

KYOVA Interstate Planning Commission

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KYOVA Designated as Transportation Management Area

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With the release of the 2010 Census, KYOVA has now been designated as a Transportation Management Area (TMA). A TMA is an area with a population over 200,000. On May 10, 2012, the Federal Register published a list of TMAs and KYOVA meets this threshold with a population of 202,637.

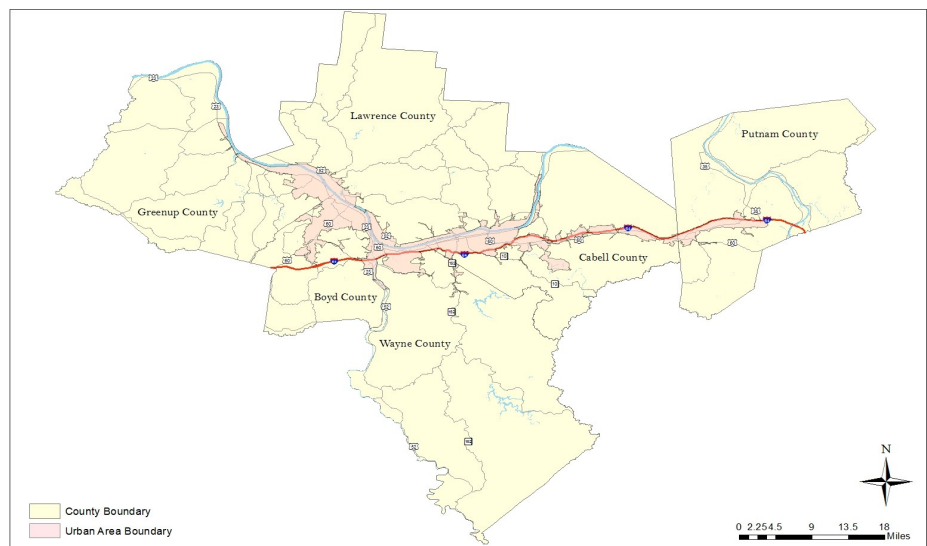
With this designation comes more responsibilities for our staff. One important new task is planning for more counties in the area. In addition to the 3 counties KYOVA currently

serves (Cabell, Wayne, and Lawrence Counties), portions of Greenup and Boyd Counties in Kentucky and part of Putnam County in West Virginia now fall under KYOVA's jurisdiction. This will present many challenges to staff as they navigate the issues that will arise within the new boundaries.

KYOVA will also be responsible for completing a Congestion Management Plan (CMP) by 2014. The CMP should cover many topics including management objectives, im-

plementation plans and performance measures. The purpose of the CMP is to create a safe and effective management and operating system for multi-modal transportation facilities. Congestion management is an important issue in larger regions; therefore, by creating this plan now, KYOVA will be better prepared in the future.

This is an exciting opportunity and KYOVA looks forward to working with federal, state and local officials as a newly formed TMA.



KYOVA's Transportation Management Area.

Intersections Identified for Beautification

As a result of the Downtown Huntington Access study, it became evident that many intersections in the area needed a facelift. KYOVA met with the City of Huntington and other related groups to begin to prioritize a list for future improvements.

Through the discussions came a list of intersections that serve as gateways to Down-

town Huntington designated as needing improvements. Some of the locations identified were 8th Avenue & 8th Street, 8th Avenue & 5th Street, Adams Avenue & 14th Street West and 31st Street and 3rd Avenue. Another location cited for improvement is the area immediately south of the 6th Street Bridge. As drivers enter Huntington they are met with the

backside of buildings that are not aesthetically pleasing. One of the goals of the beautification project is to plant more trees in this area to make Downtown Huntington a more inviting place. KYOVA and the City of Huntington will continue to work closely on this issue looking for innovative funding and creating more detailed plans.

This bridge project has been in the works for many years and both Governors considered it a proud day to see the project finally make it to construction.

Ironton-Russell Bridge Breaks Ground

After years of hard work, KYOVA is happy to announce that work on the Ironton-Russell Bridge has begun. A commencement ceremony took place on May 2, 2012, at Ironton's Depot Square.

In attendance were Governor Kasich of Ohio and Governor Beshear of Kentucky who both gave speeches on the importance of this new bridge. This bridge project has been in the

works for many years and both governors considered it a proud day to see the project finally make it to construction. It was a lively celebration which included the Ironton High School Band and many students and politicians from the area.

The current Ironton-Russell Bridge was first built in 1922 and in recent years has become irreparable and in need of replacement. It has been the only route over the Ohio River between the two cities and is a very important connector especially for com-



Kentucky's Governor Beshear speaks on the importance of the new bridge.

muters. Approximately 11,000 vehicles travel over this bridge daily. Once the need for a new structure was recognized, efforts focused on seeing this project become a reality. The bridge project is expected to be completed in the fall of 2015 and will cost about \$81.3 million.



Breaking ground for the Ironton-Russell Bridge

MTP Process Continues with Public Meetings

In April, a public meeting was held at Cabell Midland High School to take a closer look at regional issues that will be included as part of the Metropolitan Transportation Plan (MTP). Local politicians and citizens were eager to discuss many of the issues that pose problems for our area. The meeting was informal with small discussion groups using maps that participants could mark to identify areas of importance.

Several discussions focused on the need for a Culloden interchange along I-64. The need for this interchange is very important for emergency services. There is an emergency services station located on US 60 between the I-64 Milton and Hurricane interchanges and one complaint is that they lose valuable

time trying to gain access to the interstate during emergencies. By the time the vehicles make it to one of the interchanges, traffic has already backed up, slowing response time. This interchange would also give residents between Hurricane and Milton easier access to the interstate along with other amenities in the tri-state.

Another topic of discussion was connectivity and accessibility throughout the area. Better use of signage is key to directing visitors throughout the region. Suggestions were also made to look closely at locations where roadway improvements can be made in the future to improve accessibility. These recommendations will be considered and included in the 2040 MTP.



ODOT Begins New Statewide Transportation Plan

Access Ohio is a statewide transportation plan created by the Ohio Department of Transportation that will guide decisions and infrastructure for the future. The plan has a horizon year of 2040 and will use many

tools to predict future transportation issues. Access Ohio 2040 will lay the foundation for a strong transportation system throughout the state. It is intended to guide, inform and support transportation decisions by identifying corridors where transportation system needs converge, creating an inventory of Ohio's transportation assets and documenting current ODOT programs, policies and procedures. In order to effectively plan for the future Access Ohio 2040 is needed to address rapidly aging infrastructure in Ohio and to respond to the funding crisis to maintain existing infrastructure

statewide and across the nation.

The plan will have thirteen chapters covering goals and objectives, various modes of transportation, safety, funding, and environmental issues. A Steering Committee has also been formed to ensure various stakeholder groups are represented well in the plan. Members of the Steering Committee have a better understanding of the needs of their particular groups and can articulate those needs to ODOT. The Steering Committee is expected to meet several times throughout the process of creating the plan until its completion in 2013.

Access Ohio 2040 will lay the foundation for a strong transportation system throughout the state.

Ohio's Transportation Plan
"The Future of Transportation"

ACCESS OHIO 2040

ODOT is updating Ohio's Statewide Transportation Plan, Access Ohio 2040. This plan is important to Ohio's future, as it will direct Ohio's transportation investments for the coming years. Access Ohio 2040 will help us consider ideas and issues that matter to you, provide a clear statement of people and goods flow plans to place.

Access Ohio 2040 will guide transportation decisions by:

- Identifying corridors for multimodal transportation system investments that will address and respond to future needs, and
- Identifying corridors where transportation system needs converge to guide future project decisions.

Access Ohio 2040 will inform transportation decisions by:

- Providing an inventory of Ohio's transportation assets,
- Forecasting transportation conditions, needs, and costs,
- Identifying existing resource constraints and their implications for meeting transportation needs, and
- Developing innovative funding strategies for meeting future challenges.

Access Ohio 2040 will support transportation decisions by:

- Documenting current ODOT programs, policies, and procedures for supporting Ohio's transportation network, and
- Building upon performance benchmarks for state ODOT programs.

We want a your input. To learn more about Ohio 2040, contact ODOT staff members, participate and engage public and stakeholder engagement process. Contact input is desired and highly valued.

It is available for your utilization by:

- State and local law
- State of Ohio
- Private industry
- Citizens

Please direct any questions or comments to:

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KYOVA Works to Improve GIS

During the past several months, KYOVA staff has spent time improving its Geographic Information Systems (GIS) mapping. Due to the fact that KYOVA works in two different states, finding compatible data can be challenging. Recently, efforts have been focused on finding compatible

data and creating a base map with county, road, water and rail layers that will show a general overview of our area.

In May, staff attended training to fine-tune GIS skills which has paid off tremendously. They now have a better working knowledge of the software.

A GIS Assessment and Implementa-

tion Plan has also been created by sub-consultants Michael Baker Corporation. This plan outlines the areas that KYOVA needs to look at closely to further improve mapping capabilities. Training was provided in August to review the plan and to receive valuable input from experts on KYOVA's current maps.

“This agreement helps West Virginia plan for the future of its highways while creating and preserving jobs,” said Senator Rockefeller.

New Transportation Bill in Effect

On July 6, 2012, a new transportation bill was signed into law, thus eliminating the previous SAFETEA-LU bill. Moving Ahead for Progress in the 21st Century, or MAP-21, is a two-year bill funding Federal surface transportation programs. For FY 2013 and 2014, MAP-21 funds Federal surface transportation programs at over \$105 billion. Eight-two billion dollars is authorized for road, bridge and bicycle and pedestrian projects.

Under MAP-21 some highway programs have been restructured. The new core formula program structure includes the National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings and Metropolitan Planning. There are also 2 new formula programs: Construction of Ferry Boats and Ferry Terminal Facilities and Transportation Alternatives. The Transportation Alternatives (TA) replaces the Transportation Enhancement (TE) program and also includes the Safe Routes to Schools and Recreational Trails Program.

In addition to the redistribution of programs, Metropolitan Planning Organizations (MPOs) have something to celebrate. Prior to the bill's approval, there was discussion about raising the population threshold for what is designated as an MPO; however, previous designation levels were upheld and urbanized areas with population 50,000 or more are still considered MPOs under MAP-21.

Funding levels for states will remain relatively the same in FY 2013 as they are in FY 2012 with a slight increase in FY 2014 to adjust for inflation. West Virginia is authorized to receive \$423.3 million in FY 2013 and \$426.9 million in FY 2014. “I’m thrilled this agreement will keep funding levels for West Virginia highways secure and strong for the next two years. This agreement helps West Virginia plan for the future of its highways while creating and preserving jobs,” said Senator Rockefeller, Chairman of the Senate Committee on Commerce, Science and Transportation, in a statement released after the approval of MAP-21.

The new bill was a very important event in transportation planning. It will keep our transportation system moving ahead and will sustain many jobs for the future.

TIP Amendments

Recent projects added to the 2012-2015 TIP and approved by KYOVA's board include the widening of I-64 from Hal Greer Boulevard to the 29th Street interchange from 4 to 6 lanes and upgrading the interchanges at Hal Greer Boulevard at a total cost of \$30 million. These projects will improve accessibility and efficiency along I-64, which is the main corridor that connects Huntington to Charleston and other cities to the east. In addition, a Safe Routes to Schools project was

added to the TIP. Improvements to Southside Elementary include sidewalk upgrades and bicycle shelters in various locations around the school. Southside Elementary is located in a high density residential area allowing many students to walk and bike to school. The amendment also includes two other pedestrian projects; one at Rotary Park and the other in Mil-

ton as part of the Morris Memorial Walking Trail.



KYOVA settles in to New Location

At the release of our last newsletter, we had just moved into a new building. Six months later staff is getting used to the location and is getting organized.

The new building has undergone extensive renovations to allow for nine offices and a large conference room. Although it has taken time to adapt to our sur-

roundings, most of our belongings are settled into their new home and day to day operations are back to normal.

Our address is now 214 Fourth Street and is easily accessible to downtown Huntington as well as the surrounding areas. Please stop by anytime and see our new office building.



WV Planning Conference



Thanks to the WVDOT and the Hagerstown/Eastern Panhandle MPO for another great planning conference.

This year's conference took place in historic Shepherdstown, WV on October 2-4.

Some of topics covered in the presentations at the conference included Smart Growth, modeling, adaptive signal control and MAP-21. KYOVA's Transportation Study Director, Saleem Salameh, gave a very informative joint presentation with Allison Fluitt and Tim Padgett of Kimley Horn and Associates. They discussed the process for creating KYOVA's regional plan and gave helpful ideas for other MPOs going through this process.

It was a great opportunity to connect with other MPOs around the state and staff very much enjoyed visiting Shepherdstown and all there is to offer in the area.

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KYOVA Interstate Planning Commission is the Metropolitan Planning Organization for the Huntington, West Virginia and Ironton, Ohio urban area. Cabell and Wayne counties in West Virginia and Lawrence County, Ohio comprise the boundaries of the planning area for the Commission in southwestern West Virginia and southeastern Ohio. KYOVA's purpose is to provide a delivery system for a continuing, cooperative and comprehensive plan for transportation developed locally in response to federal law. Regional leaders direct the policies, priorities and activities of the Commission in cooperation with the States of West Virginia and Ohio. Professional staff are employed by KYOVA Interstate Planning Commission to manage the planning process, which meets requirements of federal, state and local regulations governing transportation planning and development.

Created by an interstate compact in 1968, KYOVA Interstate Planning Commission was the first Metropolitan Planning Organization in the State of West Virginia.