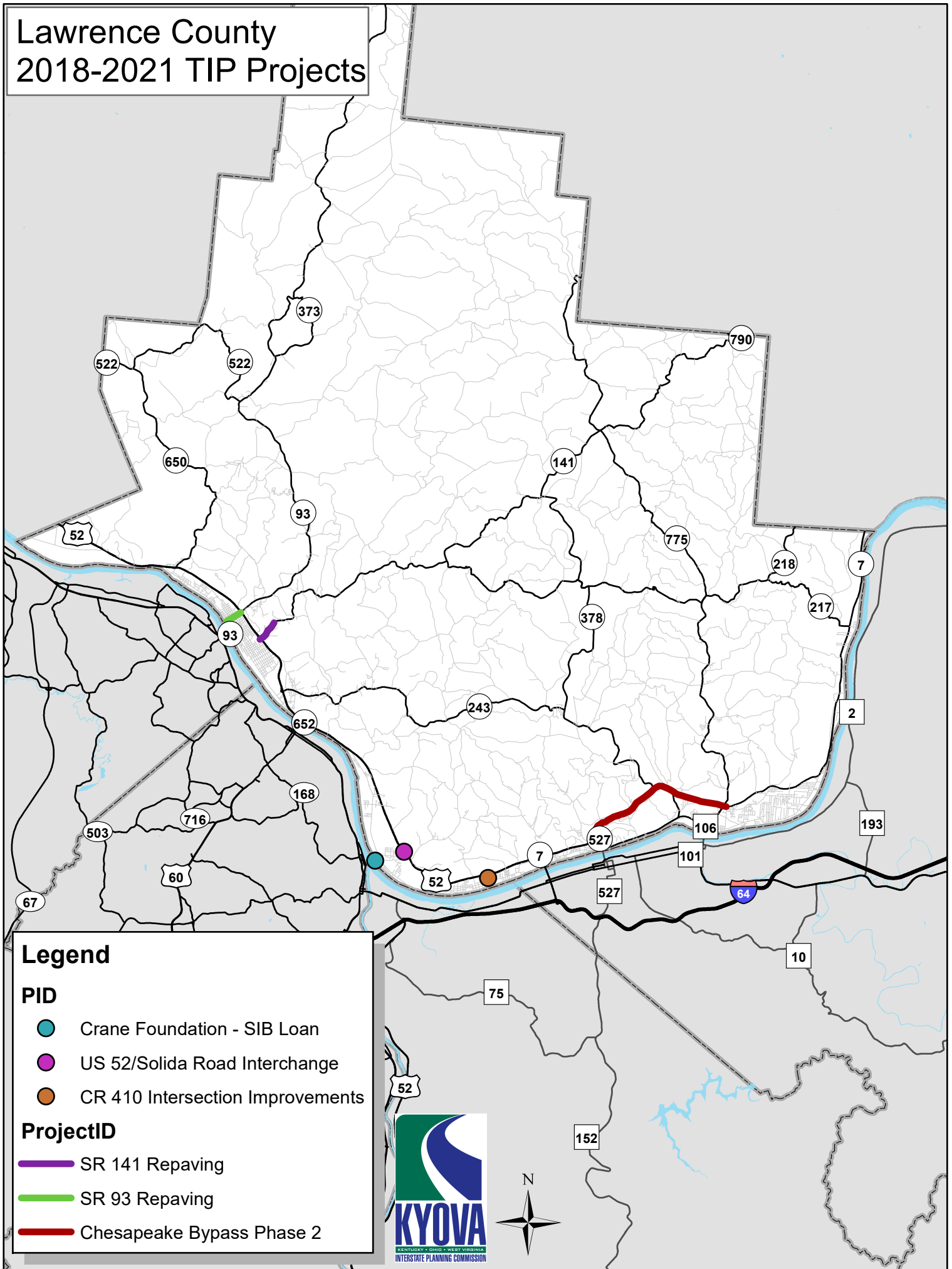
As required, the FY 2018 - 2021 TIP demonstrates that the region's transportation system maintenance and preservation needs are being met. The majority of funds identified in the TIP are utilized for system maintenance needs.

					FUNDING INFORMATION												AIR		RESP AGENCY
					FUNDING AMOUNTS/SOURCE/PHASE							FUNDING YEAR							
												2018	2019	2020	2021				
PROJECT ID	COUNTY	ROUTE	LENGTH	LOCATION/DESCRIPTION	TOTAL	TOTAL PER PHASE	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2018	2019	2020	2021	AIR	RESP AGENCY		
75923	LAWRENCE	US 52 / SR 7	NA	LAWRENCE COUNTY CHESAPEAKE BYPASS PHASE 2, PURCHASE RIGHT OF WAY AND CONSTRUCTION OF THE EASTBOUND LANES OF THE PROPOSED CHESAPEAKE BYPASS (SR 7) FROM THE INTERCHANGE OF SR 7 AND SR 527 EASTWARD TO ITS INTERSECTION WITH SR 775 FUNDS UNDETERMINED = RW - \$11,651,495, CN - \$64,092,702)	\$92,124,954	\$4,773,233	\$0	\$0	\$0	OSTP	PE	\$0 (FY 16)	\$0	\$0	\$0	*	ODOT		
						-	\$0	\$4,773,233	\$0	002	-	-			\$0				
						\$21,957,069	\$8,637,441	\$0	OSTP	RW	\$8,637,441 (FY17)	\$0			\$0				
						-	\$0	\$1,376,503	002	-	-	\$0							
						\$65,394,652	\$1,041,560	\$0	OSTP	CN	-	\$1,041,560							
-	\$0	\$260,390	002	-	-	-	-												
91063	LAWRENCE	NA	NA	LAWRENCE IRONTON TRAILS AND WALKWAYS IT IS PROPOSED TO CONSTRUCT A NEW COMPREHENSIVE TRAIL SYSTEM THROUGHOUT THE CITY OF IRONTON	\$935,000	\$560,476	\$448,381	\$0	\$0	MSTP	CN	\$448,381	\$0	\$0	\$0	29	CITY		
						-	\$0	\$0	\$112,095	4TA7	-	-							
						\$237,024	\$189,619	\$0	\$0	CMAQ	CN	\$189,619							
						-	\$0	\$0	\$47,405	4BG7	-	-							
						\$137,500	\$110,000	\$0	\$0	TAP	CN	\$110,000							
-	\$0	\$0	\$27,500	4BG7	-	-	-												
91067	LAWRENCE	NA	NA	LAWRENCE UNION ROME TRAILS AND WALKWAYS PHASE 1. PROPOSED IS THE CONSTRUCTION OF A COMPREHENSIVE TRAIL SYSTEM THROUGHOUT THE UNION AND ROME TOWNSHIP AREAS OF LAWRENCE COUNTY, INCLUSIVE OF THE VILLAGE OF CHESAPEAKE AND PROCTORVILLE, ALONG WITH INTERCONNECTIONS WITH OTHER TRI-STATE TRAIL SYSTEMS.	\$1,070,000	\$535,000	\$428,000	\$0	\$0	CSTP	CN	\$0	\$0	\$428,000	\$0	29	COUNTY		
						\$0	\$0	\$0	\$107,000	4TA7	-			-					
						\$535,000	\$428,000	\$0	\$0	CMAQ	CN			\$428,000					
						\$0	\$0	\$0	\$107,000	4BG7	-			-					
92753	LAWRENCE	NA	NA	LAWRENCE NEW INTERMODAL CARGO DOCK SIB LOAN THE PROJECT IS THE CONSTRUCTION OF A SHEET PILE DOCK ALONG THE OHIO RIVER TO SUPPORT A CRANE AT THE RIVER PORT FACILITY AT THE POINT INDUSTRIAL PARK IN SOUTH POINT, OHIO. (SIB LOAN PAYMENTS, FINAL PAYMENT FY2022)	\$1,064,646	\$1,064,646	\$0	\$0	\$0	CMAQ 4BG7	SIB LOAN	\$264,069	\$265,436	\$266,845	\$268,296	26	KYOVA		
95415	LAWRENCE	NA	NA	LAWRENCE PM VARIOUS ROUTES 2018 IT IS PROPOSED, USING 100% SAFETY CEAO FUNDS, TO UPGRADE EXISTING PAVEMENT MARKINGS ON VARIOUS COUNTY ROUTES IN LAWRENCE COUNTY.	\$50,254	\$2,254 \$48,000	\$0 \$48,000	\$2,254 \$0	\$0	HSIP HSIP	PE CN	\$0 \$48,000	\$0 \$0	\$0 \$0	\$0 \$0	2	COUNTY		
97314	LAWRENCE	CR 5 & CR 29	9.33	LAWRENCE CR 5 & CR 29 IT IS PROPOSED TO RESURFACE 3.92 MILES OF CR 5 AND 5.41 MILES OF CR 29 IN LAWRENCE COUNTY.	\$1,253,719	\$28,719	\$0	\$0	\$0	CSTP	PE	\$0	\$0	\$0	\$0	15	COUNTY		
						-	\$0	\$28,719	\$0	4TA7	-	-							
						\$1,225,000	\$980,000	\$0	\$0	CSTP	CN	\$980,000							
-	\$0	\$0	\$245,000	4TA7	-	-	-	-	-	-	-								
97484	LAWRENCE	US 52	0.04	LAWRENCE US 52 SOLIDA ROAD J & C THE TID IS CONSTRUCTING THE US 52 SOLIDA ROAD INTERCHANGE IMPROVEMENTS PROJECT INCLUDING, BUT NOT LIMITED TO, ROADWORK IMPROVEMENTS BY ENHANCING THE INTERCHANGE.	\$1,648,000	\$48,000	\$38,400	\$0	\$0	CSTP	PE	\$0	\$38,400	\$0	\$0	21	COUNTY		
						-	\$0	\$0	\$9,600	4TA7	-							-	
						\$500,000	\$500,000	\$0	\$0	ARC	CN							\$500,000	
						-	\$0	\$0	\$0	-	-							-	
						\$1,100,000	\$880,000	\$0	\$220,000	CSTP	CN							\$880,000	
-	\$0	\$0	\$0	4TA7	-	-	-												
98815	LAWRENCE	CR 410	NA	LAWRENCE CR 410 0.20 J & C THE TID IS CONSTRUCTING THE CR 410-0.20 PROJECT INCLUDING BUT NOT LIMITED TO, ROADWORK IMPROVEMENTS BY COMPLETING A DETAILED DESIGN OF THE PROJECT BY LAWRENCE COUNTY AND PREPARE PLANS TO CONSTRUCT THIS INTERSECTION IMPROVEMENT (ROUNDAABOUT). (\$275,000 ARE TID FUNDS	\$1,000,000	\$1,000,000 -	\$725,000 \$0	\$0 \$0	\$0 \$275,000	CSTP 4TA7	CN -	\$0	\$0	\$0	\$725,000 (FY 2022)	21	COUNTY		

					FUNDING INFORMATION													
					FUNDING AMOUNTS/SOURCE/PHASE							FUNDING YEAR						
PROJECT ID	COUNTY	ROUTE	LENGTH	LOCATION/DESCRIPTION	TOTAL	TOTAL PER PHASE	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2018	2019	2020	2021	AIR	RESP AGENCY	
98961	LAWRENCE	NA	NA	TRANSIT MULTIMODAL PARKING FACILITY THE TRANSIT MULTIMODAL PARKING FACILITY AND PARKING DECK STRUCTURE WILL BE ADJACENT TO THE IRONTON TRANSIT CENTER AND CENTRALLY LOCATED WITHIN DOWNTOWN IRONTON, OHIO.	\$3,335,000	\$150,000 - \$285,000 - \$2,900,000 -	\$120,000 \$0 \$228,000 \$0 \$2,320,000 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$30,000 \$0 \$57,000 \$0 \$580,000	MSTP 4TA7 MSTP 4TA7 MSTP 4TA7	PE - RW - CN -	\$0	\$0	\$0	\$120,000 - \$228,000 - \$2,320,000 (FY 2022)	30	KYOVA	
102158	LAWRENCE	SR 141	NA	LAWRENCE SR 141.00 - 0.88 AC OVERLAY WITH REPAIRS AS NEEDED, ENTIRE PROJECT WITHIN THE CORPORATION LIMITS OF THE CITY OF IRONTON. JUNCTION OF LIBERTY AVENUE NORTHWARD TO THE CITY BOUNDARY ON SR 141 (FUNDS ARE IRONTON PORTION ONLY).	\$185,772	\$185,772 \$0	\$148,618 \$0	\$0 \$0	\$0 \$37,154	MSTP 4TA7	CN -	\$148,618 -	\$0	\$0	\$0	\$0	7, 15	KYOVA & ODOT
102159	LAWRENCE	SR 93	NA	LAWRENCE SR 93 0.00 - 0.50 AC OVERLAY WITH REPAIRS AS NEEDED, ENTIRE PROJECT WITHIN THE CORPORATION LIMITS OF THE CITY OF IRONTON. AFTER THE IRONTON RUSSELL BRIDGE IS COMPLETE, 0.00 – 1.80 WILL BE THE NEW SLM’S WITHIN THE CORPORATION LIMITS OF THE CITY OF IRONTON. JUNCTION OF US 52 SOUTHWARD ON PARK STREET AND EAST ON SOUTH 2ND STREET TO THE NEW BRIDGE (FUNDS ARE IRONTON PORTION ONLY).	\$364,000	\$364,000 -	\$291,200 \$0	\$0 \$0	\$0 \$72,800	MSTP 4TA7	CN -	\$0	\$291,200 -	\$0	\$0	\$0	7, 15	KYOVA & ODOT
102201	LAWRENCE	CR 1	NA	LAWRENCE CR 1 5.35 OH15-01 EMERGENCY SLIDE REPAIR. DSR # LAW-005	\$347,450	\$347,450 -	\$277,960 \$0	\$0 \$0	\$0 \$69,490	CSTP 4TA7	CN -	\$277,960 -	\$0	\$0	\$0	\$0	5	COUNTY
102202	LAWRENCE	CR 4	NA	LAWRENCE CR 4 4.75 OH15-01 EMERGENCY SLIDE REPAIR. DSR # LAW-006	\$719,994	\$719,994 -	\$575,995 \$0	\$0 \$0	\$0 \$143,999	CSTP 4TA7	CN -	\$575, 995 -	\$0	\$0	\$0	\$0	5	COUNTY
104526	LAWRENCE	US 52	NA	LAWRENCE US 52 INTERCHANGE STUDY IN ORDER TO PROVIDE ACCESS ON US 52 VIA A NEW INTERCHANGE BETWEEN THE GRADE SEPARATED ROADWAYS (US 52) BY INCORPORATING A NETWORK OF RAMPS, WHICH WILL ELIMINATE CROSSING CONFLICTS AND IMPROVES OPERATIONAL EFFICIENCY OF THE ROADWAY NETWORK (\$50,000 FUNDS ARE TOLL REVENUE CREDIT (TRC)).	\$250,000	\$250,000 -	\$250,000 \$0	\$0 \$0	\$0 \$0	MSTP 4TD7	SPR (STUDY)	\$250,000 \$0	\$0	\$0	\$0	\$0	25	KYOVA

NOTES: STP - SURFACE TRANSPORTATION PROGRAM
CMAQ - CONGESTION MITIGATION AIR QUALITY
TAP - TRANSPORTATION ALTERNATIVES PROGRAM
ARC - APPALACHIAN REGIONAL COMMISSION
HSIP - HIGHWAY SAFETY IMPROVEMENT PROGRAM
* - AIR QUALITY ANALYSIS COMPLETE

Lawrence County 2018-2021 TIP Projects



					FUNDING INFORMATION											
					FUNDING AMOUNTS/SOURCE/PHASE						FUNDING YEAR					
PROJECT ID	COUNTY	ROUTE	LENGTH	LOCATION/DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2018	2019	2020	2021	AIR	RESP AGENCY
S306-527/-2.00 00 STP-0527(006)D	CABELL	WV 527	0.01	5TH STREET RITTER PARK BRIDGE REPLACEMENT OF 5TH STREET BRIDGE OVER FOURPOLE CREEK, 0.54 MILE SOUTH OF CR 101/1	\$500,000	\$400,000	\$100,000	\$0	STP URBAN	RW	\$400,000	\$0	\$0	\$0	16	WVDOH
S-306-527/-2.00 00 STP-0527(007)D	CABELL	WV 527	0.01	5TH STREET RITTER PARK BRIDGE REPLACEMENT OF 5TH STREET BRIDGE OVER FOURPOLE CREEK, 0.54 MILE SOUTH OF CR 101/1	\$1,525,000	\$1,220,000	\$305,000	\$0	STP URBAN	CN	\$0	\$1,220,000	\$0	\$0	16	WVDOH
U306-64/-9.22 00 NHPP-0641(380)D	CABELL	I-64	0.1	MILLER ROAD OVERPASS CONSTRUCTION OF NEW BRIDGE 0.30 MILE WEST OF CR 37 - 0.40 MILE WEST OF CR 37	\$450,000	\$405,000	\$45,000	\$0	STP URBAN	CP	\$405,000	\$0	\$0	\$0	16	WVDOH
U306-64/-9.22 00 NHPP-0641(081)D	CABELL	I-64	0.1	MILLER ROAD OVERPASS CONSTRUCTION OF NEW BRIDGE 0.30 MILE WEST OF CR 37 - 0.40 MILE WEST OF CR 37	\$100,000	\$90,000	\$10,000	\$0	NHPP	RW	\$90,000	\$0	\$0	\$0	16	WVDOH
U306-64/-9.22 00 NHPP-0641(082)D	CABELL	I-64	0.1	MILLER ROAD OVERPASS CONSTRUCTION OF NEW BRIDGE 0.30 MILE WEST OF CR 37 - 0.40 MILE WEST OF CR 37	\$5,000,000	\$4,500,000	\$500,000	\$0	NHPP	CN	\$0	\$4,500,000	\$0	\$0	16	WVDOH
U306-64/-17.46 00 NHPP-0641(376)D	CABELL	I-64	0.24	GUYANDOTTE RIVER OVERPASS BRIDGES BRIDGE REPLACEMENTS MILEPOST 17.45 - MILEPOST 17.68	\$3,000,000	\$2,700,000	\$300,000	\$0	NHPP	CP	\$2,700,000	\$0	\$0	\$0	16	WVDOH
U306-64/-17.46 00 NHPP-0641(374)D	CABELL	I-64	0.24	GUYANDOTTE RIVER OVERPASS BRIDGES BRIDGE REPLACEMENTS MILEPOST 17.45 - MILEPOST 17.68	\$1,000,000	\$900,000	\$100,000	\$0	NHPP	RW	\$900,000	\$0	\$0	\$0	16	WVDOH
U306-64/-17.46 00 NHPP-0641(375)D	CABELL	I-64	0.24	GUYANDOTTE RIVER OVERPASS BRIDGES BRIDGE REPLACEMENTS MILEPOST 17.45 - MILEPOST 17.68	\$25,000,000	\$22,500,000	\$2,500,000	\$0	NHPP	CN	\$0	\$0	\$0	\$22,500,000	16	WVDOH
S306-64/-19.71 00 NHPP-0641(359)D	CABELL	I-64	0.01	(HUNTINGTON MALL) ONA MALL BRIDGE BRIDGE REPLACE & WIDEN BRIDGE 1.69 MILE EAST OF CR 19	\$5,000,000	\$4,500,000	\$500,000	\$0	NHPP	CN	\$4,500,000	\$0	\$0	\$0	16	WVDOH
U306-HUN/TI-19. 00 TAP-2014(192)D	CABELL	N/A	N/A	HUNTINGTON PATH IMPROVEMENTS BIKE & PEDESTRIAN IMPROVEMENTS HAL GREER BLVD.	\$496,000	\$396,800	\$0	\$99,200	TAP	CN	\$396,800	\$0	\$0	\$0	26	WVDOH
U306-HUN/TI-20. 00 TAP-2014(229)D	CABELL	4TH AVENUE	0.2	HUNTINGTON OLD MAIN CORRIDOR 4TH AVENUE STREETScape	\$346,000	\$276,800	\$0	\$69,200	TAP	CN	\$276,800	\$0	\$0	\$0	26	WVDOH
S382-REC/AL-18. 00 STP-2018(005)D	CABELL	N/A	N/A	DISTRICT 2 RECALL STRIPING DISTRICT WIDE PAVEMENT MARKINGS	\$231,400	\$162,000	\$69,400	\$0	STP RURAL	CN	\$162,000	\$0	\$0	\$0	2	WVDOH
S382-REC/AL-19. 00 STP-2019(002)D	CABELL	N/A	N/A	DISTRICT 2 RECALL STRIPING DISTRICT WIDE PAVEMENT MARKINGS	\$231,400	\$162,000	\$69,400	\$0	STP RURAL	CN	\$0	\$162,000	\$0	\$0	2	WVDOH
S382-REC/AL-20. 00 STP-2020(016)D	CABELL	NA/ 	N/A	DISTRICT 2 RECALL STRIPING DISTRICT WIDE PAVEMENT MARKINGS	\$231,400	\$162,000	\$69,400	\$0	STP RURAL	CN	\$0	\$0	\$162,000	\$0	2	WVDOH
S382-REC/AL-21. 00 STP-2021(011)D	CABELL	NA/ 	N/A	DISTRICT 2 RECALL STRIPING DISTRICT WIDE PAVEMENT MARKINGS	\$231,400	\$162,000	\$69,400	\$0	STP RURAL	CN	\$0	\$0	\$0	\$162,000	2	WVDOH

					FUNDING INFORMATION											
					FUNDING AMOUNTS/SOURCE/PHASE						FUNDING YEAR					
PROJECT ID	COUNTY	ROUTE	LENGTH	LOCATION/DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2018	2019	2020	2021	AIR	RESP AGENCY
S382-STR/IP-18. 00 STP-2018(017)D	CABELL	NA/	N/A	ROADWAY STRIPING INSTALLATION OF PAVEMENT MARKING (PAINT) DISTRICT WIDE	\$1,211,836	\$678,628	\$533,208	\$0	STP RURAL	CN	\$678,628	\$0	\$0	\$0	2	WVDOH
S382-STR/IP-19. 00 STP-2019(014)D	CABELL	NA/	N/A	ROADWAY STRIPING INSTALLATION OF PAVEMENT MARKING (PAINT) DISTRICT WIDE	\$1,211,836	\$678,628	\$533,208	\$0	STP RURAL	CN	\$0	\$678,628	\$0	\$0	2	WVDOH
S382-STR/IP-20. 00 STP-2020(026)D	CABELL	NA/	N/A	ROADWAY STRIPING INSTALLATION OF PAVEMENT MARKING (PAINT) DISTRICT WIDE	\$1,211,836	\$678,628	\$533,208	\$0	STP RURAL	CN	\$0	\$0	\$678,628	\$0	2	WVDOH
S382-STR/IP-21. 00 STP-2021(021)D	CABELL	NA/	N/A	ROADWAY STRIPING INSTALLATION OF PAVEMENT MARKING (PAINT) DISTRICT WIDE	\$1,211,836	\$678,628	\$533,208	\$0	STP RURAL	CN	\$0	\$0	\$0	\$678,628	2	WVDOH

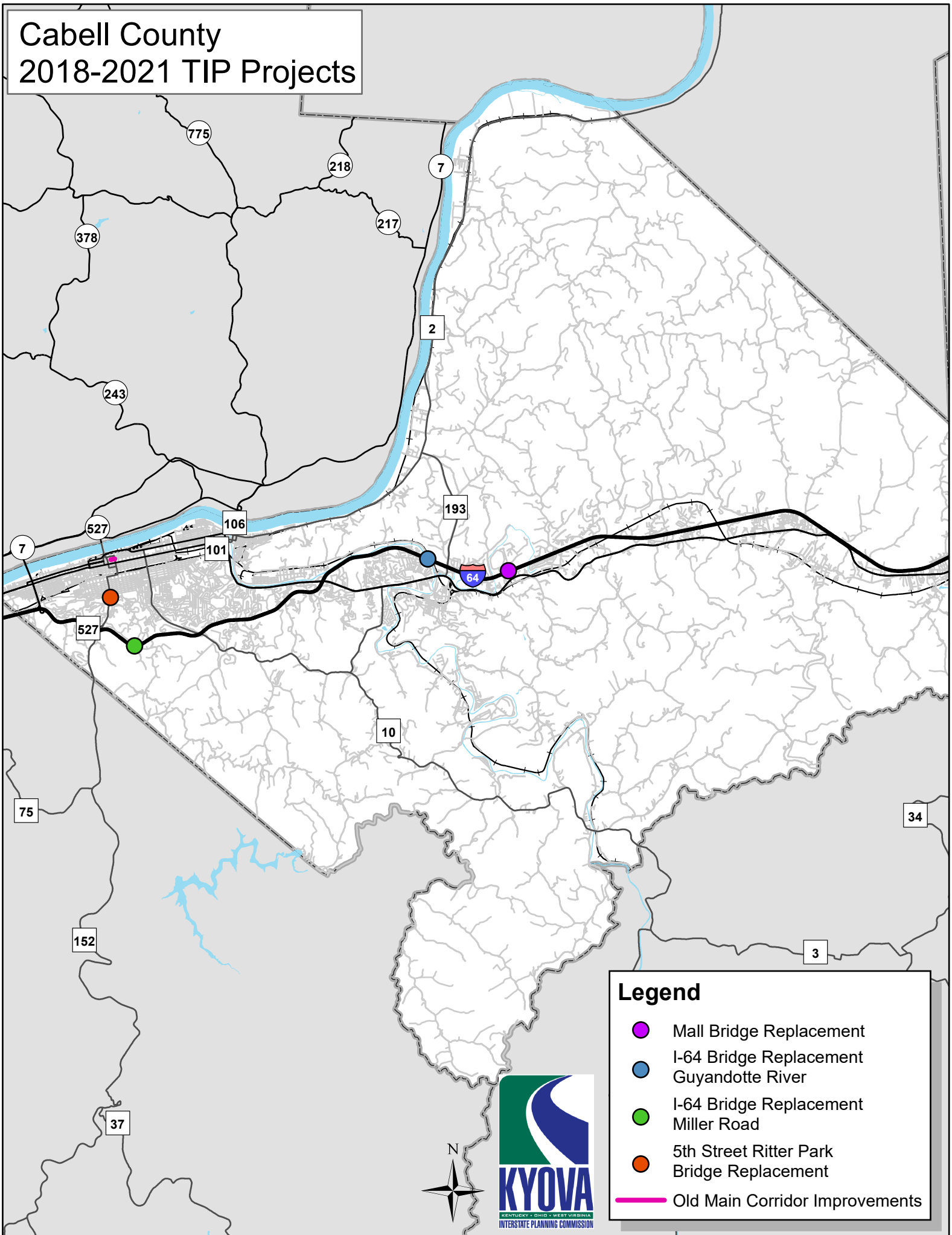
NOTES: PATH IMPROVEMENT LOCATION - THE PROPOSED ROUTE FROM RITTER PARK TO SPRING HILL CEMETERY BEGINS IN RITTER PARK AT 12TH STREET AND WASHINGTON BOULEVARD, THEN EAST ALONG WASHINGTON BOULEVARD TO 15TH STREET, THEN NORTH ALONG 15TH STREET TO COLUMBIA AVENUE. THEN EAST ALONG COLOMBIA AVENUE TO HAL GREER, THEN CROSSING HAL GREER TO 13TH AVENUE, THEN EAST ALONG 13TH AVENUE TO 17TH STREET, THEN NORTH ALONG 17TH STREET TO HALL AVENUE, THEN EAST ALONG HALL AVENUE TO 20TH STREET ENTRANCE TO SPRING HILL CEMETERY.

TAP – TRANSPORTATION ALTERNATIVES PROGRAM

STP - SURFACE TRANSPORTATION PROGRAM

NHPP - NATIONAL HIGHWAY PERFORMANCE PROGRAM

Cabell County 2018-2021 TIP Projects



Legend

-  Mall Bridge Replacement
-  I-64 Bridge Replacement
Guyandotte River
-  I-64 Bridge Replacement
Miller Road
-  5th Street Ritter Park
Bridge Replacement
-  Old Main Corridor Improvements

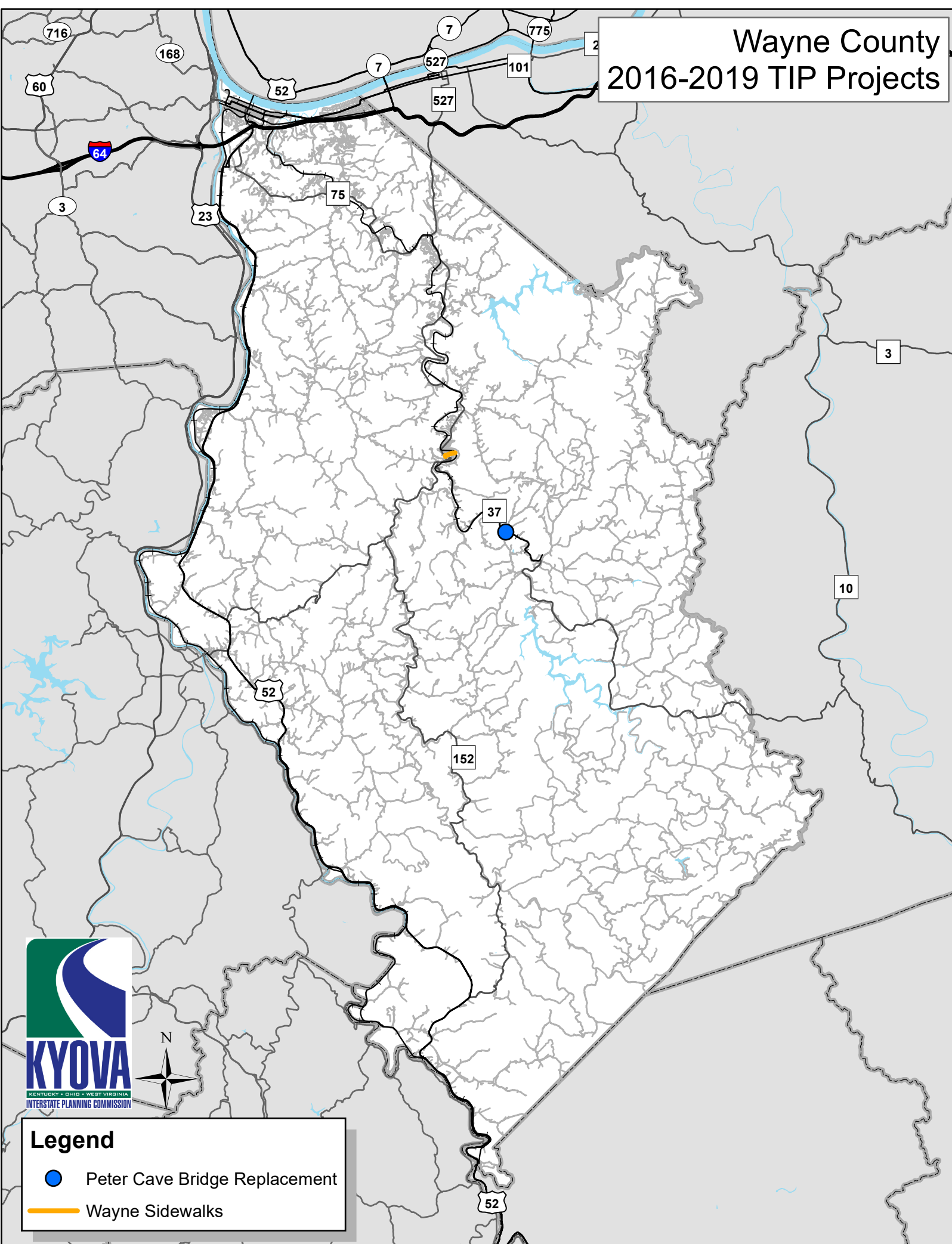


TABLE 6
WAYNE COUNTY, WV PROJECTS
FISCAL YEARS 2018 - 2021



					FUNDING INFORMATION												
					FUNDING AMOUNTS/SOURCE/PHASE						FUNDING YEAR						
PROJECT ID	COUNTY	ROUTE	LENGTH	LOCATION/DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2018	2019	2020	2021	AIR	RESP AGENCY	
S350-37/13-1.97 00 STP-3713(001)D	WAYNE	CR 37/13	0.02	PETER CAVE ARCH BRIDGE REPLACEMENT 0.03 MILE SOUTH OF WV 37 - 0.05 MILE SOUTH OF WV37	\$150,000	\$120,000	\$30,000	\$0	STP RURAL	ENG	\$0	\$0	\$0	\$120,000	16	WVDOH	
U350-WAY/-NE 4 00 TAP-2015(258)D	WAYNE	N/A	0	WAYNE SIDEWALKS DESIGN AND CONSTRUCTION OF SIDEWALKS (2,759 LINEAR FEET) ON KEYSER & HENDRICK STREETS IN THE TOWN OF WAYNE	\$121,415	\$121,415	\$0	\$0	TAP	CN	\$121,415	\$0	\$0	\$0	26	WVDOH	

NOTES: TAP – TRANSPORTATION ALTERNATIVES PROGRAM
 STP - SURFACE TRANSPORTATION PROGRAM

Wayne County 2016-2019 TIP Projects



Legend

-  Peter Cave Bridge Replacement
-  Wayne Sidewalks

KYOVA INTERSTATE PLANNING COMMISSION
2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TABLE 7
BOYD AND GREENUP, KENTUCKY
FISCAL YEARS 2018 - 2021

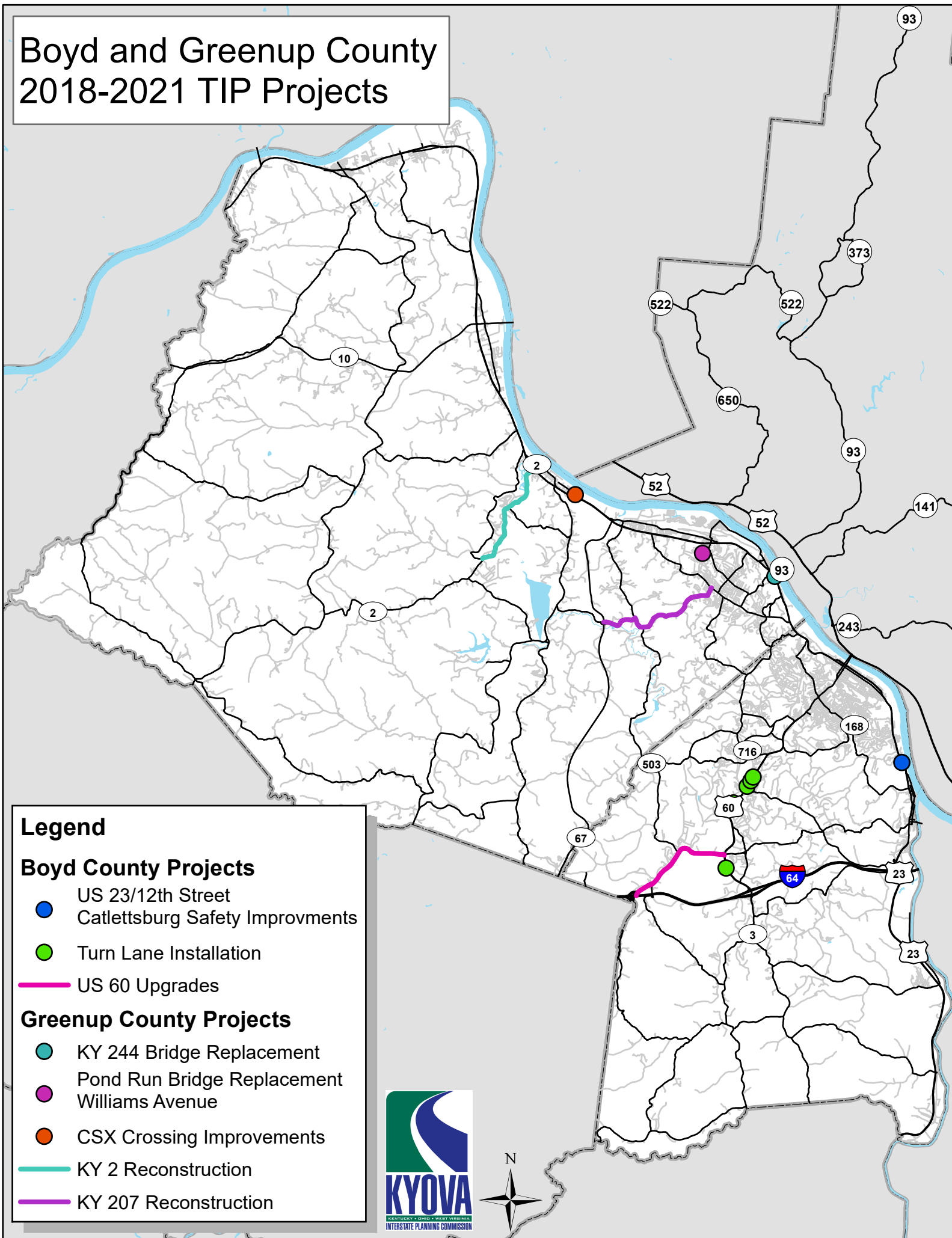
County	Item #	Route	Begin/End Milepoint	Length	Current/ Future Lanes	Sponsor Agency	Description	Fund Type	Phase	Year	Funding Source	Amount	Improvement Type	Open to Traffic Date	AQ Analysis	Regionally Significant		
Boyd	09-8400.00	US-60	2.0/4.02	2.02	2/3	KYTC	US-60 from I-64 interchange 181 (MP 0.2) extending northerly to the KY-180 (MP 4.02) intersection at Cannonsburg consisting of 2-through lanes, center lane and right turn lanes.	SB2	C-E	2017	Federal	\$0	Congestion Mitigation	2016 2019	Y	N/A		
											Other	\$30,290,000						
								TOTAL PROJECT COST		\$30,290,000								
Boyd	09-8801.00	US-23	14.458/ 14.558	0.10	4/4	KYTC	Safety upgrades and construct turn lanes on US-23 at 12th Street - Catlettsburg	SPP	C-E	2016	Federal	\$0	Safety- Intersection Reconstruction	2017	N (93.126/ 93.127)	N/A		
											Other	\$500,000						
								TOTAL PROJECT COST		\$500,000								
Boyd	SAH STP - KY #4	US-60 / KY-180	N/A	N/A	N/A	KYTC	Improve safety and congestion by turn lane installation and/or extension at the following 5 locations along US-60/KY-180 in the Meads area. 1. KY-180 @MP 2.01-construct southbound turn lane; 2. US-60/KY-180 @ MP 6.05-construct northbound left turn lane and extend existing southbound left turn lane; 3. US-60-KY-180 @ MP 6.93-construct northbound turn lane; 4. US-60-KY-180: Extend northbound left turn lane and widen existing cross-over; and 5. Summit Road (CR-1344A) @ junction of US-60. Match = Toll Credits. (KY STIP # 2014.170 DATED 5/4/16)	Ded. STP	C-E	2017	Federal	\$695,689	HSIP - Safety	2017	EXEMPT: TITLE 40 93.126	N/A		
								Other			\$0							
								TOTAL PROJECT COST		\$695,689								
Greenup	09-132.00	KY-2	13.2/17.2	4	2/2	KYTC	Reconstrut from KY-2 from MP 13.2 to MP 17.2 (US-23)	SPP	R-E	2018	Federal	\$0	Safety- Reconstruction	2021 (Non 6YP)	N/A	N/A		
											Other	\$6,070,000						
											U-E	2019					Federal	\$0
																	Other	\$3,380,000
											C-E	2020					Federal	\$0
								Other	\$36,000,000									
TOTAL PROJECT COST		\$45,450,000																
Greenup	09-1073.00	KY-244	0.00/.207	0.207	2/2	KYTC	Replace bridge on KY-244 (MP 0.103) over CSX railroad; .05 miles NE of Jct US-23	BRX	R-E	2014	Federal	\$1,750,000	Bridge Replacement	2019	N/A	N/A		
											Other	\$0						
											U-E	2017					Federal	\$1,435,000
																	Other	\$0
											C-E	2018					Federal	\$14,110,000
								Other	\$0									
TOTAL PROJECT COST		\$17,295,000																
Greenup	09-1078.00	CS-1023	0.071/ 0.171	0.1	2/2	KYTC	Demolish bridge on CS-1023 (MP 0.121) over Town Branch; 100' south Jct. KY-2541 (Match=Toll Credits)		C-E	2017	Federal	\$1,000,000	Bridge Replacement	2017	N/A	N/A		
											Other	\$0						
											TOTAL PROJECT COST						\$1,000,000	
Greenup	09-1094.00	CS-4041	0.050/ 0.066	0.0160	2/2	KYTC	Replace bridge over Pond Run on Williams Avenue (CS-4041) in Raceland and 250' NW of Pond Run Road (CS-4001)	BRZ	D-E	2019	Federal	\$350,000	Bridge Replacement	2023	N/A	N/A		
											Other	\$0						
											R-E	2021					Federal	\$500,000
																	Other	\$0
											U-E	2021					Federal	\$350,000
TOTAL PROJECT COST		\$1,200,000																
Greenup	09-8509.00	KY-207	New	New	New	KYTC	Reconstruct KY-207 from KY-67 (Industrial Parkway) to KY-693.KY-207 intersection at Flatwoods - no additional lanes	STP	R-E	2017	Federal	\$8,400,000	Safety	2021	N/A	N/A		
											Other	\$0						
											U-E	2019					Federal	\$6,750,000
																	Other	\$0
											C-E	2020					Federal	\$26,000,000
								Other	\$0									
TOTAL PROJECT COST		\$41,150,000																
48																		

**KYOVA INTERSTATE PLANNING COMMISSION
2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**TABLE 7
BOYD AND GREENUP, KENTUCKY
FISCAL YEARS 2018 - 2021**

County	Item #	Route	Begin/End Milepoint	Length	Current/ Future Lanes	Sponsor Agency	Description	Fund Type	Phase	Year	Funding Source	Amount	Improvement Type	Open to Traffic Date	AQ Analysis	Regionally Significant
Greenup	918 045W	CR-1012A	0.02/0.06	0.0400	2/2	KYTC	Add gates to existing flashing lights and bell system at CSX Crossingon Castle Marina Drive (CR-1012A). (STIP Modification #2012.XXXdated XX/XX/2013)	RHPD	C-A	2014	Federal	\$0	Safety/Railroad	2014	N/A	N/A
											Other	\$950,000				
								TOTAL PROJECT COST		\$950,000						
Greenup	09-3502.00	KY-3116	N/A	N/A	N/A	KYTC	Construct 3,580 feet of sidewalk from the east side of KY 3116, crossing 9 subdivision streets and reaching Grays Branch Elementary and Greenup County High School.	SRTS	C-E	2014	Federal	\$210,000	Safe Routes to School	2017	N/A	N/A
											Other	\$0				
								TOTAL PROJECT COST		\$210,000						
Greenup	SAH STP - KY #1	NA	N/A	N/A	N/A	KYTC	Safe Routes to School (SRTS) - Construct Sidewalks: Phase B along Gesling Road (CS-3060) from intersection of Cardinal Road (CS-3061) and Seaton Drive (KY-750) to Kenwood Drive (CS-3054/KY-1093) and Phase C along Kenwood Drive (CS-3054/KY-1093) beginning at Gesling Road (CS-3060) and ending at Cardinal Road (CS-3061). (KY-STIP # 2014.087 DATED 8/5/15)	SRTS	C-E	2017	Federal	\$397,000	Safe Routes to School	N/A	EXEMPT: TITLE 40 93.126	N/A
											Other	\$78,000				
								TOTAL PROJECT COST		\$475,000						
Greenup	SAH TAP - KY #1	NA	N/A	N/A	N/A	KYTC	Design and Construction of sidewalk to allow safe access to schools and promote transportation alternatives that promote healthy lifestyles on the easternmostROW of Stewart Avenue commencing at a point on the southernmost ROW and conitnue in a mortheasterly direction to the Ohio River. (KY STIP 2014.114 DATED 11/6/15)	SRTS - DED. STP	D-E	2017	Federal	\$9,600	Safe Routes to School	N/A	EXEMPT: TITLE 40 93.126	N/A
											Other	\$2,400				
								C-E	2018	Federal	\$70,400					
										Other	\$17,600					
TOTAL PROJECT COST		\$100,000														
Greenup	SAH STP - KY #2	KY-750	1.74 / 1.81	N/A	N/A	KYTC	Design and construction of sidewalk along Powell Lane (KY 750) in Flatwoods, KY beginning at the end of the existing sidewalk at MP 1.74 and extending approximately 0.7 miles east to the intersection of KY 750 with KY 1172 (Red Devil Lane) for safe access to schools and provide alternative transportation options to low income areas. (KY STIP 2014.114 DATED 11/6/15)	SRTS - DED. STP	D-E	2016	Federal	\$32,000	Safe Routes to School	N/A	EXEMPT: TITLE 40 93.126	N/A
											Other	\$8,000				
									R-E	2017	Federal	\$32,000				
											Other	\$8,000				
									U-E	2017	Federal	\$16,000				
											Other	\$4,000				
									C-E	2017	Federal	\$356,480				
											Other	\$89,120				
TOTAL PROJECT COST		\$545,600														
Greenup	09-9004.00	KY-2	13.203 / 17.190	N/A	N/A	KYTC	Perform low cost asfety improvements on KY-2 beginning at MP 13.203 and ending at MP 17.190 in Greenup County	HSIP	C-E	2017	Federal	\$250,000	HSIP - Safety	2017	EXEMPT: TITLE 40 93.126	N/A
											Other	\$0				
								TOTAL PROJECT COST		\$250,000						

Boyd and Greenup County 2018-2021 TIP Projects



Legend

Boyd County Projects

- US 23/12th Street Catlettsburg Safety Improvements
- Turn Lane Installation
- US 60 Upgrades

Greenup County Projects

- KY 244 Bridge Replacement
- Pond Run Bridge Replacement Williams Avenue
- CSX Crossing Improvements
- KY 2 Reconstruction
- KY 207 Reconstruction



PUBLIC TRANSPORTATION

CAPITAL AND OPERATING INVESTMENT PROGRAM

INTRODUCTION

The Transportation Improvement Plan is a requirement of all MPOs to demonstrate a fiscally constrained listing of all capital and non-capital projects involving FTA and FHWA funding that is in agreement with Metropolitan Transportation Plan (MTP), the Coordinated Public Transit-Human Services Transportation Plan, and the Statewide Transportation Improvement Plan (STIP). The Fixing America's Surface Transportation (FAST) Act requires that MPOs consider all modes of transportation in the analysis of region-wide mobility and the formulation of recommended plans, programs, and policies. The collective result of the modal elements should be an integrated, balanced intermodal transportation system that safely and efficiently moves people and goods. The TIP 1) delineates the existing conditions and potential needs of the area and 2) satisfies federal and state eligibility requirements for financial assistance.

5307 TRANSIT AGENCIES OPERATING INSIDE THE TMA AREA

Three 5307 transit agencies serve the Huntington, WV-KY-OH TMA area: Tri-State Transit Authority (TTA) of Huntington, WV; Ashland Bus Service (ABS) in Ashland, KY; and Lawrence County Transit (LCT) in Ironton, OH.

TRI-STATE TRANSIT AUTHORITY (TTA)

Tri-State Transit Authority is based in Huntington, WV and provides fixed route and paratransit service Monday through Saturday, including Non-Emergency Medical Transportation, to Huntington, Barboursville, and Milton, along the major transportation arteries and to ride generators in Cabell County.

Ridership on the TTA fixed route system has grown steadily over the past fifteen years, from approximately 56,000 passengers per month in 2000 to 76,800 passengers per month in 2014.

ASHLAND BUS SYSTEM

Ashland Bus Service, based in Ashland, KY, provides fixed route and door-to-door paratransit service to the Ashland area, including Catlettsburg, Kenova and Summitt. ABS operates on weekdays and is operated by Ashland's Public Works Department.

LAWRENCE COUNTY TRANSIT

Lawrence County Transit operates a fixed route deviated shuttle service and paratransit service under the umbrella of the Port Authority and in conjunction with Lawrence County Community Action. The fixed route deviated shuttle service and a portion of the paratransit are operated under contract by TTA as TTA-Ohio. Rides are provided for the Express Route on the Ironton, OH-Ashland, KY-Huntington, WV loop.

FUNDING FOR 5307 AGENCIES

All three of these agencies work together and are exploring ways they can coordinate their services more fully. They work collaboratively to support the others' services and on the split letters for the apportionments designated for the TMA, cognizant of the needs of individual agencies as well as the region.

The 5307/5340 funds and the 5339 funds are allocated based on the TMA as a whole. All of the transit agencies in the region agree to an equitable split of the 5307/5340 funds, as well as the 5339 funds. The following transit tables illustrate projected funds for Fiscal Years 2018-2021. For any additional funding, these states rely upon their state level departments of transit.

The projected 5307/ 5340 sub-regional allocation figures may be found in the table below.

5307/5340 PROJECTED APPORTIONMENTS*

5307/ 5340	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Tri-State Transit	\$1,291,892	\$1,330,649	\$1,370,568	\$1,411,685	\$5,404,794
Ashland Bus	\$654,719	\$674,360	\$694,591	\$715,429	\$2,739,099
Lawrence Co.	\$389,625	\$401,314	\$413,353	\$425,754	\$1,630,046
TOTAL	\$2,336,236	\$2,406,323	\$2,478,512	\$2,552,868	\$9,773,939

*based on the apportionments for FY 2016

In addition to the 5307/5340 funding, the 5339 grant for buses and bus facilities will be split between the three transit agencies. The projected sub regional allocations for the 5339 Funds apportioned to the KYOVA TMA are provided in the following table.

5339 PROJECTED ALLOCATIONS*

Section 5339	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Tri-State Transit	\$160,894	\$165,721	\$170,692	\$175,813	\$673,120
Ashland Bus	\$36,050	\$37,132	\$38,246	\$39,393	\$150,821
Lawrence Co.	\$31,700	\$32,651	\$33,630	\$34,639	\$132,620
TOTAL	\$228,644	\$235,504	\$242,568	\$249,845	\$956,561

*based on the apportionments for FY 2016

In addition to the 5307/5340 and 5339 funds for operating, capital, administration, planning, etc., the agencies can apply for funds through Congestion and Air Quality Mitigation (flex funds) for special projects. Lawrence County Transit is the only agency that programmed funds in the FY 2018 - FY 2021 span. Please find the amounts for which LCT plans to apply in the table below.

CMAQ FLEX FUNDS

	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
CMAQ	\$275,000	\$275,000	\$275,000	\$0	\$825,000

Tri-State Transit Authority is the designated recipient for 5310 Program funds, used to provide specialized transportation to seniors and individuals with disabilities. Since these funds are sub-allocated through a competitive grant process, the 5310 Program apportionment is shown for the TMA area, not disbursed to individual transit agencies. The projected apportionment for the FY2018-2021 will apply to the whole TMA.

5310 PROJECTED ALLOCATIONS*

5310	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Transportation Management Area (TMA)	\$243,469	\$243,469	\$243,469	\$243,469	\$973,876

*based on the apportionments for FY 2016

The total of the 5307/ 5340, 5339, 5310, CMAQ, and STP funds can be found in the following table.

TOTAL FTA APPORTIONMENTS FOR THE TMA

TTA/ABS/LCT	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
5307/5340 TOTAL	\$2,336,236	\$2,406,323	\$2,478,512	\$2,552,868	\$9,773,939
5339 TOTAL	\$228,644	\$235,504	\$242,568	\$249,845	\$956,561
5310 TOTAL	\$243,469	\$243,469	\$243,469	\$243,469	\$973,876
CMAQ	\$275,000	\$275,000	\$275,000	\$0	\$825,000
TOTAL	\$3,083,349	\$3,160,296	\$3,239,549	\$3,046,182	\$12,529,376

All three agencies apply to their states for available state and federal funding and have different sources of state and local funds based on the regulations of the state in which they are located.

5311 RURAL TRANSIT OPERATING INSIDE THE TMA AREA**WAYNE EXPRESS**

Wayne Express provides weekday deviated fixed route service in Ceredo and Kenova and demand response in Wayne County, West Virginia. Wayne Express is a service of WCCSO, Inc., a multipurpose human service agency, based in Kenova. FTA funding for the transit service comes through the West Virginia Division of Public Transit and is programmed in the WV STIP.

HUMAN SERVICE AGENCIES PROVIDING TRANSPORTATION INSIDE THE TMA AREA

CABELL COUNTY COMMUNITY SERVICES ORGANIZATION

Cabell County Community Services Organization, Inc. (CCCSO) is a private non-profit agency whose purpose is to plan, develop, finance, and provide programs for elderly, low income, and disabled residents in areas of economic development, health care, education, welfare, and transportation. The agency is primarily involved with aging services, through the operation of five service centers. The main office is located in Huntington. The agency is an authorized non-emergency Medicaid transportation provider. This agency uses the TTA paratransit service as much as possible to serve their clients.

CABELL-WAYNE ASSOCIATION OF THE BLIND, INC.

Cabell-Wayne Association of the Blind, Inc., located in Huntington, is a private non-profit agency that provides free transportation, orientation and mobility training to the blind and visually impaired. Transportation is also provided by taxi and through the purchase of tickets for the TTA dial-a-ride service.

CAMMACK CHILDREN'S CENTER

Cammack Children's Center is a non-profit residential treatment facility serving emotionally disturbed adolescents, ages 12 to 17. Transportation is provided for their residents only.

HOUSING DEVELOPMENT CORPORATION, INC.

Housing Development Corporation, Inc. is a non-profit organization, operating in conjunction with Fairfield East Community Center, whose purpose is to serve the needs of seniors and persons with disabilities in the community.

MOUNTAIN STATE CENTERS FOR INDEPENDENT LIVING

Mountain State Centers for Independent Living, located in Huntington, is a public non-profit that provides training and support to individuals with disabilities.

PRESTERA CENTER

Prestera Center is a non-profit organization that provides services for clients with mental health and other disabilities. With over 50 locations, transportation is provided for the consumers to and from activities.

FIVCO AREA DEVELOPMENT DISTRICT

FIVCO administers the Title III Program for three multipurpose senior citizen centers and six nutrition sites located throughout FIVCO's counties: Boyd, Carter, Elliott, Greenup and Lawrence. Transportation to and from their sites is offered.

AREA AGENCY ON AGING DISTRICT 7, INC.

The Area Agency on Aging District 7, Inc. (AAA7) is a private, non-profit agency designated by the State of Ohio to be the planning, coordinating and administrative agency for federal and state programs in Adams, Brown, Gallia, Highland, Jackson, Lawrence, Pike, Ross, Scioto, and Vinton counties in southern Ohio. Of these counties, only Lawrence County, Ohio is included in the KYOVA Interstate Planning Commission region.

IRONTON-LAWRENCE COUNTY CAO

The Ironton-Lawrence County CAO provides a wide variety of human service programs, including some weekday ADA paratransit as well as transportation for Senior Services and Head Start.

LAWRENCE COUNTY JOBS AND FAMILY SERVICES

JFS provides transportation for clients in two ways—gas vouchers as a form of reimbursement and contracting with local taxi companies—mostly for trips to medical facilities in Ashland and Huntington. It provides non-emergency medical transportation to a variety of medical facilities, many of which are out-of-county destinations in locations, such as Cincinnati and Columbus.

LAWRENCE COUNTY MR/DD

The Lawrence County Board of MR/DD provides transportation to children and adults with developmental disabilities.

OTHER SERVICES

PARK-AND-RIDE LOTS

Park-and-ride facilities provide a common location for individuals to transfer from a low-occupancy vehicle to a higher-occupancy vehicle. The lots are intended to provide commuters, public transportation passengers, carpoolers, and vanpoolers with a facility to park their vehicles.

AMTRAK

Amtrak operates two long distance trains through West Virginia. The Capitol Limited operates daily on its Washington-Martinsburg-Pittsburgh-Chicago route. The second train, the Cardinal, provides tri-weekly service on a New York-Washington-Charleston-Cincinnati-Chicago route that stops in Huntington. The Cardinal also stops in Charleston and Ashland, KY. Amtrak stops at Huntington in both directions (westbound in the late evening and eastbound in the early morning) on Sundays, Wednesdays and Fridays.

TAXI SERVICE

Numerous taxi companies have operations centered in the KYOVA region. The taxis provide traditional on-call point-to-point transportation throughout the tri-county area. Some taxi operators also provide prearranged time-call service to homes, hotels, or places of work, as well as on-demand delivery and courier service. Taxi Service is available at the Huntington Tri-State Airport, the TTA Center/Greyhound terminal, and the

Amtrak train station to assist passengers to their final destinations. Recent transportation studies in the KYOVA area have found that some human service agencies are utilizing taxi companies for client transportation.

FINANCIAL TABLES FOR PUBLIC TRANSIT

Below are financial tables showing expenditures on public transit projects for TTA (table 8), Ashland Bus System (table 9) and Lawrence County Transit (table 10) for FY 2018-2021.

**FY 2018-2021 Transportation Improvement Program
TTA Transit Projects**

<u>Project Description</u>	<u>Co.</u>	<u>Agency</u>	<u>Conf.</u>	<u>Type</u> <u>Fed. Funds</u>	<u>Total</u> <u>(1000's)</u>	<u>Fed.</u> <u>(1000's)</u>	<u>Local</u> <u>(1000's)</u>	<u>2018</u>		<u>2019</u>		<u>2020</u>		<u>2021</u>	
								<u>Fed.</u> <u>(1000's)</u>	<u>Local</u> <u>(1000's)</u>	<u>Fed.</u> <u>(1000's)</u>	<u>Local</u> <u>(1000's)</u>	<u>Fed.</u> <u>(1000's)</u>	<u>Local</u> <u>(1000's)</u>	<u>Fed.</u> <u>(1000's)</u>	<u>Local</u> <u>(1000's)</u>
Operating Assistance															
Operating Assistance	C	TTA	25	5307	12798.40	6399.20	6399.20	1599.80	1599.80	1599.80	1599.80	1599.80	1599.80	1599.80	1599.80
Operating Assistance (TTA/KRT Commuter)	C	TTA	25												
Preventive Maintenance															
Preventive Maintenance	C	TTA	25	5307	5330.00	4264.00	1066.00	1066.00	266.50	1066.00	266.50	1066.00	266.50	1066.00	266.50
Planning															
Planning	C	TTA	25	5307	100.00	80.00	20.00	20.00	5.00	20.00	5.00	20.00	5.00	20.00	5.00
Revenue Rolling Stock															
Purchase 35 ft Buses	C	TTA	25	STP-5307	2125.00	1700.00	425.00							1700.00	425.00
Revenue Rolling Stock															
Purchase 30 ft Buses * KYOVA STP Suballocation Funds Flexed to FTA	C	TTA	25	STP-5307	5200.00	4160.00	1040.00	1280.00	320.00	2880.00	720.00				
Purchase Paratransit Van	C	TTA	25	5339/5310	1200.00	960.00	240.00	240.00	60.00	240.00	60.00	240.00	60.00	240.00	60.00
Assoc.Capital Main. Items															
Spare Bus Parts/Eng/Trans	C	TTA	25	5307/5339	400.00	320.00	80.00	80.00	20.00	80.00	20.00	80.00	20.00	80.00	20.00
Misc. ADP															
Hardware and/or Software	C	TTA	25	5339	100.00	80.00	20.00	20.00	5.00	20.00	5.00	20.00	5.00	20.00	5.00
Shop & Misc. Equipment															
Heavy Duty Transit Tires	C	TTA	25	5307/5339	400.00	320.00	80.00	80.00	20.00	80.00	20.00	80.00	20.00	80.00	20.00
Paratransit Van Tires	C	TTA	25	5307/5339	80.00	64.00	16.00	16.00	4.00	16.00	4.00	16.00	4.00	16.00	4.00
Misc. Equipment	C	TTA	25	5307/5339	1200.00	960.00	240.00	240.00	60.00	240.00	60.00	240.00	60.00	240.00	60.00
Construction															
Renovate and Repair Facilities	C	TTA	25	5307	1000.00	800.00	200.00	200.00	50.00	200.00	50.00	200.00	50.00	200.00	50.00
Purchase Support Vehicles															
Route and Garage Support Veh.	C	TTA	25	5307/5339	400.00	320.00	80.00	80.00	20.00	80.00	20.00	80.00	20.00	80.00	20.00
Misc. Renovations															
Passenger Shelters & Station Improvements	C	TTA	25	5307/5339	500.00 50.00	400.00 40.00	100.00 10.00	100.00 10.00	25.00 2.50	100.00 10.00	25.00 2.50	100.00 10.00	25.00 2.50	100.00 10.00	25.00 2.50
Surveillance/Security Equipment															
Security Equipment	C	TTA	25	5339	133.29	106.63	26.66	26.66	6.66	26.66	6.66	26.66	6.66	26.66	6.66
Misc. Equipment															
Bike Racks / Bus GPS Tracking System * KYOVA STP Suballocation Funds Flexed to FTA	C	TTA	25	STP-5307	382.50	306.00	76.50	306.00	76.50						
Elderly & Handicap Vans (Non TTA) State 5310 Program	CP	Various	25	5310	1410.00	1128.00	282.00	282.00	70.50	282.00	70.50	282.00	70.50	282.00	70.50

**FY 2018-2021 Transportation Improvement Program- Transit Projects
Ashland Bus System**

<u>Project Description</u>	<u>Co.</u>	<u>Agency</u>	<u>Conf.</u>	<u>Type Fed. Funds</u>	<u>Fed. (1000's)</u>	<u>2018 Fed. (1000's)</u>	<u>2019 Fed. (1000's)</u>	<u>2020 Fed. (1000's)</u>	<u>2021 Fed. (1000's)</u>
Operating Assistance									
Operating Assistance	B	ABS	25	5307	3,054,061	568,072	598,774	616,737	635,239
Preventive Maintenance									
Preventive Maintenance	B	ABS	25	5307	150,442	35,437	37,208	38,324	39,473
Revenue Rolling Stock									
Purchase 30 ft Buses	B	ABS	25	5307/5339	320,950	62,000	62,000	65,000	66,950
Purchase 1-24X2 Fixed Route Buses	B	ABS	25	5339			0	0	
Purchase 1 12X2 Paratransit Bus	B	ABS	25	5339			0	0	
Purchase 1 Paratransit Bus	B	ABS	25	5339			0	0	
Assoc.Capital Main. Items									
Spare Bus Parts/Eng/Trans	B	ABS	25	5307	300,887	70,873	74,417	76,649	78,948
Shop & Misc. Equipment									
	B	ABS	25	5307	90,267	21,262	22,325	22,995	23,685
Safety & Security									
Safety & Security	B	ABS	25	5307	30,089	7,087	7,442	7,665	7,895

Ohio Statewide Transportation Improvement Program SFY 2018 to SFY 2021 Urban Transit Projects																	Table 10
District	PID	MPO	County	Project Name	Project Description / Location	Sponsoring Agency	Air Quality	ALI Code / Quantity	Phase (Transit)	Sub Phase	Fiscal Year	SAC	Fund Type (F,S,O)	Billing Code	Obligation Description	Estimate Amount	
9	94869	KYOVA	LAW	LAW LCPA Operating	Operating Assistance Lawrence County Ohio	LCPA	Exempt	30.09.03 Federal 30.09.03 Local 30.09.03 Local 30.09.03 State 30.09.03 Federal 30.09.03 Local 30.09.03 Local 30.09.03 State	Operating Operating Operating Operating Operating Operating Operating Operating		2018 2018 2018 2018 2019 2019 2019 2019		Fed. Local Local State Fed. Local Local State		FTA 5307 LNTF LNTF State FTA 5307 LNTF LNTF State	\$ 300,000 \$ 34,000 \$ 266,000 \$ 32,700 \$ 300,000 \$ 34,000 \$ 266,000 \$ 32,700	
																\$ 1,265,400	
9	104538	KYOVA	LAW	LAW LCPA 2020 Operating	Operating Assistance Lawrence County Ohio	LCPA	Exempt	30.09.03 Federal 30.09.03 Local 30.09.03 State	Operating Operating Operating		2020 2020 2020		Fed. Local State		FTA 5307 LNTF State	\$ 300,000 \$ 300,000 \$ 32,700	
																\$ 632,700	
9	104539	KYOVA	LAW	LAW LCPA 2021	Operating Assistance	LCPA	Exempt	30.09.03 Federal 30.09.03 Local 30.09.03 State	Operating Operating Operating		2021 2021 2021		Fed. Local State		FTA 5307 LNTF State	\$ 300,000 \$ 300,000 \$ 32,700	
																\$ 632,700	
9	94870	KYOVA	LAW	LAW LCPA Prev. Maint.	Preventive Maintenance Lawrence County Ohio	LCPA	Exempt	11.7A.00 Federal 11.7A.00 Local 11.7A.00 Federal 11.7A.00 Local	Capital Capital Capital Capital		2018 2018 2019 2019		Fed. Local Fed. Local		FTA 5307 LNTF FTA 5307 LNTF	\$ 120,000 \$ 30,000 \$ 120,000 \$ 30,000	
																\$ 300,000	
9	104540	KYOVA	LAW	LAW LCPA 2020 Prev. Maint.	Preventive Maintenance Lawrence County Ohio	LCPA	Exempt	11.7A.00 Federal 11.7A.00 Local	Capital Capital		2020 2020		Fed. Local		FTA 5307 LNTF	\$ 120,000 \$ 30,000	
																\$ 150,000	
9	104541	KYOVA	LAW	LAW LCPA 2021 Prev. Maint.	Preventive Maintenance Lawrence County Ohio	LCPA	Exempt	11.7A.00 Federal 11.7A.00 Local	Capital Capital		2021 2021		Fed. Local		FTA 5307 LNTF	\$ 120,000 \$ 30,000	
																\$ 150,000	
9	94872	KYOVA	LAW	LAW LCPA Security	Security Equipment Lawrence County Ohio	LCPA	Exempt	11.42.09 Federal 11.42.09 Local 11.42.09 Federal 11.42.09 Local	Capital Capital Capital Capital		2018 2018 2019 2019		Fed. Local Fed. Local		FTA 5307 LNTF FTA 5307 LNTF	\$ 5,000 \$ 1,250 \$ 5,000 \$ 1,250	
																\$ 12,500	
9	104542	KYOVA	LAW	LAW LCPA 2020 Security	Security Equipment Lawrence County Ohio	LCPA	Exempt	11.42.09 Federal 11.42.09 Local	Capital Capital		2020 2020		Fed. Local		FTA 5307 LNTF	\$ 5,000 \$ 1,250	
																\$ 6,250	
9	104543	KYOVA	LAW	LAW LCPA 2021 Security	Security Equipment Lawrence County Ohio	LCPA	Exempt	11.42.09 Federal 11.42.09 Local	Capital Capital		2021 2021		Fed. Local		FTA 5307 LNTF	\$ 5,000 \$ 1,250	
																\$ 6,250	
9	94873	KYOVA	LAW	LAW LCPA Equipment	Shop/Office Equipment Lawrence County Ohio	LCPA	Exempt	11.42.20 Federal 11.42.20 Local 11.42.20 Federal 11.42.20 Local	Capital Capital Capital Capital		2018 2018 2019 2019		Fed. Local Fed. Local		FTA 5307 LNTF FTA 5307 LNTF	\$ 5,000 \$ 1,250 \$ 5,000 \$ 1,250	
																\$ 12,500	
9	104544	KYOVA	LAW	LAW LCPA Equipment	Shop/Office Equipment 2020 Lawrence County Ohio	LCPA	Exempt	11.42.20 Federal 11.42.20 Local	Capital Capital		2020 2020		Fed. Local		FTA 5307 LNTF	\$ 5,000 \$ 1,250	
																\$ 6,250	
9	104545	KYOVA	LAW	LAW LCPA Equipment	Shop/Office Equipment 2021 Lawrence County Ohio	LCPA	Exempt	11.42.20 Federal 11.42.20 Local	Capital Capital		2021 2021		Fed. Local		FTA 5307 LNTF	\$ 5,000 \$ 1,250	
																\$ 6,250	
9	94875	KYOVA	LAW	LAW LCPA Planning	Short Range Planning Lawrence County Ohio	LCPA	Exempt	44.24.00 Federal 44.24.00 Local 44.24.00 Federal 44.24.00 Local	Planning Planning Planning Planning		2018 2018 2019 2019		Fed. Local Fed. Local		FTA 5307 LNTF FTA 5307 LNTF	\$ 40,000 \$ 10,000 \$ 40,000 \$ 10,000	
																\$ 100,000	
9	104546	KYOVA	LAW	LAW LCPA Planning	Short Range Planning 2020 Lawrence County Ohio	LCPA	Exempt	44.24.00 Federal 44.24.00 Local	Planning Planning		2020 2020		Fed. Local		FTA 5307 LNTF	\$ 40,000 \$ 10,000	
																\$ 50,000	
9	104547	KYOVA	LAW	LAW LCPA Planning	Short Range Planning 2021 Lawrence County Ohio	LCPA	Exempt	44.24.00 Federal 44.24.00 Local	Planning Planning		2021 2021		Fed. Local		FTA 5307 LNTF	\$ 40,000 \$ 10,000	
																\$ 50,000	
9	95700	KYOVA	LAW	LAW LCPA Rep. Buses	Bus and Bus Facilities for the Huntington Urbanized Area	ODOT	Exempt	11.12.14 Federal 11.12.14 Local 11.12.14 Federal 11.12.14 Local	Capital Capital Capital Capital		2018 2018 2019 2019		Fed. Local Fed. Local		FTA 5339 LNTF FTA 5339 LNTF	\$ 30,000 \$ 7,500 \$ 30,000 \$ 7,500	
																\$ 75,000	
9	104549	KYOVA	LAW	LAW LCPA Rep. Buses	Bus and Bus Facilities for the (2020) Huntington Urbanized Area	ODOT	Exempt	11.12.14 Federal 11.12.14 Local	Capital Capital		2020 2020		Fed. Local		FTA 5339 LNTF	\$ 30,000 \$ 7,500	
																\$ 37,500	
9	104550	KYOVA	LAW	LAW LCPA Rep. Buses	Bus and Bus Facilities for the (2021) Huntington Urbanized Area	ODOT	Exempt	11.12.14 Federal 11.12.14 Local	Capital Capital		2021 2021		Fed. Local		FTA 5339 LNTF	\$ 30,000 \$ 7,500	
																\$ 37,500	
9	94871	KYOVA	LAW	LAW LCPA <30 Buses	Less Than 30' Replacement Transit Buses (One)	LCPA	Exempt	11.12.04 Federal 11.12.04 Local 11.12.04 Federal 11.12.04 Local	Capital Capital Capital Capital		2018 2018 2019 2019		Fed. Local Fed. Local		FTA 5307 LNTF FTA 5307 LNTF	\$ 60,000 \$ 15,000 \$ 60,000 \$ 15,000	
																\$ 150,000	
9	104551	KYOVA	LAW	LAW LCPA <30 Buses	Less Than 30' Replacement 2020 Transit Buses (One)	LCPA	Exempt	11.12.04 Federal 11.12.04 Local	Capital Capital		2020 2020		Fed. Local		FTA 5307 LNTF	\$ 60,000 \$ 15,000	
																\$ 75,000	
9	104552	KYOVA	LAW	LAW LCPA <30 Buses	Less Than 30' Replacement 2021 Transit Buses (One)	LCPA	Exempt	11.12.04 Federal 11.12.04 Local	Capital Capital		2021 2021		Fed. Local		FTA 5307 LNTF	\$ 60,000 \$ 15,000	
																\$ 75,000	
9	94874	KYOVA	LAW	LAW LCPA Enhancements	Transit Enhancements Lawrence County Ohio	LCPA	Exempt	11.32.20 Federal 11.32.20 Local 11.32.20 Federal 11.32.20 Local	Capital Capital Capital Capital		2018 2018 2019 2019		Fed. Local Fed. Local		FTA 5307 LNTF FTA 5307 LNTF	\$ 5,000 \$ 1,250 \$ 5,000 \$ 1,250	
																\$ 12,500	
9	104544	KYOVA	LAW	LAW LCPA Enhancements	Transit Enhancements 2020 Lawrence County Ohio	LCPA	Exempt	11.32.20 Federal 11.32.20 Local	Capital Capital		2020 2020		Fed. Local		FTA 5307 LNTF	\$ 5,000 \$ 1,250	
																\$ 6,250	
9	104555	KYOVA	LAW	LAW LCPA Enhancements	Transit Enhancements 2021 Lawrence County Ohio	LCPA	Exempt	11.32.20 Federal 11.32.20 Local	Capital Capital		2021 2021		Fed. Local		FTA 5307 LNTF	\$ 5,000 \$ 1,250	
																\$ 6,250	
9	104125	KYOVA	LAW	LAW Lawrence County Transit (LCT) Shuttle Service	A deviated fixed shuttle service that is targeted toward daily commuters driving between the major employers and universities between 3 cities of Ashland, KY - Ironton, Ohio and Huntington, WV	LCPA	Exempt	30.80.01 Federal 30.80.01 Local 30.80.01 Federal 30.80.01 Local 30.80.01 Federal 30.80.01 Local	Capital Capital Capital Capital Capital Capital		2018 2018 2019 2019 2020 2020		Fed. Local Fed. Local Fed. Local		CMAQ FLEX LNTF CMAQ FLEX LNTF CMAQ FLEX LNTF	\$ 275,000 \$ 70,000 \$ 275,000 \$ 70,000 \$ 275,000 \$ 70,000	
																\$ 1,035,000	
9	104650	KYOVA	LAW	LAW Lawrence County Transit (LCT) Shuttle Service	A deviated fixed shuttle service (2020) that is targeted toward daily commuters driving between the major employers and universities between 3 cities of Ashland, KY - Ironton, Ohio and Huntington, WV	LCPA	Exempt	30.80.01 Federal 30.80.01 Local	Capital Capital		2020 2020		Fed. Local		CMAQ FLEX LNTF	\$ 275,000 \$ 70,000	
																\$ 345,000	
9	99156	KYOVA	LAW	LAW LCPA 5310 Program	Competitively selected Projects for the 5310 Program	LCPA	Exempt	Blanket ALI Federal Blanket ALI Local Blanket ALI Federal Blanket ALI Local	Capital Capital Capital Capital		2018 2018 2019 2019		Fed. Local Fed. Local		5310 Enh. Mobility LNTF 5310 Enh. Mobility LNTF	\$ 48,000 \$ 12,000 \$ 48,000 \$ 12,000	
																\$ 120,000	
9	104562	KYOVA	LAW	LAW LCPA 5310 Program	Competitively selected (2020) Projects for the 5310 Program	LCPA	Exempt	Blanket ALI Federal Blanket ALI Local	Capital Capital		2020 2020		Fed. Local		5310 Enh. Mobility LNTF	\$ 48,000 \$ 12,000	
																\$ 60,000	
9	104565	KYOVA	LAW	LAW LCPA 5310 Program	Competitively selected (2021) Projects for the 5310 Program	LCPA	Exempt	Blanket ALI Federal Blanket ALI Local	Capital Capital		2021 2021		Fed. Local		5310 Enh. Mobility LNTF	\$ 48,000 \$ 12,000	
																\$ 60,000	
9	95763	KYOVA	LAW	LCPA 2018 - 2021 ADA Oper. Asst.	2018-2021 ADA Operating Asst.	LCPA	Exempt	11.7C.00 Federal 11.7C.00 Local 11.7C.00 2017 Federal 11.7C.00 2017 Local	Capital Capital Capital Capital		2018 2018 2019 2019		Fed. Local Fed. Local		FTA 5307 LNTF FTA 5307 LNTF	\$ 29,000 \$ 7,250 \$ 29,000 \$ 7,250	
																\$ 72,500	
9	104567	KYOVA	LAW	LCPA 2018 - 2021 ADA Oper. Asst.	2018-2021 ADA 2020 Operating Asst.	LCPA	Exempt	11.7C.00 2017 Federal 11.7C.00 2017 Local	Capital Capital		2020 2020		Fed. Local		FTA 5307 LNTF	\$ 29,000 \$ 7,250	
																\$ 36,250	
9	104569	KYOVA	LAW	LCPA 2018 - 2021 ADA Oper. Asst.	2018-2021 ADA 2021 Operating Asst.	LCPA	Exempt	11.7C.00 2017 Federal 11.7C.00 2017 Local	Capital Capital		2021 2021		Fed. Local		FTA 5307 LNTF	\$ 29,000 \$ 7,250	
																\$ 36,250	
9	98961	KYOVA	LAW	LAW Multi - Modal Parking Deck / Facility	Construction of a Multi - Modal Parking Deck / Facility adjacent to the Transit Center	LCPA	Exempt	Administration / Design Administration / Design Administration / Design Administration / Design Right of Way Right of Way	Design ENV & PE Design Design Acquis Acquis		2019 2019 2021 2021 2021 2021		State State Fed. Local Fed. Local		State State STP LNTF STP LNTF	\$ 5,704 \$ 32,321 \$ 192,000 \$ 48,000 \$ 228,000 \$ 57,000	
																\$ 563,021	

SAFETY AND SECURITY

Safety

Safety is an element of the FAST Act continued from MAP-21, which directs states to develop Strategic Highway Safety Plans as a means of making highways safer. In accordance with MAP-21, Kentucky developed a Strategic Highway Safety Plan with goals to reduce the number of traffic fatalities. The Kentucky Office of Highway Safety's goal: To save more lives by demonstrating the issues and effects distractions have on our driving – working together we all help make the difference. The Governor's Highway Safety Program (GHSP) is the lead agency for West Virginia's participation in federally mandated and funded highway safety improvement measures. The purpose of GHSP is to encourage, promote, and support safety throughout West Virginia. A variety of state and federal safety agencies and private sector organizations developed Ohio's SHSP, which focuses on safety for all road users, including cars, trucks, trains, motorcycles, pedestrians and bicycles.

Security

The Federal Highway Administration defines transportation security as the "freedom from intentional harm and tampering that affects both motorized and non-motorized travelers, and may also include natural disasters." KYOVA Interstate Planning Commission fosters interagency coordination between the different modes of transportation, governmental agencies and other groups focused on security/disaster planning because effective coordination and communication among the many different operating agencies is essential. Such coordination is needed to allow enforcement/security/safety responses to occur in an expeditious manner while at the same time permitting the transportation system to handle the possibly overwhelming public response to the incident. KYOVA will strive to plan for transportation needs in light of potential hazards. These activities increase the security of the transportation system for motorized and non-motorized users.

FTA Planning Emphasis Area

Incorporating Safety and Security in Transportation Planning; Participation of Transit Operators in Metropolitan & Statewide Planning; Coordination of Non-Emergency Human Service Transportation; Planning for Transit Systems Management/Operations to Increase Ridership; and Support Transit Capital Investment Decisions through Effective Systems Planning.

AMENDMENT AND ADMINISTRATIVE MODIFICATION PROCESS

AMENDMENT PROCESS

The Transportation Improvement Program (TIP), as with any planning document, must recognize studied changes. Proposed changes must be reviewed and analyzed in a uniform manner and are achieved through the TIP amendment policy.

The intent of the amendment process is to serve several major needs in order to meet previously unforeseen needs and to add or delete projects to/from the TIP.

The TIP is a dynamic document and is amended or modified by policy makers as needed. Federal regulation requires the TIP to be updated at least every four years. However, to

ensure proper planning, the TIP amendments must be kept to a minimum. Projects that may affect the air quality may be amended only on a semi-annual basis. This is due to the time and funding required to complete the required technical analysis, public involvement and air quality conformity consultation. Other projects, which do not affect the air quality, may be amended as needed. It is preferred that amendments to the TIP occur on the same schedule as the TIP update. The Transportation Policy Committee (TPC), at their discretion, may change the schedule but must afford the proper timeline for review, analysis and public comment.

Eligible Amendments

The amendment process applies to projects that meet any of the following conditions:

- Add/Delete a project or phase(s) that requires a federal action (authorization) and is not eligible for an Administrative Modification;
- Change in design concept and scope of the project;
- Change in cost estimates that affect fiscal constraint;
- Change that affects air quality conformity.

There are times throughout the year when KYOVA is contacted by project sponsors concerning changes to projects. At that time, staff reviews the request and determines the appropriate action required to make the changes.

There are several key criteria and steps that must be met and adhered to when amending the MTP/TIP, which include the following:

- Projects must be reviewed for inclusion in the Metropolitan Transportation Plan.
- Projects programmed with West Virginia, Kentucky and Ohio must be reviewed for fiscal constraint.
- KYOVA must review any addition, deletion or change to the scope of a regionally significant project which contributes to and/or reduces transportation related emissions, requires a regional emissions analysis to be completed and a new conformity determination by FHWA and FTA.
- The public is afforded the opportunity to comment on the amendments and participation by interested citizens is sought as described in the KYOVA Participation Plan.
- Adoption by the Policy Committee at an open meeting. Open meetings may consist of a regularly scheduled meeting or an advertised special meeting. Meetings may be held in person, telephone conference or other electronic means such as video conference which will ensure that the members can hear, and be heard by, each other and any media or member of the public present at the meeting.

Additionally, MTP/TIP Amendments should have the following:

- MTP/TIP Amendments shall have sufficient descriptive material to identify the project and include the total estimated cost. The amendments shall identify the location and project sponsor, amounts and sources of funds to be obligated each year. It shall also identify attainment and non-attainment areas and conformity type.

- For a MTP/TIP Amendment, KYOVA is responsible for notification to WVDOT, KYTC (Division of Planning), ODOT, FHWA-WV, KY and OH Divisions, FTA-Regional offices and others as identified on the *KYTC's Routing and Information Sheet* and as directed by the WVDOT and ODOT to ensure immediate action is taken and to assure that the Amendment process and appropriate public involvement procedures have been followed. Notification may be by letter or e-mail with all appropriate documentation including a signed Resolution, a MTP/TIP replacement page and public notice documentation.
- KYOVA staff will contact each Policy Committee members either by telephone or e-mail and provide a description of the amendment.
- For a STIP amendment that is solely for inclusion of an approved MTP/TIP or approved amended MTP/TIP, public involvement is not necessary as this requirement was fulfilled by KYOVA prior to WVDOT, KYTC or ODOT approval.
- The WVDOT, KYTC and ODOT are responsible for ensuring that the cost changes made to the STIP will be balanced during the STIP yearly update process.

ADMINISTRATIVE MODIFICATION PROCESS

In the event that a minor change is requested for a project in the MTP/TIP, it is possible that an Administrative Modification can be made. The following actions are eligible as Administrative Modifications to the MTP/TIP:

- Correcting obvious 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 (with no change in funding). This change would not alter the original 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).
- Updating project cost estimates (within the original project scope and intent).
- Adding Planning, Design, Right of Way or Utilities "phases" to a construction project that is already included in the STIP.
- Moving any identified project phase programmed for previous year into a new TIP (rollover provision).
- Adding projects that are considered "Grouped Projects" as approved in the KYOVA TIP and MTP that do not require public review, redemonstration of fiscal constraint, or conformity determination.

Administrative Modifications will be tracked by KYOVA staff and made available to appropriate committees through electronic communication and/or a written memorandum. Since Administrative Modifications are non-action items, this notification does not have to be presented to KYOVA committees or the public prior to approval.

CONCLUSION AND GLOSSARY

The TIP and the Transportation Plan are shaped by several elements, primarily federal legislation, but also the direction of state and local agencies. Both the *KYOVA 2018-2021 TIP* and the *KYOVA 2040 Integrated MTP* are governed by the Fixing America's Surface Transportation (FAST) Act, which was signed into law on December 4, 2015. The FAST Act is a long-term federal highway authorization that allocates \$305 billion for surface transportation programs for roads, bridges, freight, bicycling and walking improvements over its full life cycle.

The FAST Act emphasizes initiatives that increased the performance of the existing transportation network by promoting; reinvestment in existing infrastructure, increased public involvement in the transportation planning process, new transportation technologies, intermodal connections, alternative funding strategies, and a pragmatic approach to new construction projects.

Locked Years

This consists of years four and five (4 & 5). These projects are selected during the project selection process to be locked into years four and five for planning and programming purposes. Since projects often take several years of preparation (plans, specifications, budgeting, environmental, engineering, etc.) before letting, these "locked years" will provide some stability in the planning and programming process. The projects selected for years four and five will be phased into the TIP as updates are necessary and will, therefore, not be subject to rescoring.

Remainder of the Financially Constrained Component

This consists of those projects that fall in the financially constrained MTP but are not in the TIP or locked years (normally years 6-20).

The Financially Unconstrained Needs Component

This component consists of those projects that have no identified funding source during the MTP planning horizon (normally projects not funded during the first 20 years).

Transportation Improvement Program (TIP)

This is a short-range implementation plan for the region. The TIP lists those transportation projects and programs that will be implemented in the coming four-year period (years 1-4).

The air quality issues of the Huntington Urbanized nonattainment area are coordinated with West Virginia Division of Air Quality (WVDOAQ), West Virginia Division of Highways (WVDOT), Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC). The air quality conformity determination is included in Appendix A.

The KYOVA 2040 Integrated Metropolitan Transportation Plan provides a basis by which to implement transportation improvements highway and transit in a rational and orderly fashion. By knowing the location and the nature of transportation system deficiencies before they occur, government agencies will be able to more effectively allocate the limited funds available for improvements. The plan also permits a rational

order to further conduct corridor, site and design studies. It is clearly understood that this Plan is not the final word for transportation improvements and that resource availability fluctuates. It is for these reasons that the transportation planning process is a continuous, comprehensive, and coordinated process.

GLOSSARY OF TRANSPORTATION TERMS AND ACRONYMS

Clean Air Act Amendments of 1990 (CAAA) - Identified vehicles as one of the primary sources of pollution and called for stringent new requirements in metropolitan areas and states where attainment of National Ambient Air Quality Standards (NAAQS) is a potential problem

CMAQ - The Congestion Mitigation and Air Quality Program provides funding for transportation projects that help nonattainment areas meet clean air standards under the 1990 CAAA

CO - Carbon monoxide

Conformity - A process defined in the Clean Air Act Amendments and required for nonattainment areas that involves assessing the compliance of a transportation plan, program or project with the State Implementation Plan (SIP)

EJ - Environmental justice

Eight-Hour NAAQS - A method of measuring air quality based on the maximum eighth-hour rolling averages throughout the day. At the end of each year, the fourth highest daily eight-hour reading at each monitoring site is recorded. If the average for these readings over three consecutive years is more than 0.084 ppm, the eight-hour NAAQS is exceeded

EPA - The Environmental Protection Agency

FHWA - Federal Highway Administration

HIATS -Huntington Iron-ton Area Transportation Study

FTA - Federal Transit Administration

Intermodal - the interaction of various modes of transportation, particularly as it relates to connections, choices, coordination, and cooperation

ITS - Intelligent Transportation Systems

LOS - Level of service. The Highway Capacity Manual defines six levels of service, ranging from LOS A (best) to LOS F (worst)

One-Hour NAAQS - A method of measuring air quality based on a one-hour measurement. The one-hour NAAQS is exceeded when the maximum hourly ozone levels are above 0.124 parts per million at any monitoring site for more than three days

over three years.

MPO - Metropolitan Planning Organization. The agency designated by the governor of each state to carry out long-range transportation planning for a designated metropolitan area. KYOVA serves as the MPO for the HIATS area.

Multimodal - Involves all modes of transportation

NAAQS - National Ambient Air Quality Standards (both one and eight standards)

NHS - National Highway System

NO_x - Nitrogen Oxides

Nonattainment Area - A metropolitan area that is not in compliance with the National Ambient Air Quality Standards. Areas can be considered nonattainment for one or more pollutants including carbon monoxide (CO), ozone, and particulate matter (PM). In nonattainment areas, Transportation Plans and Transportation Improvement Programs (TIP's) must demonstrate conformity with the State Implementation Plan (SIP) before receiving annual, and thus, federal funding for transportation improvements.

SIP - State Implementation Plan - Each state is required to develop an air quality plan to ensure attainment of National Ambient Air Quality Standards. All MTP's must adhere to transportation emission budgets listed in the SIP.

STBG (Formerly STP) - Surface Transportation Block Group - - A funding category which provides flexibility in the expenditure of "road" funds for non-motorized and transit modes, and for a category of activities known as transportation enhancement, which could be used to enhance the historic, environmental, and multimodal characteristics of the transportation system.

STP - Surface Transportation Program - A funding category which provides flexibility in the expenditure of "road" funds for non-motorized and transit modes, and for a category of activities known as transportation enhancement, which could be used to enhance the historic, environmental, and multimodal characteristics of the transportation system.

TCM - Transportation Control Management – This influences travel behavior by changing the structure of the transportation system to promote more efficient use of the roadway. Examples of TCM include ramp metering, signalized timing, and turning bays.

Moving Ahead for Progress in the 21st Century Act (MAP-21) – This Transportation bill was signed into law on July 6, 2012. MAP-21 is the first long-term federal highway authorization enacted since 2005 and allocates \$105 billion for surface transportation programs in its first two fiscal years (FY2013 and FY2014).

TAP – Transportation Alternatives Program – funding category for providing on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement

activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

TIP - Transportation Improvement Program - The TIP is a financially contained short-range document that lists specific projects to be implemented within an MPO jurisdiction. Projects included in the TIP must be consistent with the long-range plan, and inclusion of projects in the TIP is a requirement for the use of federal transportation funding.

USDOT - The United States Department of Transportation

VOC - Volatile Organic Compounds

VMT - Vehicles miles traveled - A measure of overall auto use in a region

APPENDICES

APPENDIX A – AIR QUALITY CONFORMITY

APPENDIX B – PUBLIC PARTICIPATION

APPENDIX C – ENVIRONMENTAL JUSTICE

APPENDIX A

AIR QUALITY CONFORMITY

IN PROGRESS

APPENDIX B

PUBLIC PARTICIPATION

2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PUBLIC MEETINGS AND OUTREACH

Public Involvement, in accordance with 23 CFR Part 450, is required during an update or development of transportation plans and programs to afford interested citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties and opportunity to offer comments and suggestions. KYOVA followed all procedures for updating the TIP as outlined in the Participation Plan (adopted October 3, 2014).

PUBLIC NOTIFICATION

KYOVA and ODOT will be holding a STIP/TIP Public Open House within the following timeframe: March 27, 2017 - April 7th, 2017 in Lawrence County, Ohio. Location has not been determined.

KYOVA will be holding a 2018 – 2021 TIP Public Open House at KYOVA Interstate Planning Commission in Huntington, WV. No timeframe has been determined at the writing of this document.

PUBLIC NOTICE FOR 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM
AND 2040 METROPOLITAN TRANSPORTATION PLAN
PUBLIC INVOLVEMENT NOTICE

Publish:
The Herald Dispatch
www.kyovaipc.org

**PUBLIC NOTICE
FOR 2040
METROPOLITAN
TRANSPORTATION
PLAN (MTP) AND
2018-2021
TRANSPORTATION
IMPROVEMENT
PROGRAM (TIP)**

The KYOVA Interstate Planning Commission is notifying the public of the update of two important planning documents: the 2040 Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) for Fiscal Years 2018-2021. Comments on projects in the Draft 2040 MTP and the Draft 2018-2021 TIP will be accepted during a 30-day comment period from January 13, 2017 through February 13, 2017.

The 2040 MTP and 2018-2021 TIP are used by KYOVA to plan and program highway, public transit, waterway, air, rail, bicycle, pedestrian, and other economic recovery projects within the KYOVA Planning Area which includes Cabell and Wayne counties, West Virginia; Boyd and Greenup counties, Kentucky; and Lawrence County, Ohio. The 2040 MTP is a long-term plan shaped by state and local agencies used to guide transportation in our region. The 2018-2021 TIP is the region's short-term program of projects scheduled to receive federal transportation funds over the next four years.

KYOVA will follow the ODOT STIP development schedule. A listing of the projects will be available at the KYOVA Interstate Planning Commission office located at 400 Third Avenue Huntington, WV 25701 and on the KYOVA website at www.kyovaipc.org. All interested persons should direct comments and inquiries to Chris Chiles, Executive Director or Saleem A. Saleem, P.E., Deputy Executive Director/Technical Study Director at 304-523-7434 or by visiting the KYOVA office. Email requests and comments may be sent to ssaleem@kyovaipc.org. Comments must be received no later than close of business Monday, February 13, 2017.

**LH-49521
1-13; 2017**

APPENDIX C

³ENVIRONMENTAL JUSTICE

INTRODUCTION

KYOVA Interstate Planning Commission is an association of local governments in southwestern West Virginia and southeastern Ohio that serves as a forum for assessing and acting upon regional transportation problems. The Commission's goal is to promote cooperation among members, the governments closest to the people, and to maximize their capabilities for solving problems that cannot be solved by any one jurisdiction. By working as a bi-state organization, the area benefits from a multi-modal transportation system linking the states.

KYOVA was formally organized on October 11, 1968. Its creation, via interstate compact was the culmination of years of thought initiated in 1965 with the beginning of the Huntington-Ashland-Ironton Area Transportation Study (HAIATS). KYOVA was formed from HAIATS to coordinate and administer transportation planning. To provide a recognized geographical area of activity, in 1966 the Bureau of the Census designated the urbanized area of Huntington-Ashland-Ironton as the Metropolitan Statistical Area (MSA). This area included: Cabell and Wayne Counties, WV; Ashland, KY; and Ironton, OH. In 1973 and 1981 respectively, the Bureau of the Census expanded the MSA to include the counties of Greenup and Carter, Kentucky.

In the late 1980s, the State of Kentucky elected to form a separate MPO from the Kentucky portion of the Huntington-Ashland-Ironton Transportation Study. Thereby, the responsibility of KYOVA's area changed to cover Lawrence County, OH; Cabell and Wayne County, WV; the City of Huntington, WV; and the City of Ironton, OH. Then, the Transportation Study name changed to Huntington-Ironton Area Transportation Study (HIATS, known as KYOVA).

When the U.S. Census Bureau released its 2010 urbanized area (UZA) information in March 2012, the KYOVA region grew in terms of land area and population. The new boundary will include Hurricane and Teays Valley in Putnam County, WV and Boyd and Greenup Counties in Kentucky. The new population for the MPO will exceed 200,000. As a result of the population growth, the area has been designated a Transportation Management Area (TMA). The designation as a TMA triggered the need for a Congestion Management Plan/Process, which must have been in place within 18 months of the MPO's designation as a TMA.

RELATIONSHIP TO THE CONGESTION MANAGEMENT PLAN/PROCESS

SAFETEA-LU required that metropolitan transportation planning processes include a Congestion Management Process (CMP). The CMP is a reworking of the previous requirements of the Congestion Management System (CMS). The SAFETEA-LU

³ Please see KYOVA's Participation Plan for more information on Environmental Justice Policies.

legislation for the most part kept the CMS/CMP regulation. The main changes were to rename it to CMP, to emphasize that it was to be part of the planning process rather a separate activity, and to emphasize management of the existing infrastructure. In 2015, the FAST Act legislation was approved and retained the CMP language.

The federal definition of CMP is a systematic process for managing traffic congestion and providing information on transportation system performance. The CMP is to be an information processing system to support decision-making. It will identify and monitor congestion, both currently existing and anticipated to occur in the future. Secondly, the CMP will evaluate the effectiveness of a number of transportation alternatives or strategies that might alleviate that congestion. Finally, after strategies are implemented, the CMP will examine the implemented strategies to measure how successful they were in alleviating congestion. If they have not proven successful, new or additional solution may be explored.

At KYOVA, results of the CMP and subsequent congestion analyses have been reported to decision-makers, and contribute to development of regional plans and policy. The KYOVA CMP was approved in January, 2014, as this is the first CMP due to KYOVA becoming a TMA in the 2010 census.

While not documented as a separate CMP, results of traffic forecasts, congestion analysis and information on transportation system performance were completed by KYOVA staff and were utilized in the process of creating the KYOVA Metropolitan Transportation Plan and in evaluating projects for this TIP.

PURPOSE AND OBJECTIVE

Environmental justice has been a federal requirement since recipients of federal funds were required to certify nondiscrimination following the Civil Rights Act of 1964. A 1994 Presidential Executive Order required all federal agencies to make environmental justice part of their missions. The law was enacted to avoid the use of federal funds for projects, programs, or other activities that generate disproportionate or discriminatory adverse impacts on minority or low-income populations. The U.S. Department of Transportation (USDOT) promotes environmental justice as an integral part of the long-range transportation planning process as well as individual project planning and design.

Environmental Justice (EJ) provisions require that everyone receive their fair share of transportation improvements without a disproportionate burden of adverse effects. Compliance with these orders requires analysis of data to determine if a transportation project will cause “disproportionately high and adverse effects” on minority⁴ or low-income⁵ populations.

⁴ Minorities are defined by the U.S. Department of Transportation as those persons covered under the US Census Bureau categories “Black,” “Hispanic,” “American Indian or Alaskan Native,” “Asian or Pacific Islander,” or “any readily identifiable group of minority persons.”

⁵ Low-income persons are defined as those living in households receiving incomes at or below the federal poverty level.

The U.S. EPA's Office of Environmental Justice defines environmental justice as follows:

"The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EPA has this goal for all communities and persons across this Nation. It will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work."

According to the USDOT, environmental justice requires the understanding and incorporation of the unique needs of distinct socioeconomic groups to create transportation projects that fit within the framework of their communities without sacrificing safety or mobility. The environmental justice assessment incorporated in the *KYOVA 2040 Integrated MTP* is based on three fundamental principles derived from guidance issued by the USDOT:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure all potentially affected communities' full and fair participation in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Specifically to transportation planning issues, applying these EJ principles involves:

- Maintaining equity in all programs and policies by balancing the benefits and negative results of all transportation projects in all communities.
- Closely examining and analyzing the scope of proposed transportation programs and projects.
- Keeping all programs flexible and seeking the input of affected communities in developing project options by public involvement.

METHODOLOGY

By applying the following key principles, KYOVA will be able to address EJ in minority and low-income populations. These criteria are intended to provide guidance for KYOVA's transportation planning activities. Therefore, promote a common understanding of the concept of EJ.

Making Environmental Justice a Priority

KYOVA is committed to addressing the Executive Order 12898. This will address Environmental Justice in minority populations and low-income populations throughout all of its planning, projects and activities.

Increasing Meaningful Public Participation

KYOVA will create a meaningful “Public Involvement Process” that:

- Involves the broadest cross-section of the community in the transportation planning process based on geographic distribution, sex, race, socioeconomic status and interests (e.g. environmental, neighborhood, etc.).
- Adapts and tailors programs to specific populations and situations, taking into account a wide range of differences.
- Reaches out to communities that have not traditionally been involved in transportation planning, particularly minority and low-income communities.
- Provides opportunities to members of affected communities to influence project decisions by proactively soliciting their input.
- Includes opportunities for public input throughout the project development process (from project selection, design and implementation)
- Maintains transparent and open methods

Maintaining Project Flexibility

In implementing EJ practices, KYOVA will tailor its methods to reflect the unique issues and populations affected by each policy, program or project. KYOVA will work with members of affected communities and all stakeholders to encourage input and develop project options that meet transportation goals as well as community needs.

SOCIOECONOMIC CONDITIONS

Population Density

The population within the KYOVA region is highly concentrated along the Ohio River and I-64. Census tracts with population densities of more than 5 persons per acre are located within the City of Huntington (specifically near Marshall University) and the City of Ironton. Population densities decrease significantly moving away from the Ohio River, with these areas showing populations densities of less than 0.5 persons per acre. Employment density mostly mirrors population density with the majority of industrial centers concentrated along the Ohio and Big Sandy Rivers.

Race and Ethnicity

Based on the 2010 Census, minorities make up only 5.6% of the population within the KYOVA region, while less than 1% of the overall population was identified as Hispanic. These rates are lower than national averages. Among KYOVA counties, Cabell County

has the most diverse population, with a minority population of 9.4% and Hispanic population of 1.1% and Wayne County has the least diverse population (only 1.4% minority). Table 1 shows race and ethnicity population characteristics for residents within the KYOVA MPO.

Table 1 – Population Characteristics

	Cabell County		Wayne County		Lawrence County		KYOVA MPO	
	#	%	#	%	#	%	#	%
Total Population	96,319	100.0%	42,481	100.0%	62,450	100.0%	201,250	100.0%
Caucasian	88,194	91.6%	41,870	98.6%	59,864	95.9%	189,928	94.4%
Minority	8,125	9.4%	611	2.4%	2,586	4.1%	11,322	5.6%
Hispanic	1,046	1.1%	218	0.5%	445	0.7%	1,709	0.8%

Source: 2010 Census; Summary File 1 dataset

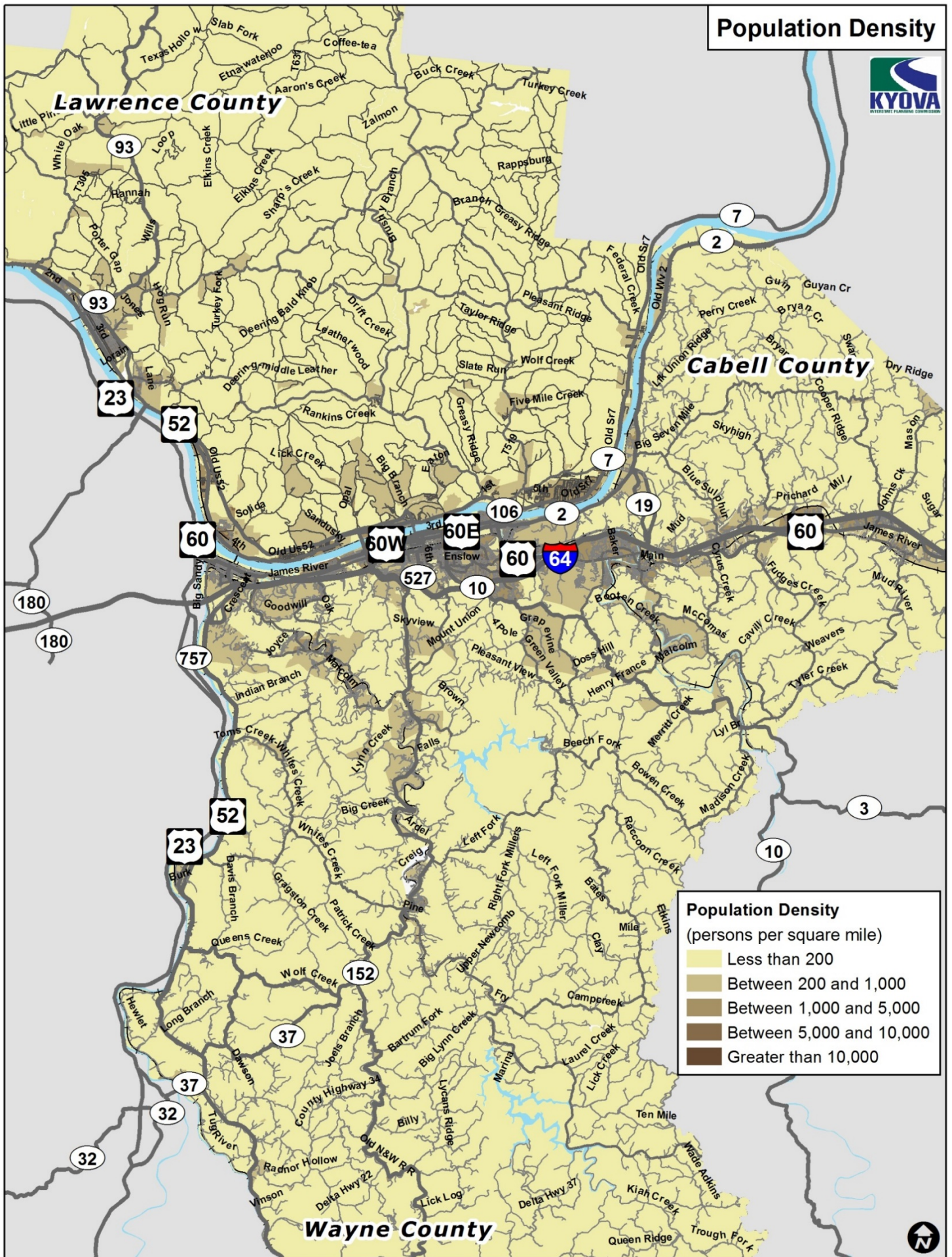
Low Income Population

On a regional basis, approximately 20.5% of KYOVA MPO residents were found to have incomes below the poverty line based on the 2009 American Community Survey. Poverty rates within the KYOVA region are higher than the national rate of 14.3%, while the poverty rate is consistent across all three counties as each County had a poverty rate between 20%-21%. Table 2 shows the poverty status for residents within the KYOVA MPO region. Census tracts with high percentages of people with income below the poverty level are scattered throughout the KYOVA MPO area. Census tracts with 25% or more people with incomes below the poverty level are located in all three counties, as high poverty tracts are found along the Ohio River in the City of Huntington, southern and northwestern Wayne County and along the Ohio River in western Lawrence County. Census tracts with low concentrations of poverty, below 15%, are located in south and western Cabell County, western Wayne County and southeastern Lawrence County.

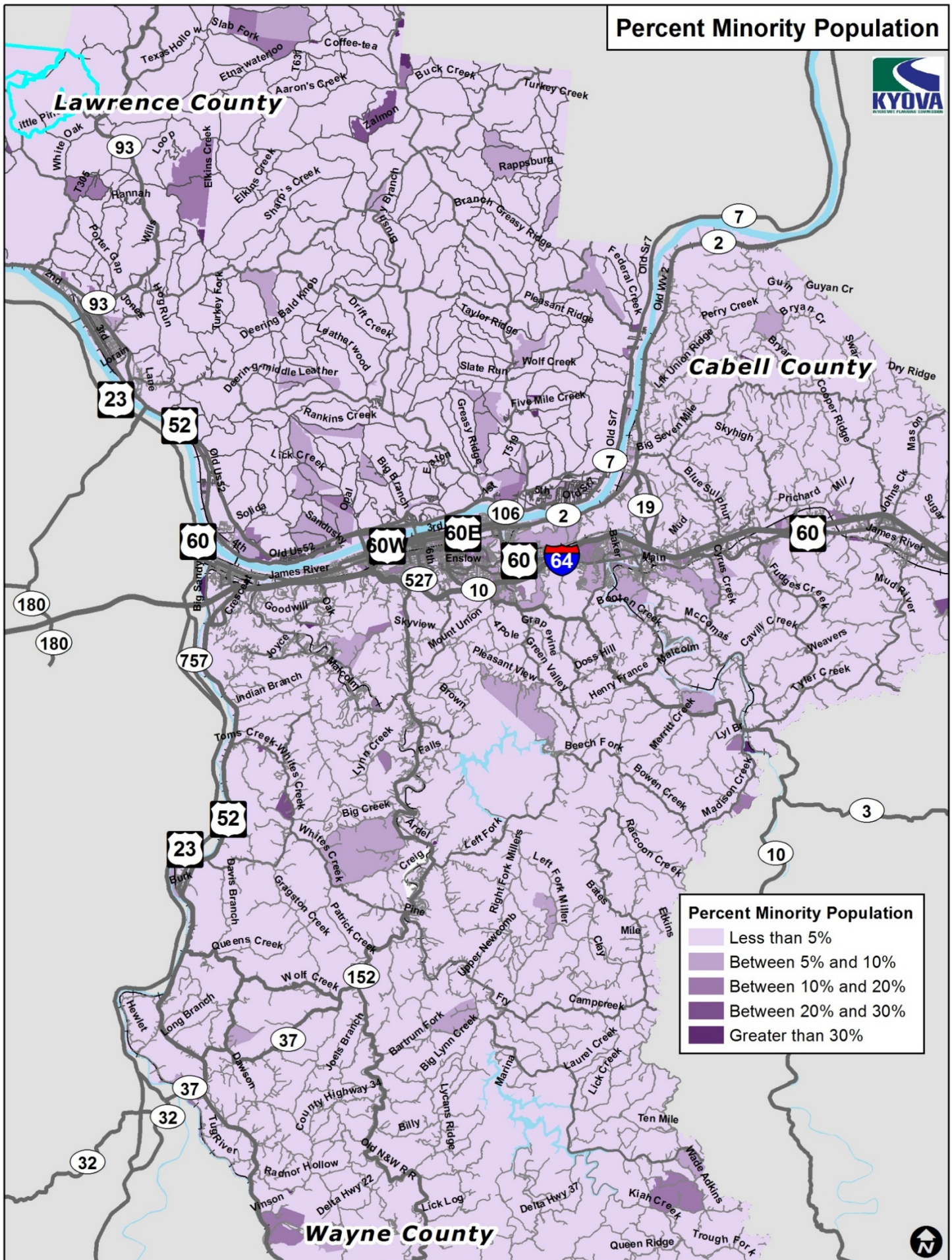
Table 2 – Poverty Status of Population for who Poverty Status is Determined

	Cabell County		Wayne County		Lawrence County		KYOVA MPO	
	#	%	#	%	#	%	#	%
Person Below Poverty Level	19,433	21.0%	8,322	20.1%	12,450	20.1%	40,205	20.5%

Population Density



Percent Minority Population



Percent Low-Income Population

