

West Virginia
Statewide Transportation Improvement Program

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1. INTRODUCTION

The need for an effective local, regional and national highway network touches every citizen of West Virginia and the United States. Virtually every aspect of daily life depends on adequate roadways. Whether it is for transporting our children to school, getting us to work, or bringing goods to our stores from across the country, an adequate highway network enables individuals to experience a higher quality of life by improving access to social, economic, educational and recreational opportunities. Since the need and desire for safe and efficient roadways is so universal, citizens, businesses, and elected representatives alike are concerned with the details of highway maintenance, improvement, and construction activities. Furthermore, because government has been charged with providing this infrastructure with funds derived principally from its citizens, it is appropriate that the details regarding planned expenditures are clearly relayed to all interested parties.

In West Virginia, unlike the majority of states, state government rather than county or local government, has ownership and responsibility for virtually all public highways. With this in mind, it is important that the West Virginia Department of Transportation (WVDOT) clearly outlines the tasks and improvements that can realistically be funded in the near future.

Long-term goals and policies for the WVDOT currently reside in West Virginia's Multi-Modal Statewide Transportation Plan for 2010-2034, which discusses in broad terms the long-range goals and objectives of its member agencies, of which the West Virginia Division of Highways (WVDOT) is a part. This relatively new plan not only meets federal requirements, but also has made the plan more project specific by incorporating a tool for calculating a preliminary benefit/cost ratio on larger projects. This tool, in conjunction with other data, can be used to help prioritize larger projects, which must compete for scarce resources. The new prioritization tool allows both existing unfunded projects and future proposals to be monitored and adjusted to meet the needs of the citizens of West Virginia. The recommended funding breakdowns contained in the long-range plan will be compared to those of the current STIP document for consistency.

In addition to the State's long range transportation plan, in January 2008 the Agency produced a Six-Year, Statewide Transportation Improvement Program which was a result of the merger of the Six-Year Program with the federally required Statewide Transportation Improvement Program (STIP). The 2008-2013 STIP presented the State's federal-aid highway and transit programs over a six-year period in a SAFETEA-LU compliant manner. SAFETEA-LU, which stands for the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users, was the federal highway funding bill, that was in place, when the document was approved. The first four years of the program served as the State's official STIP and the remaining two years were provided for informational purposes only. While this document

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officially covered a four-year period, the WVDOH policy was to update and resubmit this document to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the public on a yearly basis.

In November 2008, the 2009-2014 STIP was approved. This was the first document issued by the WVDOH to include a listing of federal-aid projects along with a listing of projects to be funded solely with State monies.

The 2010-2015 STIP, 2011-2016 STIP and 2012-2017 STIP documents each provided a section outlining the efforts that were made to improve the management and reporting of the program. The STIP was organized so that all programmed projects would fall within one of the seven designated core programs. The goal was to better manage assets to meet the program's needs and with less emphasis on the type of funding used.

The development of the 2013-2018 STIP presented several challenges. First, on July 6, 2012, new multi-year highway legislation was enacted. Public Law 112-141, the Moving Ahead for Progress in the 21st Century (MAP-21) Act, provided funding for the remainder of FFY 2012 by following the procedures established in SAFETEA-LU. Beginning in FFY 2013, MAP-21 makes significant changes to the programs through which transportation projects will be funded. While project eligibility generally remains unchanged, the number of highway programs has been reduced in an attempt to give states more flexibility to deal with their specific issues. Secondly, on July 18, 2012 the U.S. DOT, FTA and FHWA announced that all urbanized areas with populations greater than 200,000, as determined by the 2010 Census, are designated as Transportation Management Areas (TMAs). As a result of this announcement, the KYOVA Metropolitan Planning Organization, which serves Cabell and Wayne Counties and having a population of 202,637, was designated as a TMA (includes the developed area along I-64 of Putnam County). As such, West Virginia's 2013-2018 STIP needed to not only be changed to reflect the programmatic changes required by MAP-21, but also the sub-allocation of federal funds required for TMAs. MAP-21 also instituted a more performance based highway program which covers FFY 2013 and 2014.

The Six-Year STIP includes a wide variety of projects including roadway, bridge, bicycle, pedestrian, safety and public transportation (transit) projects. While the primary concern of this document is federally funded projects, State funded projects are also listed. All of the projects are typically defined by three phases of activity, such as ENG (Design), ROW (Right of Way) and CON (Construction). Each phase of a project is shown in its respective year of anticipated authorization. The federally funded portion of the STIP is fiscally balanced (or constrained to include projects for which there is committed funding available) and includes project phases that have a reasonable expectation of being ready for implementation by the year listed. Projects are subject to many considerations and actions from conception to completion that may impede or

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accelerate their progress. These considerations may include policy decisions; changes in design requirements; conflicts with other scheduled activities; unforeseen circumstances such as cutbacks in funding; shortage of manpower; or inflation of project costs. Project cost estimates are based on best available engineering estimates at the time the STIP is developed. As required by MAP-21, the projects are shown in anticipated year of expenditure dollars; however, final cost for the actual projects may differ as the projects are refined in the project development process prior to construction. When a project is adversely affected by any of the abovementioned factors, the projected fiscal year dates and/or costs will be adjusted accordingly.

2. WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Comprised of more than 6,000 employees, the West Virginia Department of Transportation (WVDOT) provides essential services in transportation, tourism and economic development. These services provide for the safety and protection for the citizens of West Virginia, as well as the traveling public, through a modern highway, rail and airport system.

The WVDOT consists of the following agencies:

- Aeronautics
- Highways
- Motor Vehicles
- Office of Administrative hearings
- Parkways
- Public Port Authority
- Public Transit
- State Rail Authority

2.1 DIVISION OF HIGHWAYS

The West Virginia Division of Highways (WVDOH) is responsible for the planning, engineering, right-of-way acquisition, construction and maintenance of more than 36,000 miles of state maintained roads. Being only one of four states, including Virginia, Delaware and North Carolina, West Virginia owns virtually all of the roadways within the state and does not split roadway jurisdiction with a county or a township system. This equates to 90% of the public roads being the responsibility of the WVDOH with the remaining 10% being owned by a municipality, a federal agency or the West Virginia Parkways Authority. Additional responsibilities include highway research, outdoor advertising, roadside development, safety and weight enforcement, and dissemination of highway related information. These responsibilities are administered by the several divisions situated within the central headquarters (such as Engineering Division, Right-of-Way Division, Traffic

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Division, Maintenance Division, etc.) and by the ten districts located throughout the state. The districts and their respective counties are as follows:

- District 1: Boone, Clay, Kanawha, Mason, Putnam
- District 2: Cabell, Lincoln, Logan, Mingo, Wayne
- District 3: Calhoun, Jackson, Pleasants, Ritchie, Roane, Wirt, Wood
- District 4: Doddridge, Harrison, Marion, Monongalia, Preston, Taylor
- District 5: Berkeley, Grant, Hampshire, Hardy, Jefferson, Mineral, Morgan
- District 6: Brooke, Hancock, Marshall, Ohio, Tyler, Wetzel
- District 7: Barbour, Braxton, Gilmer, Lewis, Upshur, Webster
- District 8: Pendleton, Pocahontas, Randolph, Tucker
- District 9: Fayette, Greenbrier, Monroe, Nicholas, Summers
- District 10: McDowell, Mercer, Raleigh, Wyoming

2.2 DIVISION OF PUBLIC TRANSIT

The West Virginia Division of Public Transit (WVDPT) is the state administering agency for all federal and state programs relating to public transportation. Additionally, it is the designated state organization for the receipt of Federal Transit Administration (FTA) funding. Although they don't operate buses or vans, the WVDPT assists public transportation providers in their effort to move people by keeping local systems safe, efficient and effective. This is accomplished through financial support, technical and administrative assistance, statewide marketing and training. Some of the numerous services that WVDPT provides include:

- Distribution of operating and capital assistance to small urban and rural transit systems to help cover cost of essential public transportation services and miscellaneous equipment,
- Serving as a central procurement source for vehicles and communication equipment for transit authorities and private non-profit agencies that provide transportation services for the elderly and disabled,
- Providing planning and technical assistance, either directly or through contractors, to enhance the safety, efficiency and effectiveness of transportation services in the state,
- Providing driver training on the safe and proper ways to transport the elderly and disabled, as well as provide access to supervisory training, defensive driving, mechanics training and many other topics,
- Documenting and promoting the benefits of public transportation for both users and non-users,

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- Advocating for responsible funding levels to support development and enhancement of public transportation facilities and services.

Also, the WVDPT administers six federal or FTA programs for the State of West Virginia. They are:

- Section 5304 (Statewide Transportation Planning Program)
- Section 5307/5340 (Urbanized Area Formula Grants)
- Section 5339 (Bus and Bus Facilities)
- Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities)
- Section 5311 (Rural Area Formula Program)
- Section 5337 – WVU/PRT (State of Good Repair)

In addition to the previous programs, the Section 5307/5340 (Urbanized Area Formula Grants) program is utilized by transit organizations situated within the eight metropolitan areas of the state. These organizations are direct FTA recipients.

West Virginians and visitors to our state depend on public transportation everyday - for work, business, recreation, shopping, and access to education or medical services. Our communities are enriched by a safe, affordable transportation which is important to the economic vitality of the state. Many elderly or disabled citizens rely on public transportation which allows them to stay in their own homes and communities. By using public transportation, people can help reduce traffic congestion, help the environment, and save money.

3. FINANCIAL RESOURCES - STATE ROAD FUNDS

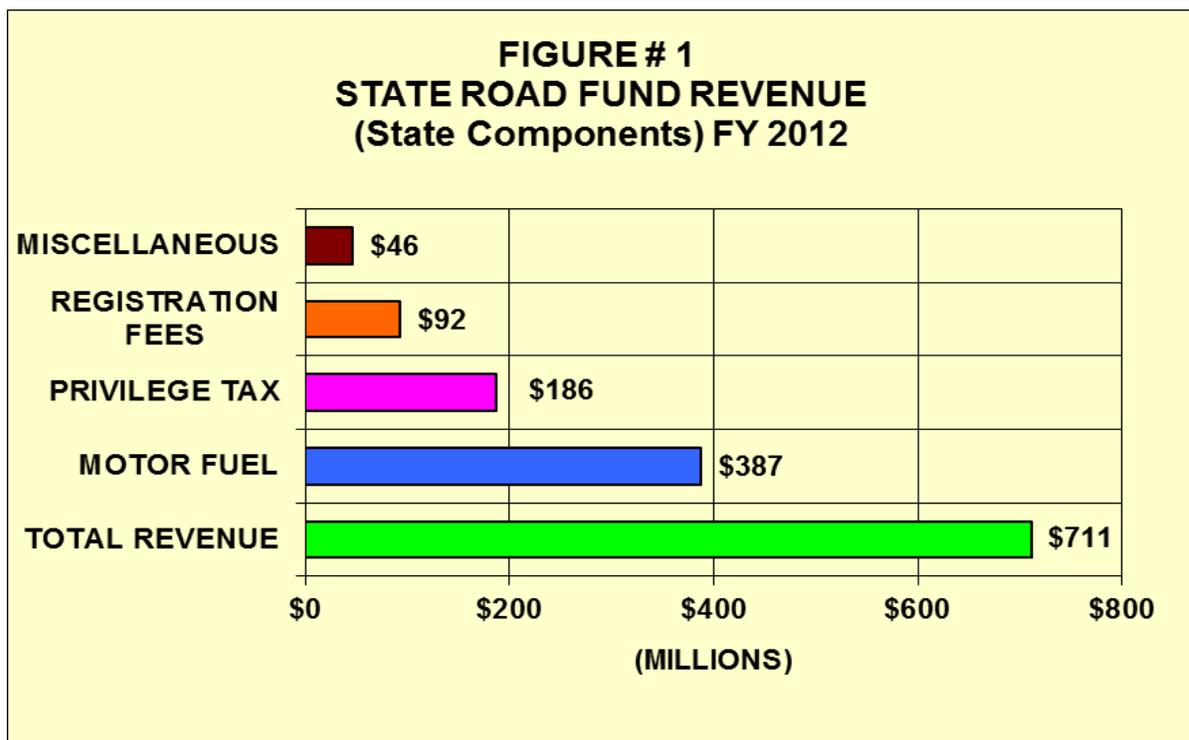
While it would seem deceptively simple for WVDOH staff to identify all highway improvements that will occur over the next six years on roadways under its jurisdiction, the reality is that providing that information with a reasonable degree of accuracy is quite difficult. Before a program that identifies future highway improvements can be laid out, it is important to understand the many functions that the State Road Fund (discussed below) must support and the limited funds which are available. The activities of the WVDOH are funded almost exclusively from the State Road Fund, which receives its funding from state revenue collections and federal reimbursement. The state revenue component of the State Road Fund is derived from motor fuel taxes, registration fees, privilege taxes, and miscellaneous income levied and generated at the State level. The federal component is derived from federal-aid reimbursements available to the State through national federal-aid highway legislation. Federal-aid highway funds are generated by motor fuel taxes and fees levied at the national level and are deposited in the Highway Trust Fund. In order to help highway departments plan and schedule projects, Congress will typically

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pass legislation that authorizes the expenditure of federal-aid funds over a multi-year period and specifies how those funds are to be distributed among the states. The current multi-year federal reauthorization legislation is MAP-21, which was signed into law on July 6, 2012. MAP-21 covers federal fiscal year (FFY) 2013 and 2014 and replaced the prior multi-year legislation, SAFETEA-LU, which expired in September 2009. Between September 2009 and July 2012, the federal-aid highway program had been operating through a number of short term continuing resolutions that extended the provisions of SAFETEA-LU. Even though MAP-21 has recently been enacted, it only covers two years. As such, no funding information is available for four of the six years covered by this document. This helps to illustrate how difficult it is to plan and budget for a multi-year program that relies on estimates and anticipated funding from a highway bill that has not been drafted.

3.1 STATE ROAD FUND – STATE REVENUE

The State Road Fund collected \$711 million in State revenue for fiscal year (FY) 2012 (see Figure # 1). Those revenues were generated from four basic categories: Motor Fuel Taxes, Registration Fees, Privilege Taxes, and Miscellaneous Revenues.



While the Motor Fuel Tax serves as the primary revenue generator for the State Road Fund, it has come under intense scrutiny in the wake of higher-than-normal retail fuel prices. The Motor Fuel Tax rate was 27¢ per gallon in calendar year (CY) 2006 and had increased to

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31.5¢ per gallon for CY 2007 and subsequently increased to 32.2¢ in CY 2008 due to a continual rise in the variable rate component of the State's Motor Fuel Tax. In response to the run-ups in retail fuel prices in 2007 and 2008, the Legislature forestalled a subsequent increase in the variable rate by freezing that portion of the Motor Fuel Tax at a rate of 11.7¢ for CY 2009. The actions taken by the Legislature represented the second time during a five-year period where the variable rate portion of the tax had been frozen. In an effort to curb dramatic swings in the variable portion of the Motor Fuel Tax, in November 2009, the Legislature revised West Virginia Code and established a new floor for the variable rate portion of the tax, which was previously established at 4.85¢ per gallon. The new rate is based on 5% of a minimum wholesale price of motor fuel of \$2.34 per gallon, which is equivalent to 11.7¢ per gallon. The rate is calculated by the Department of Revenue yearly and any adjustment in the rate is effective on January 1 of the next year. In addition to the higher floor value, a maximum annual variance in the variable rate portion of the tax was set at 10% (i.e. the variable rate can adjust up or down no more than 10% from the prior year). As a result of the changes made, the variable rate portion of the Motor Fuel Tax remained at 11.7¢ per gallon for CY 2010 and CY 2011. Also in November 2009, the Legislature set the flat rate portion of the Motor Fuel Tax permanently at its current rate of 20.5¢. Prior to the change, the flat rate portion would have reverted to 15.5¢ per gallon on July 31, 2013. As the result of these changes, the total Motor Fuel Tax rate for CY 2012 was set at 33.4¢ per gallon. During FY 2012, the Motor Fuel Tax generated \$387.0 million in revenue.

For the purposes of this document, Registration Fees encompass not only vehicle registration fees but also driver's licenses, permits, and litter control fees. Vehicle registration fees are based on a vehicle's classification and are renewed annually or on a multi-year basis. Driver's licenses and learner's permit fees are imposed on persons qualified to operate a motor vehicle. In FY 2012, Registration Fees generated \$92.3 million in revenue.

The Privilege Tax, imposed when the certificate of title is issued, was first enacted in 1935 at a rate of 2% of the vehicle value. The rate was increased to 5% in 1971 and has remained unchanged since that time. In FY 2012, Privilege Taxes generated \$186.3 million in revenue.

Miscellaneous Revenue sources typically include revenue from interest on investments, map sales, permits, etc., and have historically been small in comparison to the other revenue sources. However, due to several legislative changes, Miscellaneous Revenue now accounts for a larger share of State Road Fund monies. The most significant change is a legislatively mandated yearly transfer of revenue from the State's General Fund to the State Road Fund, which is intended to offset costs incurred by the WVDOH when its contractors pay State Sales Tax on construction materials. The amount of the transfer will vary yearly depending on the size and scope of the Agency's construction program, but adds several million dollars

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to the State Road Fund annually (\$13.1 million in FY 2012). In FY 2010, in an effort to stabilize the Agency's paving program, which had been impacted by the severe economic downturn, the Legislature transferred \$27.3 million from the Motor Fuel Shortfall Reserve Fund to the State Road Fund. As a result of the mandated funding transfers, the amount of Miscellaneous Revenue collected increased by \$10.7 million from FY 2009 to FY 2010. In FY 2011, there were no such supplementary transfers; however, in FY 2012 the Legislature transferred \$15 million from the Lottery Revenue to the State Road Fund to once again bolster the Agency's paving program. As such, in FY 2012, Miscellaneous Revenue was significantly higher than the preceding year and accounted for \$45.8 million of the State road Fund's revenue.

3.2 STATE REVENUE PROJECTIONS

The foundation of the STIP is available revenue, both federal and, more importantly, State. A review of Figure # 1 indicates that State revenues from four components (Motor Fuel Tax, Privilege Tax, Registration Fees, and Miscellaneous) contributed \$711 million to the State Road Fund in FY 2012. The WVDOT relies on the expertise of individuals at the Department of Revenue, as well as internal staff, for the development of its short-range revenue forecasts. Revenue forecasts are predicated on a number of underlying factors and assumptions. Some of the most important assumptions deal with the anticipated cost and consumption of oil and motor fuel and, to a lesser extent, their impact on human behavior (e.g., if fuel costs remain high, will individuals continue to buy larger more expensive cars or will they buy smaller more fuel efficient vehicles, will they carpool or will they continue to drive alone, will they utilize public transit more, etc.). Ideally, the underlying factors for developing State revenue projections would not fluctuate dramatically; however, the conditions for projecting the State's transportation revenues has been far from ideal in recent years. Relatively recent changes in the cost of oil and motor fuel coupled with legislative issues surrounding the State's Motor Fuel Tax rates have made the development of reliable long-range and even short-range forecasts nearly impossible.

As discussed previously, a portion of the State's Motor Fuel Tax is variable and contingent on the wholesale price of fuel. From CY 2005 to CY 2010, steep increases and decreases in the purchase price of oil translated into volatile wholesale fuel costs. The global slowdown had reduced the demand for fuel and reduced global consumption. Even though the economic recovery has been anemic at best, global oil supplies have been strained causing prices to again rise. Forecasts now predict that the variable rate portion of the State's Motor Fuel Tax will increase 1.2¢ from its current rate of 12.9¢ during the second half of FY 2013 and increase slightly each year through FY 2018. The most recent revenue forecast projects that, as prices rise, consumption will decline slightly over the forecast period. However, due to the impact of a fiscal year rollover of June 2013 Motor fuel Tax deposits, Motor Fuel Tax

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revenue is anticipated to initially rise in FY 2014 and then decline slowly, growing from \$410 million in FY 2013 to \$430 million in FY 2014 and decreasing to \$409 million in FY 2018.

While many of the recent changes in State revenue projections surround the flurry of activity regarding the treatment of Motor Fuel Taxes, revised projections for Privilege Tax, Registration Fees, and Miscellaneous Revenue have also been needed to address the impacts of the Great Recession that began in late CY 2008. The overall economic malaise and federal incentives to buy smaller more fuel efficient vehicles will factor into future revenue forecasts. After brief retreats from their all-time highs caused by the global recession, fuel prices have begun to climb again. If prices remain relatively high for an extended period, it is anticipated that individuals will attempt to offset those increases by purchasing smaller, less expensive, and more fuel-efficient vehicles. These changes in spending patterns will influence revenues collected from each of the other sources in addition to Motor Fuel Taxes. Since the impacts to the other sources of revenue are driven by changes in human behavior, revenue changes are not anticipated to occur suddenly, but shift slowly over time.

Like Motor Fuel, revenue growth from the other State revenue sources (Privilege Tax, Registration Fees, and Miscellaneous Sources) is projected to be largely stagnant. Privilege Taxes are projected to grow slowly from \$174.0 million in FY 2013 to \$178.7 million in FY 2018. Registration Fees are projected to fluctuate, but trend slightly lower in nominal terms, from \$94.5 million in FY 2013 to \$92.6 million in FY 2018. Revenue from Miscellaneous Sources is also projected to fluctuate, but trend lower over time, decreasing from \$47.1 million in FY 2013 to \$38.4 million in FY 2018. Table # 1 and Figure # 2 show the breakdown of the State sources of revenue from FY 2012 through FY 2018.

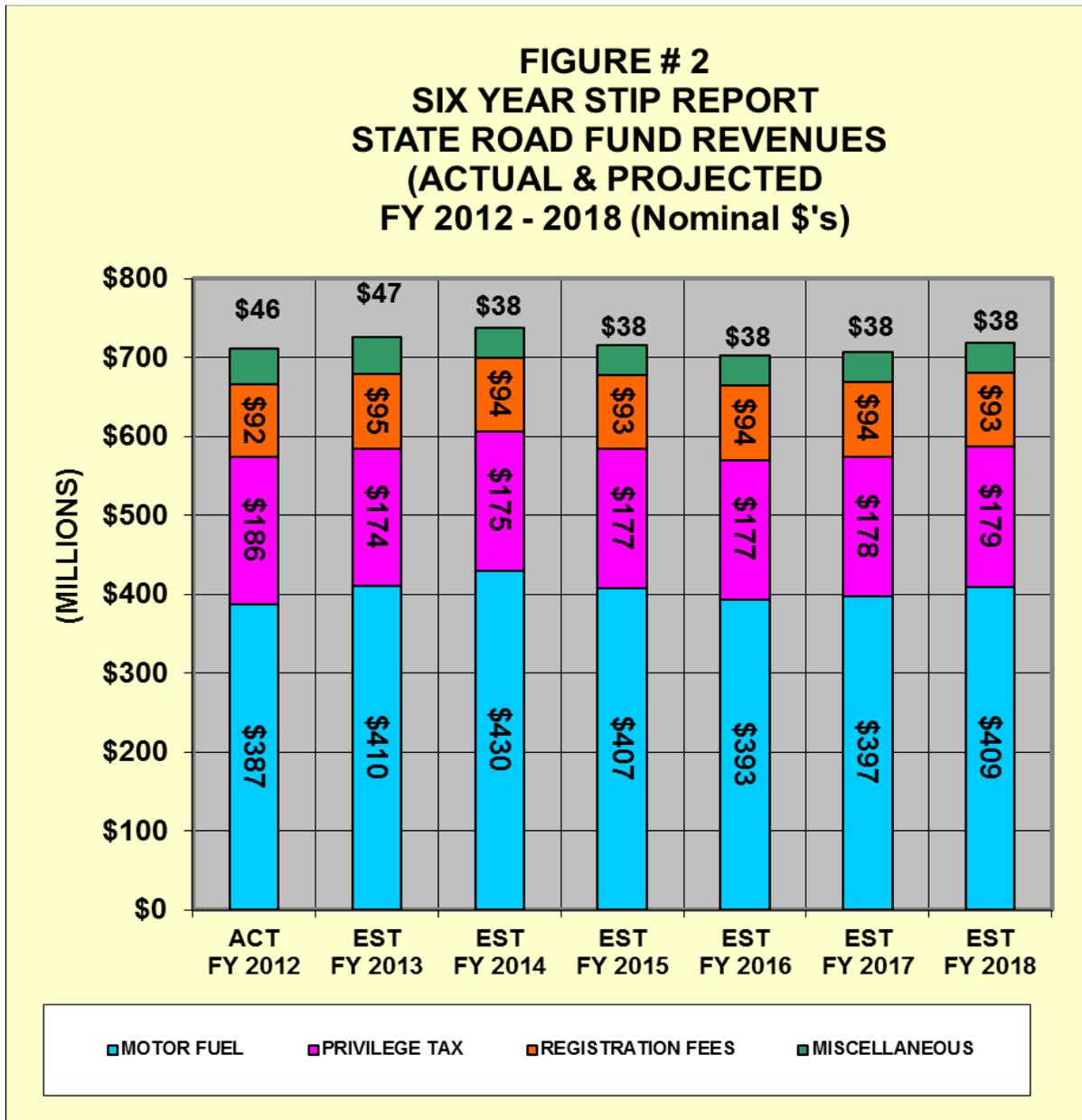
**TABLE # 1
STATE REVENUES ACTUAL & FORECAST FY 2012 - FY 2018**

REVENUE SOURCE	ACTUAL FY 2012	EST FY 2013	EST FY 2014	EST FY 2015	EST FY 2016	EST FY 2017	EST FY 2018	EST FY 13-18
MOTOR FUEL TAX	\$387.0	\$410.0	\$430.0	\$407.0	\$393.0	\$396.7	\$409.0	\$2,445.7
PRIVILEGE TAX	\$186.3	\$174.0	\$175.5	\$176.7	\$176.9	\$177.8	\$178.7	\$1,059.5
REGISTRATION FEES*	\$92.3	\$94.5	\$94.5	\$93.4	\$94.0	\$93.8	\$92.6	\$562.8
MISCELLANEOUS REVENUE	\$45.8	\$47.1	\$37.5	\$37.9	\$38.2	\$38.3	\$38.4	\$237.4
TOTAL RECEIPTS	\$711.4	\$725.7	\$737.5	\$715.0	\$702.0	\$706.6	\$718.7	\$4,305.4

VALUES AS OF AUGUST 2012

Note: * REGISTRATION FEES INCLUDE LITTER CONTROL FEE

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A review of Table # 1 and Figure # 2 indicates that under the current forecast, State revenues into the State Road Fund would average \$717.6 million per year and equal \$4.31 billion over the six-year period. Despite the fact that system usage and costs are increasing, overall State revenue is projected to be 2.5% lower in nominal terms in FY 2018 than in FY 2014. This lack of growth will make it difficult for the WVDOH to move forward with needed projects. The lagging revenue growth will be exacerbated when the impact of inflation on purchasing power is taken into account.

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As of December 2007, federal guidelines required all project costs contained in the STIP to be shown in year-of-expenditure dollars. In order to adjust capital costs to year-of-expenditure dollars, it was necessary to develop a yearly project adjustment/inflation factor. While numerous indexes exist for calculating inflation, staffs of the WVDOT and FHWA agreed to use a 20-year rolling average of the composite index of FHWA's Price Trends for Federal-Aid Highway Construction. Unfortunately, the FHWA ceased producing the index data after 2006. In the absence of national data, the WVDOH has developed a highway construction index using its Average Unit Bid Prices Based on Contracts Awarded documents. In order to continue to calculate a 20-year rolling average, assumed FHWA values were developed that are equivalent to the change in the WVDOH index. Using a combination of the WVDOH index and the FHWA's national composite index, the current 20-year rolling average is 4.9% for the 1992 to 2011 period. The use of a 20-year rolling average provides a good indication of cost trends in the highway construction industry and helps mute the impact of sharp spikes or downturns in costs. The value of the 20-year average will, by necessity, be recalculated each year to reflect new information.

3.3 STATE ROAD FUND – FEDERAL-AID REIMBURSEMENT

The federal government has long recognized the need for an efficient and effective national highway network. To help satisfy this need, the federal government authorizes the expenditure of federal funds for various activities that it has deemed to be of national importance. Rather than trying to own, operate, and maintain the highway infrastructure across the nation, the federal government makes funds available to state and local governments having jurisdiction over important transportation facilities to accomplish these tasks. The activities and/or the network of roads and bridges in which the federal government will participate in their renovation, improvement, and construction are termed "federal-aid-eligible".

The federal government primarily uses the national highway functional classification system of roadways as the basis for determining which facilities are eligible for federal-aid. Due to the national focus on these roadways, except under special circumstances, roads that are functionally classified as Rural Minor Collector, Rural Local Service, or Urban Local Service are not eligible for federal-aid. Throughout the State, only 27% (10,454 miles) of public highways is eligible for federal-aid. The remaining 73% (28,192 miles) must be funded entirely by the governmental entity having jurisdiction over those highways. In the case of West Virginia, where the WVDOH has statutory responsibility for nearly all roads (93%), all maintenance, improvements, and construction initiatives are funded with 100% State revenues. In addition to the previously listed classifications, the federal government also prohibits use of federal-aid funds for specific activities. This is of paramount importance because federal funds may not be used to pay for the top three mandated priorities of the

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WVDOH (Debt Service, Administrative Support, and Routine Maintenance expenditures). As a result, not only are the majority of roadways under the WVDOH jurisdiction not eligible for federal assistance, but neither are its top three mandated priorities.

As mentioned previously, Congress typically authorizes a specific total amount of federal-aid highway funds for a multi-year period while mandating the amount of funding that will be available in a given year. In order to assure that specific types of highway needs are addressed, Congress will identify various highway programs and will then set the eligibility criteria, matching fund requirements (most federal funds must be matched on an 80/20 federal-to-state ratio), and the funding levels. The federal legislation that makes these funds available to the states is twofold in nature. First, when multi-year authorizing legislation (like MAP-21) is in place, formulas are established to dictate how much of those funds will be apportioned among the states, on a yearly basis, over the life of the legislation. This allows transportation agencies to set long-range priorities. Second, in previous years a significant amount of discretionary or earmarked funds was made available as part of the authorizing legislation. These funds were appropriated and allocated per the wording contained in the legislation or through the award of competitive grants. The exact amount of earmarked or discretionary funds was impossible to predict and came in the form of line items for specific projects (i.e., the funds can be used only for the initiative described in the legislation or for which a grant was requested). MAP-21 has eliminated the appropriation of new earmarks (existing earmarks will be used until they are spent) while the competitive grants are still available.

In addition to the apportionments described above, obligation limitations must also be factored. These are caps placed on federal-aid highway funding to control highway program spending in response to economic and budgetary conditions. In short, obligation limitations have the impact of generally reducing a state's federal-aid apportionments and allocations. While it is possible for Obligation Authority (OA) to be greater than the apportionment or the appropriation amounts, historically it has been about 90% of those levels. While some apportionments get obligation authority that can only be used for projects that meet those requirements, much of the obligation authority the Agency receives comes in block form that can be applied to multiple apportionment categories. This mechanism provides states with the flexibility to apply more or less of their obligation authority to a specific federal program in a given year, as long as it does not exceed the unobligated balance available for that program. In the 2009 federal fiscal year, the obligation authority was closer to 93%, whereas for FFY 2010, due to the reapportionment of previously rescinded funds, the obligation authority was only 81%. MAP-21 has specified an obligation authority of 98% for FFY 2013 and 2014. For the purposes of this document, the assumed 98% obligation level will be applied uniformly to all federal programs for FFY 2013.

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When the federal-aid component of the State Road Fund is examined, it should be noted that the federal funds are, in fact, reimbursements. The federal government does not provide funds directly to the states. However, the states are allowed to obligate available federal highway funds based upon the amount of OA they will receive. The obligations serve as commitments for the federal government to reimburse a state for the federal share of the highway initiatives' eligible costs. As indicated previously, most programs are matched by a state on an 80% federal/20% state share basis. When expenditures are incurred on a project that is federally eligible and has been authorized, they are initially paid for by the state and then a reimbursement is requested from the Federal Highway Administration (FHWA). Once a request is made, it typically takes four business days for the FHWA to reimburse the state. This information is important because, while the amount of funds that can be obligated by the state in a given year can be predicted with some degree of certainty when a multi-year federal highway authorization is in place, the timing of when the required matching funds will be needed to cover expenditures cannot be predicted as easily. In FY 2012, federal-aid reimbursements to the WVDOH totaled \$449.1 which was down from FY 2011's \$503.8 million. The primary driver for the decrease was a significant reduction in the expenditure and reimbursement of federal American Recovery and Reinvestment Act (ARRA) Funds (\$100 million, \$86 million and \$16 million in FY 2010, 2011 and 2012, respectively). These funds were 100% federal (i.e. required no state match) and were provided to offset the impacts of the economic downturn of CY 2009. The lion's share of these funds have been expended and reimbursed; therefore, federal reimbursements are anticipated to trend lower.

4. FINANCIAL GOALS AND POLICIES

With roughly 39,000 miles of public roadways, West Virginia is one of only four states (Delaware, North Carolina, and Virginia are the others) in which there is no county and/or township ownership of highways. As a result, the WVDOH has statutory authority for the construction, improvement, and maintenance of nearly all public highway miles (approximately 36,000 or 93%) in the state, which is the highest percentage in the nation. Furthermore, despite its relatively small size, the WVDOH is responsible for the sixth-largest state-maintained highway network in the nation.

While WVDOH goals and policies are the driving force of the Six-Year STIP, the time, type, location, and extent of highway renovation, improvement, and construction initiatives are dependent on available funding. West Virginia's Multi-Modal Statewide Transportation Plan (2010-2034) outlines the major goals and policies of the WVDOH, which will dictate where and how its financial resources are directed. Some of the more pertinent goals and policies are:

- Preserve past investments by maintaining the existing system,

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- Support West Virginia's economic development goals with multi-modal access to markets in West Virginia, the United States, and overseas,
- Support the health and well-being of West Virginians, as well as the environment and overall quality of life, with a range of mobility options, and
- Promote efficient use of resources, especially in light of diminishing revenues.

In order to transform these goals and policies into reality, the Agency must do the following:

- Pay debt service;
- Pay operating expenses;
- Perform routine maintenance;
- Match all available federal-aid;
- Renovate or replace highway bridge and pavement infrastructure;
- Address safety, operations and congestion issues; and
- Continue progress on major transportation corridors.

The extent to which these goals can be achieved in any given year depends on the nature of the highway problems being addressed and funds available for their implementation. Some highway needs when met provide only short-term effects (e.g., snow removal will only suffice until the next snowstorm), whereas others may provide near-permanent solutions (e.g., the removal of a roadside obstruction to improve safety). Identified highway needs represent problems that need to be addressed by the WVDOH, which responds by developing and funding programs that solve those problems. Analysis conducted during the development of the State's long range transportation plan indicated that highway needs exceeded the funding available to meet those needs. The cost associated with some of the identified needs, such as fixing all deficient bridges, could consume all available State highway funds in a given year. A more detailed discussion of needs-assessment, funding allocations, and program development is contained later in this document.

4.1 DEBT SERVICE

The first mandated priority is Debt Service. The WVDOH must use incoming revenue to pay the principal and interest due on State bonds issued for prior highway initiatives. The WVDOH and its predecessor agencies, with public approval, have engaged in the practice of selling road bonds to expedite highway improvements since 1920. Most recently, in 1996 citizens approved the sale of \$550 million in road bonds for highway initiatives, which will require the WVDOH to make annual payments of between \$37 million and \$50 million through FY 2014 for Debt Service. These payments will trend lower over time, but will still be in excess of \$20 million per year in FY 2025. Debt Service payments are analogous to a mortgage on a house. Few citizens would dispute the value of owning a home, yet few

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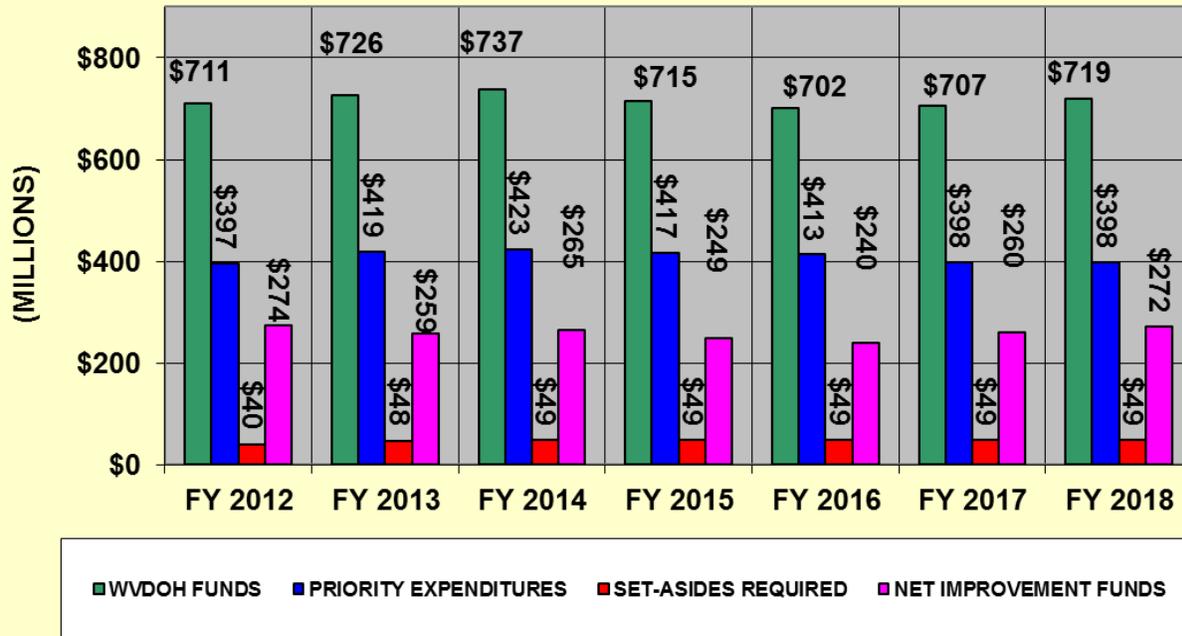
would have the financial wherewithal to purchase a home on a cash basis. Similarly, long-term financing of major highway initiatives is warranted at times to maximize the benefits to citizens. Debt Service payments from the State Road Fund were \$49.8 million in State FY 2012.

While Set-Asides are not part of Debt Service, they are Legislative mandates that require monies from the State Road Fund to be diverted to other agencies to cover “highway-related” activities. In FY 2012, \$40.5 million in State Road Fund monies were used to pay for Set-Asides. The largest Set-Aside has historically been for the operation of West Virginia Division of Motor Vehicles (WVDMV). In FY 2012, \$33.5 million in State Road Fund monies was used to pay for WVDMV operations. In addition to supporting WVDMV operations, State Road Fund monies are used to cover legal claims against the WVDOH and WVDMV. The WVDOH is legislatively required to transfer funds from the State Road Fund to the Industrial Access Road (IAR) Fund. While the monies transferred to the IAR Fund are not available to the WVDOH for general purposes, they are available for the construction of roads to industrial access facilities throughout the State. Despite this fact, since the emphasis in this report is on monies available in the State Road Fund, IAR transfers are treated as a Set-Aside. In FY 2012, \$3 million was transferred from the State Road Fund to the IAR Fund and \$2.3 million was needed for legal claims. Beginning in FY 2011, a portion of State Road Fund revenues was redirected to cover the costs associated with the newly created Office of Administrative Hearings. The functions of this office were previously contained within the WVDMV, but the Legislature has now established it as a standalone entity. During FY 2012, \$1.7 million in State Road Fund monies was directed to that entity.

Typically, a reasonable estimate of State funds available to the WVDOH for improvements would be determined by subtracting the cost of the Agency’s mandated priorities and Set-Asides from the State revenue components of the State Road Fund as shown in Figure # 3; however, the Agency occasionally sells bonds or notes to supplement those amounts and uses future funds to service the debt on those issues.

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**FIGURE # 3
STATE FUNDS
AVAILABLE FOR WVDOH IMPROVEMENTS
(FY 2012 - 2018)**



The WVDOH will be required to make Debt Service payments between \$24 and \$37 million per year over the next six-year period. Those Debt Service payments are needed to cover \$550 million in general obligation bonds approved by voters in 1996. In order to address some of the ongoing funding issues facing the WVDOH, the Administration directed that \$200 million in Special Obligation Notes be sold to expedite expansion work on US 35 in Putnam and Mason Counties. \$76 million of the Special Obligation Notes were sold in October 2006 and an additional \$33 million were sold in April 2007; the remaining \$91 million were sold in March 2009. While the proceeds from the notes increased the amount of improvement money available to the WVDOH, in the short run, the revenue does not flow to the State Road Fund. As such, the values shown in Figure # 3 will be used as the basis for this STIP.

The WVDOH, in cooperation with the FHWA, is using two innovative financing tools to pay Debt Service on these notes. First, by utilizing a Grant Anticipation Revenue Vehicle (GARVEE), the WVDOH can use future federal-aid funds to pay 80% of the Debt Service associated with the notes. Second, by utilizing “toll credits” that the State has accumulated as a soft match for the State’s portion (20%) of the Debt Service, the Debt Service payments

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will essentially be paid with 100% federal funds. The downside to this arrangement is that the federal-aid portion of the WVDOH's improvement program in future years will be reduced by an amount equal to the Debt Service payments during those years, which is currently estimated to be \$168 million based on annual payments of \$28 million annually through FY 2015. Since the funding does not technically flow into the State Road Fund, these payments are not reflected as one of the WVDOH's mandated priorities (e.g., Debt Service), but are reflected as a reduction in available federal-aid funds for new improvements. The upside of this arrangement is the ability to advance critical infrastructure projects sooner than would be possible on a pay-as-you-go basis, thus obtaining lower construction costs and the ability to begin accruing the transportation benefits of these facilities quicker than traditional methods would allow. The financial documents associated with the sale of notes require the WVDOH to utilize the first eligible obligation authority it receives during the FFY to cover this commitment. Primarily, the WVDOH has used a combination of National Highway System (NHS) and Surface Transportation Program (STP) funds for this purpose. After SAFETEA-LU expired and the federal-aid program was operating under periods of a Continuing Resolution, it may have taken a few months to build up enough STP and NHS funds to make our GARVEE payments. Since the bond covenants specify that the first eligible obligation authority must be used for GARVEE, the WVDOH has avoided the potential problem of delaying new highway projects by obligating the funds for GARVEE early (i.e. at the end of the prior FFY).

As the current GARVEE's bonds are retired, the WVDOH tentatively plans to take advantage of the low interest rate environment that currently exists and issue new GARVEE bonds/notes. To provide a better measure of transparency, planned GARVEE issuances and paybacks will be reflected in the STIP document. Given the myriad of factors that surround a GARVEE issuance (interest rates, project capital costs, changes in state and federal funding levels, etc.), it must be stressed that future GARVEE sales will be evaluated on a case-by-case basis. The decision to issue or not issue a GARVEE sale will significantly impact the size, scope and composition of the Agency's planned six-year highway program. As such, any projects identified for future GARVEE funding reflect the best information available at the time of this document and they should be considered as candidates only.

4.2 OPERATING EXPENSES

The second mandated priority is the payment of Administrative Support expenses of the WVDOH's operations. In order to effectively meet its statutory responsibility for maintenance, improvement, and construction of its vast infrastructure, the WVDOH has an in-house staff of approximately 6000 individuals who are principally dedicated to highway maintenance, improvement, and construction activities. As in any firm of this size, a number

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of individuals are needed to perform tasks of a support nature (executive, finance, legal, human resources, information technology, etc.). Without these support functions in place, the WVDOH could not operate. In addition to these support personnel, costs associated with the WVDOH inventory and equipment (snowplows, mowers, trucks, etc.) also are considered a support expense. Before even basic maintenance activities can start, the WVDOH must meet its daily financial obligations (insurance, salaries, pensions, etc.) for the facilities and staff related to these functions and must pay for the equipment needed to accomplish basic functions. Unlike Debt Service payments, Administrative Support costs are not fixed, but fluctuate depending on a variety of factors which include, but are not limited to, the number of employees, changes in benefits costs and changes in equipment costs. FY 2012 Administrative Support expenses were \$59.8 million.

4.3 ROUTINE MAINTENANCE

Once Debt Service and Administrative Support expenses are covered, funds are expended on the third mandated priority - Routine Maintenance of the WVDOH's roadways. The WVDOH has facilities, equipment and workers in all 55 counties dedicated to Routine Maintenance of the highways and bridges under its jurisdiction. Routine Maintenance includes such activities as snow removal, brush cutting, bridge inspection, litter collection, pothole patching, and ditch cleaning, to name a few. If the WVDOH did not perform these fundamental tasks, these roadways would rapidly become unusable to the traveling public. While maintenance embodies all functions performed by the WVDOH that serve to preserve, as near as possible, the State's infrastructure in its present condition, for the purposes of this report, activities such as renovation, resurfacing, and bridge repair are considered improvements rather than maintenance expenditures. Like Administrative Support expenses, Routine Maintenance does not historically remain fixed. Akin to Administrative Support expenses, Routine Maintenance costs tend to fluctuate but overall they will trend higher over time, depending on a number of factors such as weather, improvements in surface type, traffic volume, fuel, material, and personnel costs to name but a few. Routine Maintenance costs of the WVDOH were \$287.3 million in FY 2012.

4.4 OTHER GOALS AND POLICIES

The other goals and policies are actually handled in the program itself. Matching federal-aid, replacing and rehabilitating infrastructure, and improving safety are all part of the program function. The next section describes the funds and functions of the Six-Year STIP.

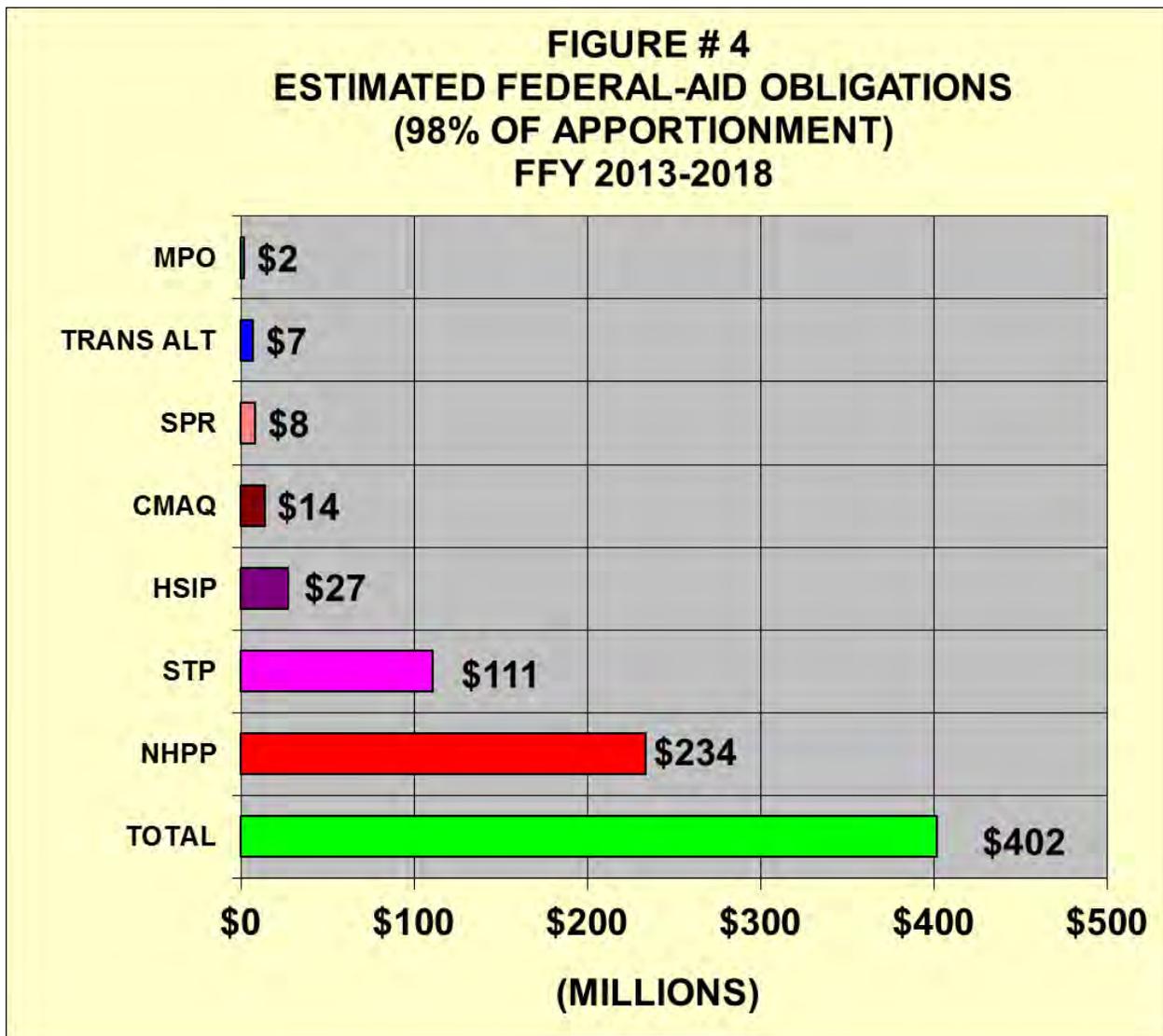
5. FEDERAL STIP FUNDING

Given the small size of the State's population, the terrain, and the vast highway network that the WVDOH must maintain, it is clear that the State relies heavily on federal funding to maintain its

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roads and bridges. It is not surprising that one of the State's goals is to capture any and all available federal funding. As indicated previously, the federal government's financial participation in highway construction is generally governed by multi-year highway authorization legislation. The current multi-year authorization is MAP-21, which was enacted July 6, 2012 and covers FFY 2013 and FFY 2014. MAP-21 represents the first multi-year highway authorization since its predecessor, SAFETEA-LU, expired at the end of FFY 2009. While the new multi-year legislation is preferential to the piecemeal Continuing Resolutions that had kept the federal-aid highway program operating between September 2009 and July 2012, two thirds of the 2013-2018 STIP is based off of an estimation of what a new highway bill will provide when MAP-21 expires at the end of FFY 2014. It must be stressed that there is no guarantee of federal participation in highway construction beyond September 30, 2014, but the likelihood of the federal government divesting itself entirely from such an integral part of the nation's economy is extremely remote. Despite the federal government's two-year commitment of participation, the long term viability of the primary funding mechanism - the Highway Trust Fund (HTF) - to fund the federal-aid highway program at levels needed to keep pace with the needs of the country's aging infrastructure has come into question. Given the fact that MAP-21 only covers two of the six years covered in the STIP and revenue levels of the HTF are in question, projections of federal obligations over the next six years should be conservative in nature.

Given the ambiguity that exists regarding the level of federal funding beyond MAP-21, the WVDOT staff decided that a reasonable course of action would be to assume that federal apportionments for the outer years of the STIP, between FFY 2015 and FFY 2018, would be roughly equivalent to the values provided for FFY 2014 and that obligation authority would be established at 98% of those levels. At the present time, federal obligations are projected to average \$402 million per year and total \$2.4 billion during the forecast period (see Figure # 4). In order to determine the approximate size of each funding program, the WVDOH assumes that the obligation authority will be applied uniformly over the program (i.e. each funding category would be funded at 98% of the apportionment). For the purposes of this document, the values, as discussed for each funding program, represent the potential obligation levels and are reflective of the values that remain after any "takedowns" and penalties are applied.



MAP-21 presents a significant shift in major funding categories contained in SAFETEA-LU and a number of its predecessors. The number of funding categories has been notably reduced and the types of projects eligible for the funding categories have been increased. The shift gives the states more flexibility to tailor their particular highway program to their needs. MAP-21 continues to provide funding categories for major emphasis areas (i.e. Safety, the National Highway System, Planning, etc.). While, in some instances, it directs the sub-allocation of funding for specific purposes or in a specific manner, (such as for the improvement of railway-highway crossings or distributing funding based on population). Thus, the overall flexibility has been improved. Rather than creating additional funding categories that required States to use

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their apportionments for specific types of projects or facilities (i.e. bridges or Interstates), MAP-21 requires various performance measures to be established. As long as a can state meet the performance goals, as established, it will continue to have the flexibility as to how it can invest its apportioned funds. If performance measures are not met, MAP-21 dictates that some of the funds apportioned to the state are sequestered for specific purposes until the performance goals are reached. For the purposes of the 2013 to 2018 STIP, it is assumed that funding categories established under MAP-21 will not change dramatically after it expires at the end of FFY 2014.

If all funds were expended in the year they were obligated, the WVDOT would anticipate the need for matching funds of approximately \$100 million per year based upon the typical 80/20 matching requirement. On virtually every federal-aid eligible project, there are individual activities and items that are deemed ineligible for federal-aid reimbursement. As such, the State's share of funds required to complete federal projects is almost always greater than the amount that was projected. Individually the impact of ineligible charges would have a negligible effect on the State's federal-aid program, but as a group this disparity can significantly alter the amount of State matching funds required on an annual basis.

A description of MAP-21's major funding programs and the average amount of OA West Virginia anticipates to use annually, during the six-year period as based on forecast assumptions, is as follows:

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

With the Interstate System nearing completion nationwide in 1991, the federal government sought to identify a larger network of roadways of national significance that should receive dedicated, federal-aid funds. The network, as envisioned, would consist of over 160,000 miles of major roads throughout the United States. The NHS, which was designated in 1996, encompassed all of the Interstate System and a large percentage of the nation's highways that are functionally classified as a Principal Arterial. MAP-21 expanded the scope to encompass all Principal Arterials not previously designated as part of the NHS. The Enhanced NHS will consist of approximately 220,000 miles of roadway nationally. A larger majority of the non-Interstate roadways that make up enhanced NHS are in need of major improvement in order to meet current highway design standards. Upgrading Enhanced NHS roadways has become a major focus of the nation's highway improvement initiatives.

West Virginia's NHS roadways total over 1,887 miles, of which 555 miles are Interstate roadways. The West Virginia Parkways Authority (WVPA), rather than the WVDOH, is responsible for 86 of the State's Interstate miles. At this time, the exact amount of state mileage that will need to be incorporated into the Enhanced NHS has not been finalized. The WVDOH is in the process of reviewing potential routes to ascertain whether or not they need

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to be changed to NHS facilities. Initial estimates indicate that West Virginia's Enhanced NHS will be at least 140 miles larger than currently approved by FHWA. Many people believed that the designation of the original NHS signaled a renaissance of federal-aid highway construction. Many DOTs across the nation initiated numerous planning and design projects for NHS facilities in their states in anticipation of major increases in federal transportation funding. It was thought that the NHS program would be pursued with the same vigor that the Interstate System had been. Unfortunately, these expectations were proven false. While dedicated federal funding has been made available for NHS routes, the levels have been inadequate for major progress. Despite the fact that many of the over 1,300 miles of non-Interstate roadway that were part of the original NHS in West Virginia are in need of major improvement to conform to modern design criteria, federal-aid funds dedicated to those efforts have been limited.

The NHPP provides funding eligibility for a project from an amalgam of funding categories contained in SAFETEA-LU legislation and its predecessors (Interstate Maintenance, Bridge Replacement, National Highway System, Surface Transportation Program and Appalachian Development Highway System). The NHPP is intended to provide funding to support the condition and performance of the Enhanced NHS and for the construction of new facilities on the NHS (such as the Appalachian Development Highway System (ADHS)). Under this program states would have the ability to fund projects to resurface or add capacity to Interstates, replace bridges on all Enhanced NHS routes, resurface or upgrade non-Interstate NHS routes and continue the construction of West Virginia's portion of the ADHS. The disparate nature of the projects eligible for NHPP funding will require the WVDOT to balance investments between preservation and performance/expansion activities across both bridge and roadway asset classes on its highest priority roadways. To ensure that the preservation aspect of this program is not ignored, states are required to develop asset management plans for the Enhanced NHS and establish minimum performance conditions for Interstate Pavements and bridges on the Enhanced NHS. Since revisions needed for the Enhanced NHS have not yet been completed, the exact number of bridges on that facility is not known. However, there were 1,174 bridges identified as being on the original NHS system, which will be included in the performance standard, which the State will have to maintain with NHPP funding.

During the next six years West Virginia anticipates receiving \$234 million annually in NHPP funds that are typically matched on an 80% federal and a 20% state basis. However under the provisions of MAP-21, funds obligated for the completion of the ADHS can be matched on a 100% federal basis. To further aid states in addressing their specific areas of needs, a State may transfer up to 50% of any apportionment to another formula program except no

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transfers are permitted of Metropolitan Planning funds or funds sub-allocated to areas based on population.

Given the fact that MAP-21 allows for 100% federal funding for development of ADHS corridors, a little background is warranted. The ADHS is a network of high-speed roadways throughout a 13-state region of the United States that is intended to provide highway service to areas with the potential for economic development where commerce and communication have been inhibited by lack of adequate access. All of the State's ADHS highways are part of the NHS. ADHS funds have in recent years been apportioned each year among the states located within the Appalachian Region (as defined by Congress) based on the federal share of the cost to complete each state's portion of the system in relation to the total cost to complete the system of roads. Under the last year of SAFETEA-LU the federal government made \$32 million available for ADHS facilities on an 80/20 matching basis. West Virginia received significantly larger apportionments in earlier years of SAFETEA-LU. However, the percentage that each state received has been based on its share of the cost to complete the overall ADHS system nationally. Recently, a corridor in Alabama was added to the ADHS, which dramatically reduced West Virginia's overall share of the total cost and, as a result, its annual apportionment level was reduced.

Historically, West Virginia has received a large portion of the total ADHS funds primarily because it is the only state wholly within the Appalachian Region and has a larger portion of uncompleted miles. Since ADHS's inception in 1965, the WVDOH has been working toward the completion of the State's six corridors (D, E, G, H, L, and Q), which total 425 miles. Five of the corridors (D, E, G, L and Q), totaling 291.2 miles, have been completed. Corridor H, the longest corridor in the State at approximately 140 miles, is roughly 62% complete with 87.1 miles open to traffic and another 20.9 miles under construction. The remaining 32 miles to be constructed traverse some of the most difficult terrain in the State; as the result, it is anticipated that it will cost approximately a billion dollars to complete.

In addition to the ADHS corridors, the NHPP also incorporates a number of initiatives that previously received special or "earmarked" funding through the High Priority Corridors and High Priority Project designation. Facilities, including the Coalfields Expressway, King Coal Highway, Tolsia Highway, New River Parkway, WV 10 Upgrade, US 35 Upgrade and a new Ohio River Bridge near Wellsburg, did not receive any "earmarked" funding under MAP-21 and will need to compete for limited monies that are available for projects of this nature.

Despite the fact that approximately 58% of the state's annual apportionment is directed to the NHPP, given the high cost associated with improving and constructing these roadways and

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the fact that performance measures established for the program emphasize preservation activities, the WVDOH will be able to make only modest headway on plans to improve these facilities. It is the lack of significant amounts of federal and State funding coupled with the overarching need to preserve existing infrastructure that has left the WVDOH in the unenviable position of having to place many of the highway improvement initiatives desired by the public on hold while waiting for sufficient funding.

SURFACE TRANSPORTATION PROGRAM (STP)

STP funds are very flexible because they may be expended on any of the 10,438 miles of roadway, which are typically considered federal-aid-eligible (i.e. any road that is not functionally classified as a Rural Local, Urban Local or Rural Minor Collector). In addition, a small portion of the State's STP funds can also be used on its 2,223 miles of Rural Minor Collector roadways but only for specific project types. If needed, a portion of the state's STP apportionment can be transferred to other less flexible funding categories like the NHPP. While STP funds may be expended for projects on Enhanced NHPP routes in the State, they serve as the principal federal-aid funding mechanism for the remaining 8,551 miles of federal-aid-eligible roadway, 2,223 miles of Rural Minor Collector, as well as for 5,675 (83%) of the 6,820 bridges maintained by the WVDOH. The WVDOH anticipates receiving an average of \$111 million in obligations for all STP purposes, of which \$11 million (10%) per year must be set aside for bridges on roads functionally classified as Rural Local, Urban Local or Rural Minor Collector. The remaining \$100 million is further sub-allocated by geography and population, with \$43 million of the remaining funds able to be used anywhere in the State and the other \$57 million divided into three separate population categories (TMAs, >5,000 and <5,000). Per the 2010 census, West Virginia's total population was 1,852,994, of which 112,268 (6.06%) people resided within the newly created TMA. As such, approximately \$3.5 million of the State's STP funds would be sub-allocated to the KYOVA TMA. Areas of West Virginia with populations > 5,000 and < 5,000 would receive \$22 million and \$32 million, respectively. Like most federal-aid funds, STP funds must be matched at an 80% federal and a 20% state basis.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

MAP-21 significantly increases funding for the HSIP. The objective of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. This program is subject to set-aside railway/highway crossing programs, which are currently estimated to be 9% of the state's total HSIP funding. These funds, which are made available to all state and local agencies within the state, can be applied to all public roadways and, if needed, can be expended on publicly owned bicycle and pedestrian pathways or trails. While projects typically will require a 90/10 matching ratio, some activities are eligible for 100%

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federal funding. For the purposes of this document, embedded within the HSIP program is the Highway-Rail Grade Crossings Program. West Virginia anticipates receiving approximately \$27 million annually in safety related obligations during the forecast period.

As with other funding programs, MAP-21 eliminated some specific set-asides and replaced them with performance measures. In the case of the HSIP, the set-aside for High Risk Rural Roads was eliminated; however, if West Virginia's fatality rate increases on its rural roads the state will be required to target \$1.6 million of its HSIP funding to specifically address this issue.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides federal funding to qualifying transportation projects that provide an air quality benefit. These funds assist areas that have been designated as non-attainment or maintenance areas according to the national ambient air quality standards for ozone and carbon monoxide emissions under the Clean Air Act Amendments of 1990. While West Virginia is fairly rural and does not typically experience the traffic congestion problems prevalent in major metropolitan areas, it does have some air-quality non-attainment problems. Use of CMAQ funding is not restricted to specific roadways, but to projects or programs that solve air quality problems. Examples of eligible CMAQ projects are those that improve traffic flow, improve signalization, and improve intersections.

MAP-21 requires states that have particulate matter (PM 2.5) non-attainment areas, which West Virginia does, to specifically target 25% of their CMAQ funding towards addressing that issue. At present, ten of the state's fifty-five counties are in non-attainment for PM 2.5. After the takedown for PM 2.5 is applied (approximately \$3.5 million), the state has some flexibility in using a portion of the remaining CMAQ funds (approximately \$10.5) for projects that would be eligible for STP funds. At the time of this report's preparation, the WVDOH had not yet determined what proportion of its CMAQ funds are eligible to be spent outside of non-attainment area. During the next six years, the WVDOT anticipates receiving \$14 million annually in CMAQ funding. CMAQ Program funds are matched at an 80/20 federal to state ratio.

STATEWIDE PLANNING & RESEARCH (SPR)

Realizing that adequate planning is essential to the development of an efficient and effective transportation network, the federal government has for some time mandated that states follow a cooperative, continuous and comprehensive process, known as "3C", for making transportation investment decisions. In addition, the federal government has also recognized

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the ongoing need for a research component to the national highway program. To this end, federal legislation requires a 2% set-aside from each state's apportionments of the NHPP, STP, CMAQ and HSIP to fund the State Planning and Research (SPR) Program. Unless a state requests an exception, federal provisions dictate that not less than 25% of SPR funds must be expended on research, development and technology (RD&T) transfer activities with the remaining funds used for statewide, metropolitan and other planning activities. SPR funds have the standard 80/20 matching ratio. West Virginia anticipates receiving \$8 million annually for statewide planning activities.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The Transportation Alternatives Program (TAP) is a new program created under MAP-21 that essentially provides funding for projects that were previously eligible for funding under Transportation Enhancement, Recreational Trails and Safe Routes to Schools Programs contained in SAFETEA-LU. The national funding levels for the program are established as a 2% takedown of other programs (NHPP, STP, HSIP, CMAQ and Metropolitan Planning) prior to apportionment. Funds are sub-allocated in exactly the same manner STP funds are, with roughly 50% being able to be used anywhere in the State and the remaining 50% being distributed into three population thresholds:

- >200,000 (TMAs),
- >5,000 but <200,000; and,
- <5,000.

An additional caveat is that \$1.1 million, annually, must be directed towards recreational trail type projects. TMAs are required to develop their own competitive application process for TAP funding that is sub-allocated to a TMA. TAP projects have an 80/20 matching ratio, with the local sponsor providing the 20% non-federal portion. West Virginia anticipates receiving \$7 million, per year, for these initiatives. Furthermore, West Virginia has opted to maintain the recreational trail funding as a standalone initiative. As such, \$1.3 million, annually, will be made available for recreational trail facilities. An additional \$6.7 million will be made available for other TAP initiatives. Of the \$7 million, less than \$200,000 will be sub-allocated to the KYOVA TMA.

METROPOLITAN PLANNING (PL) PROGRAM

Prior to MAP-21, the amount of Metropolitan Planning (PL) funds available to a state was calculated similar to SPR funding (i.e. as a percentage takedown of other programs), with a floor or minimum apportionment established. With SAFETEA-LU, West Virginia was considered a minimum apportionment state for PL funds; however, under MAP-21, PL funds are apportioned by a formula, like the other core programs (NHPP, STP, HSIP and CMAQ). PL funds are used to pay for planning requirements that are specific to Metropolitan Planning

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Organizations (MPOs), urbanized areas with populations in excess of 50,000. Despite West Virginia's relatively small population, it currently has eight MPOs. As a result of the last census, the Beckley/Oak Hill area was identified as a new MPO region and the WVDOT is currently assisting with the formation of this new MPO. Furthermore, one of the State's MPOs has been designated as a Transportation Management Area (TMA), an MPO with an urbanized population greater than 200,000.

PL funds are required to be distributed to the various MPOs based on a formula, which at a minimum must be based on population. PL funds have an 80/20 federal to state matching ratio. Unlike most federal funds, the WVDOT requires local governments to provide half of the State's match. As such PL funds are matched on an 80/10/10 basis - federal, state and local, respectively. West Virginia anticipates receiving nearly \$2 million annually in PL funding.

MISCELLANEOUS PROGRAMS

The obligation levels associated with the list of programs discussed previously represent the lion's share of federal highway funds that the WVDOH can anticipate on a yearly basis. While West Virginia may receive annual federal-aid funds for other smaller initiatives such as Local Technical Assistance Program, Redistributed OA, Direct Federal funding for forest highways, and Other Allocated Funds, these programs are not considered in this document.

DISCRETIONARY OR "SPECIAL" FEDERAL-AID FUNDS

Beyond the sources of federal-aid that the WVDOH can predict with relative certainty, in the past it has received additional "special" or discretionary federal-aid funds on a yearly basis. Unlike the program funds described above, the receipt of "special" federal-aid cannot be predicted. These funds typically came in the form of "earmarks" contained in yearly federal appropriations bills (which can be used by the WVDOH only for the specific project described) or from competitive grants in which all states compete. Matching ratios for discretionary funds frequently are specified in legislation or under the grant application guidelines. In the past, much of the discretionary funding received by the WVDOH required no state match (i.e., 100/0 matching ratio); however, more recent funding has required the standard 80/20 match.

Since members of West Virginia's Congressional Delegation has been strategically located on both the Transportation and the Appropriation committees, the amount of "special" federal-aid funds directed to West Virginia in past years has been considerable. More recently, national funding needs for the war on terror, natural disasters and economic recovery efforts have severely limited the amount of discretionary funding available for

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transportation purposes. For this report, the WVDOH will assume that discretionary or special funds will not be available.

TOLL CREDITS

Although not a federally funded program similar to those aforementioned, Toll Credits are a beneficial financing tool that can be used to offset potential cash management issues. In essence, a state that collects toll revenue on a federal-aid eligible facility and expends those revenues for capital improvements on a federal-aid eligible facility can earn a credit for those expenditures as long as the state sustains an adequate Maintenance of Effort (MOE) on its infrastructure. The credit, in turn, can be used in place of state matching funds on future federal-aid eligible projects. As such, even if state revenues declined significantly in the short run, the Agency could continue on with the federal-aid portion of its program by using Toll Credits in place of state matching funds. In so doing, any project to which Toll Credits were applied would be 100% federally funded thus eliminating the need for the state match. However, since the federal-aid program operates on a reimbursable basis, the State must have sufficient funds on hand to pay for the project and await a 100% reimbursement.

A review of Figures #5 and #5A shows that as of November 13, 2012 the Agency had a balance of \$71.4 million in Toll Credits at its disposal. It should be noted that for several years the WVDOH had not received enough information in regards to the capital expenditures of the West Virginia Parkways Authority to determine if the State has sustained the necessary MOE to be eligible for Toll Credits. However, that information was recently obtained, which has allowed the WVDOH to calculate earned Toll Credits thru FY 2010. The values in Figure #5 reflect revisions made by FHWA between July and November 2012.

**FIGURE #5
TOTAL CREDITS EARNED
AS OF NOVEMBER 2012
WEST VIRGINIA DIVISION OF HIGHWAYS**

Section 1044 of ISTEA --- Toll credits	
FFY 1992 Toll Credit	\$17,350,559.00
FFY 1994 Toll Credit	\$14,496,004.00
FFY 1995-2000 Toll Credits	\$83,887,259.00
FFY 2001 Toll Credits	\$17,021,349.00
FFY 2002 Toll credits	\$14,987,443.00
FFY 2003-2006 Toll Credits	\$0.00
FFY 2007 Toll Credits	\$11,034,483.00
FFY 2008 Toll Credits	\$0.00
FFY 2009 Toll Credits	\$21,229,347.00
FFY 2010 Toll Credits	\$7,794,758.00
Total Toll Credits Earned	\$187,801,202.00

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**FIGURE #5A
TOTAL CREDITS ISSUED
AS OF NOVEMBER 2012
WEST VIRGINIA DIVISION OF HIGHWAYS**

LIST OF PROJECTS USING TOLL CREDITS		Total federal participating cost of proj.	Approval Date	
Huntington Intermodal Facility project '99 Public Transit	\$5,356,074.00		04/14/1999	
BHJ MPO SPR-0001-035-E XE0603J	\$10,000.00	\$128,412.79	08/04/1999	FV 01160
BHJ MPO SPR-0001-035-E XE0603J	\$18,750.00	\$128,412.79	05/22/2000	FV 01160
BHJ MPO SPR-0001-037-E XE2603J	\$9,358.50	\$132,699.88	01/09/2002	FV 03075
COR. H N CO 8 - S Baker I/C APD-484(133)CTC XC2132K	\$3,262,673.80	\$16,313,369.00	06/08/2000	FV 05344
COR. H N CO 23/4 - S CO 8 APD-484(131)CTC XC2137K	\$2,362,761.51	\$11,813,807.56	06/08/2000	FV 05332
CLIFFORD HOLLOW BR APD-0484(124)CTC XC2138K	\$4,576,050.55	\$22,880,252.77	06/08/2000	FV 08261
W 7TH ST -- E CO 50/2 APD-0282(118)CTC XC2140K	\$5,109,766.00	\$25,548,830.00	06/08/2000	FV 09104
COR H CR 23/8 ACPD-0484-135-CTC XC2150K	\$3,539,645.40	\$17,698,227.00	NO LETTER	FV 09243
COR H BAKER I/C BR #4273 ACPD-0484-116-CTC XC2158K	\$6,313,319.60	\$31,566,598.00	NO LETTER	FV 10027
FTA WEIRTON TRANSIT CORP. PLANNING STUDY	\$15,600.00		11/16/2004	
FTA EASTERN PANHANDLE TRANSIT AUTH. ROUTE ANA.	\$19,750.00		11/16/2004	
WV-34 HURRICANE CR RD HPTC-0035(147)CTC TR2098G	\$1,514,200.00	\$7,571,000.00	08/03/2006	
CROOKED CR WV 34 ACSN-0035-(128)C GARVE03 GARVE05	\$7,844,834.82	\$39,224,174.11	02/13/2007	
HURRICANE CR - CO 15 ACNS-0035(134)C GARVE01	\$5,168,621.80	\$25,843,109.02	02/13/2007	
CO 15 - WV 869 I/S ACNS-0035(141)C GARVE02	\$5,622,485.31	\$28,112,426.53	02/13/2007	
WV-34 HURRICANE CR RD ACNS-0035(138)C GARVE04	\$7,972,550.79	\$39,862,753.97	04/18/2007	
CO 27 to CO 17/1 ACNS-0035-(167)TC GARVE06 GARVE08	\$10,453,257.18	\$52,266,285.88		
CO 40 - CO 27 ACNS-0035(166)TC GARVE07 GARVE09	\$7,644,132.45	\$38,220,662.24		
Plantation Rd to Beech Hill WV817 NHST-0817(002)DTC *	\$5,600,000.00		08/04/2011	
Franklin-Woodlands WV2 NH-0002(379)TC	\$2,500,000.00		08/04/2011	
Dick Henderson Br. Spur WV25 BR-0025(091)TC	\$4,000,000.00	\$26,701,100.00	08/04/2011	
BECKLEY INTERMODAL GATEWAY Public Transit	\$2,733,000.00		04/06/2009	
Colonial Intermodal Center Bluefield, WV Public Transit	\$150,000.00		03/01/2012	
New Freedom (Various) Public Transit	\$345,956.00			
S. of Madison-N. of Davy Branch WV10 EB-0010(222)	\$8,900,000.00			
Guyandotte River Bridge WV10 EBNH-0010(233)	\$4,640,000.00			
South Chestnut Street 4 U317-CHE/ST-0. 04	\$137,600.00	\$550,400.00		
Bruceton-Hazelton Rd. NH-0068(125)D	\$300,000.00	\$1,200,000.00		
Clarksburg RD NH-0050(316)D	\$440,000.00	\$1,760,000.00		
Mt. Nebo-Hughes Br. Rd. NH-0019(328)D	\$741,600.00	\$2,966,400.00		
Big Otter-Servia Rd IM-0791(102)D	\$609,800.00	\$2,439,400.00		
Clendenin-Amma Warranty IM-0791(121)D	\$1,100,000.00	\$9,900,000.00		
I-70, EB & WB IM-0701(147)D	\$381,176.00	\$3,430,584.00		
Jane Lew-Harrison Co Warranty IM-0792(173)	\$230,000.00	\$2,070,000.00		
Saulsbury-Mineral Wells IM-0773(384)D	\$241,680.00	\$2,175,120.00		
Servia-Frametown Rd IM-0792(179)D	\$280,000.00	\$2,520,000.00		
Yeager Br-Wertz Ave. IM-6477(028)D	\$625,000.00	\$5,625,000.00		
Gaston Caperton Rd-Holden NHPP-0119(381)D	\$630,000.00	\$3,150,000.00		
Hico Rd-Miller Ridge NHPP-0019(389)D	\$723,000.00	\$3,615,000.00		
Mercer Mall-Green Valley Rd NHPP-0460(044)D	\$260,000.00	\$1,300,000.00		
Green Valley Rd - US 19 NHPP-0019(385)D	\$400,000.00	\$2,000,000.00		
Buckhannon-Elkins Rd (Upshur) NHPP-0033(357)D	\$520,000.00	\$2,600,000.00		
Buckhannon-Elkins Rd (Barbour) NHPP-0033(358)D	\$200,000.00	\$1,000,000.00		
Weston-Buckhannon Rd STP-0033(359)D	\$380,000.00	\$1,900,000.00		
Lewisburg-Harts Run Rd NHPP-0644(184)D	\$400,000.00	\$2,000,000.00		
Airport Br-Kates Mtn NHPP-0644(185)D	\$280,000.00	\$1,400,000.00		
Pleasant Hill-Silverton NHPP-0773(437)D	\$270,000.00	\$2,700,000.00		
Green Valley Road - Horeb	\$260,000.00	\$1,300,000.00		
Saltwell-Bothersville	\$540,000.00	\$2,700,000.00		
I-64 Crack Seal	\$243,600.00	\$1,218,000.00		
I-81	\$281,000.00	\$1,405,000.00		
Green Sulphur Springs - Dawson Rd	\$280,000.00	\$1,400,000.00		
TOLL CREDITS ALLOCATED AS OF 11/13/12	\$116,437,243.72			
Balance of toll credits as of 11/13/2012	\$71,363,958.28			

Projects highlighted have been final vouchered

* NOTE: New project #'s U340-35/-15.73 00 NHST-0035(191)TC

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BRIDGE CREDITS

Akin to Toll Credits, in CY 2010 the WVDOH was made aware that according to Title 23, Section 144(m) of the U.S. Code of Federal Regulations, a State may also earn Bridge Credits for conducting capital improvements on federal-aid eligible bridges with state and local funds. Similar to Toll Credits, once earned, Bridge Credits can be used in place of the required State Matching funds on future federal-aid bridge projects. WVDOH staff worked with FHWA personnel to formulate a methodology for determining the eligibility of bridge projects and tracking their use in subsequent years. As of November 15, 2010 the WVDOH had officially earned \$16.37 million in Bridge Credits. By the end of FY 2011, the WVDOH's Bridge Credit balance had increased to \$20.48 million. Since the WVDOH has not applied Bridge Credits to any projects through the end of FY 2012, its balance of Bridge Credits earned through June 30, 2011 increased to \$27.30 million. The information for the FY 2012 estimate of the State's Bridge Credits is shown in Figure #6. As new calculations are finalized they will be incorporated into future updates of the STIP.

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**FIGURE #6
NEW BRIDGE CREDITS EARNED FROM JULY 1, 2011 AS OF JUNE 30, 2012**

ST FY	Project Number	ST/BR/RD Name	Type of Work	ADV/AUTH Date (Y/M/D)	Const End Date (Y/M/D)	Const Phase Dollars	WORK CODE	STATUS CODE	PRE-REPL CONDITION			POST-REPL CONDITION			QUALIFYING BRIDGE PROJECT (Y/N)	
									SUFFICIENCY RATING	STRUC DEF OR FUNC OBS (Y/N)	20' + LENGTH (Y/N)	SUFFICIENCY RATING >80 (Y/N)	STRUC DEF OR FUNC OBS (Y/N)			
2009	S346 50 9 10300	E GRAFTON TRUSS BR +1***	REPL	060721	081024	\$3,354,001	73	11	12.6	Y	Y	Y	Y	N	Y	
				FY 2009 SUB TOTAL = \$3,354,001												
2011	S319 2514 15000	AVON BEND BR +1***	REPL	100721	110516	\$252,833	73	11	21	Y	Y	Y	83	N	Y	
2011	S320 81 35700	WARD BR ***	REPL(28X120 CSWB)	080522	100707	\$1,669,303	73	11	32.8	Y	Y	Y	Y	N	Y	
2011	S337 7 00200	BEN'S RUN T-BEAM BR ***	REPL(21X40 SCBB)	091119	110629	\$392,030	73	11	41.1	Y	Y	Y	Y	N	Y	
2011	S353 36 1 00000	SPRING CREEK TRUSS BR***	REPL(20X150)	091007	110301	\$1,101,990	73	11	18.0	Y	Y	Y	Y	N	Y	
2011	S344 905 06100	NORTH MARKET STREET BR***	REPL(30X85 SCDA)	090022	110419	\$1,498,103	73	11	23.0	Y	Y	Y	Y	N	Y	
				FY 2011 SUB TOTAL = \$4,914,259												
2012	S310 6 2 00100	ARMSTRONG CREEK BR ***	REPL (SSWB)	100709	110803	\$132,799	73	11	42.0	Y	Y	Y	Y	N	Y	
2012	S347 9 38000	HILE RUN GIRDER BR ***	REPL	110301	110928	\$124,999	73	11	47.9	Y	Y	Y	Y	N	Y	
				FY 2012 SUB TOTAL = \$257,798												
				GRAND TOTAL OF EXPENDITURES = \$8,526,058												
				NEW BRIDGE CREDITS EARNED AS OF 6/30/12 = (\$8,526,058) * (80%) = \$6,820,846												
				BRIDGE CREDITS PREVIOUSLY EARNED THRU 6-30-2011 \$20,476,501												
				BRIDGE CREDITS USED FROM 7-1-2011 TO 6-30-2012 \$0												
				TOTAL BRIDGE CREDITS AVAILABLE AS OF 7-1-2012 \$27,297,348												

NOTE* ADDITIONAL BRIDGE CREDITS WILL BE EARNED FOR EXPENDITURES IN FISCAL YEARS 2006 THRU 2012 BEYOND THOSE SHOWN, AS PROJECT AUTHORIZATIONS ARE FINALIZED AND CLOSED. ADDITIONAL VALUES WILL BE COMPUTED AT THE END OF FY 13 AND IN SUBSEQUENT YEARS UNTIL ALL PROJECTS ARE COMPLETED IN A FISCAL YEAR ARE FINALIZED.

Note** New structure functionally obsolete due to width only (low volume road criteria) and will count towards bridge credit

Note*** Structures added to Bridge Credit tabulations (i.e. completed and closed between 7/1/2011 and 6/30/2012).

6. STATE STIP AND IMPROVEMENT FUNDING

In order to develop a program of improvements that satisfies the goals and objectives of the WVDOH, various technical studies may be conducted to determine the highway-related needs of a facility or area and to estimate the costs associated with addressing those needs. For example, studies are frequently conducted within the State's metropolitan areas to determine the transportation needs and estimated costs to address them. Data from these studies are used by metropolitan planning organizations for both long-range planning purposes and scheduling projects in the near future.

Like Congress, the WVDOH has developed a menu of improvement programs to address specific problems or concerns. When all of these initiatives are combined, they constitute the WVDOH's Total Highway Program. Since federal legislation funds specific programs and mandates how and where those funds can be utilized, the WVDOH's various highway programs somewhat mimic those of the federal government. The WVDOH funds thirteen major umbrella improvement programs, which are divided between federal-aid (FA)-eligible projects and non-federal-aid (NF)-eligible projects, from the State Road Fund:

- FA Interstate Improvement;
- FA Interstate Renovation;
- FA ADHS Expansion and Improvement;
- FA ADHS Renovation;
- FA 3R (Resurfacing and Slides);
- FA Other Bridge;
- FA Other;
- NF Improvement;
- NF Contract Paving;
- NF Bridge (Category 6);
- NF Other Bridge;
- NF Renovation; and
- NF Miscellaneous.

Examination of the above programs indicates they are a blend of facility-specific and activity-specific initiatives. The diversity of the programs indicates that in order for the WVDOH to meet its statutory obligations within the confines of federal and State funding limitations, it must pursue a balanced program of improvements. Rather than just utilizing the larger NF programs identified above, the WVDOH has developed a number of sub-allocation programs to ensure that some specific types of needs are addressed. Specific projects have been programmed for these

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sub-program allocations and the list can be found in Appendix C: Non-Federal Aid Project Listings (State Funded Projects). A brief description of some of those sub-programs is as follows:

A09-099 (Resurfacing Discretionary AC Bank): This is an allocation that designates resurfacing projects for asphalt and surface treated roadways that will be “banked” for Advanced Construction (AC) conversion. Funding for this sub-program is not distributed by formula and is irrespective of geographic location. Statewide priorities are established by the Commissioner of Highways based on input from various organizations within the WVDOH.

A10-099 (Resurfacing Discretionary): This is an allocation for the resurfacing of asphalt and surface treated roadways. Funding for this sub-program is not distributed by formula and is irrespective of geographic location. Statewide priorities are established by the Commissioner of Highways based on input from various organizations within the WVDOH.

A13-xxx (Asphalt Resurfacing): This is an allocation for the resurfacing of asphalt roadways. Funds are allocated twice during the state fiscal year for the implementation of a spring and a summer paving program. A percentage of the total funding available for this sub-program is distributed to each District based on the ratio of District-paved highway miles to the statewide total amount of paved miles. Each District is responsible for establishing their project priorities.

A15-xxx (Pavement Preservation): This is an allocation for the use of pavement preservation strategies other than strictly resurfacing on roadways. District personnel will work with the Materials Control, Soil and Testing Division to determine project specific pavement preservation techniques such as micro-surfacing, cold-in-place recycling, joint repair, etc. Funds are allocated twice during the state fiscal year for the implementation of a spring and a summer program. A percentage of the total funding available for this sub-program is distributed to each District based on the ratio of District-paved highway miles to the statewide total amount of paved miles. Each District is responsible for establishing their project priorities. Currently, Pavement Preservation activities are being limited to federal-aid eligible projects and the use of A15 funding has been suspended.

A20-xxx (Surface Treatment Resurfacing): This is an allocation for the resurfacing of surface treated roadways. Funds are allocated once during the state fiscal year for the implementation of a spring and summer paving program. A percentage of the total funding available for this sub-program is distributed to each District based on the ratio of District-

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paved highway miles to the statewide total amount of paved miles. Each District is responsible for establishing their project priorities.

B09-099 (Renovation-Variou AC Bank): The B09 allocation designates initiatives to renovate and maintain existing roadway facilities that will be “banked” for Advanced Construction (AC) conversion. Funding for this sub-program is not distributed by formula and is irrespective of geographic location. Statewide priorities are established by the Commissioner of Highways based on input from various organizations within the WVDOH.

B10-099 (Renovation-Variou): The B10 allocation is established to renovate and maintain existing roadway facilities. Funding for this sub-program is not distributed by formula and is irrespective of geographic location. Statewide priorities are established by the Commissioner of Highways based on input from various organizations within the WVDOH.

B11-xxx (Renovation-Guardrail): This is an allocation for the replacement of damaged or inadequate guardrail. Funds are allocated twice during the state fiscal year for the implementation of a spring and a summer program. Each District receives an equal share of the total sub-program funding available and is responsible for establishing their priorities.

B13-090 (Renovation-Parks & Forests): This allocation is for the repair of State Park & Forest routes maintained by the WVDOH. Funds are allocated on a yearly basis for projects of this nature. The West Virginia Division of Natural Resources is responsible for establishing the project priorities, while the District in which the project is located is responsible for its development.

B20-xxx (Secondary Road Program): This allocation is for the skip paving of lower volume roadways by state forces. Funds are allocated twice during the state fiscal year for the implementation of a spring and a summer paving program. A percentage of the total funding available for this sub-program is distributed to each District based on the ratio of District-paved State Local Service highway miles to the statewide total amount of paved SLS miles. Each District is responsible for establishing their project priorities.

B30-xxx (Renovation-Slides by State Forces): This allocation is established to provide funding for slide repairs on a district-wide basis. Unlike most other allocations, funding for this category is limited to work that is only conducted by WVDOH employees. Each District receives an equal share of the total sub-program funding available and is responsible for establishing their project priorities.

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B31-xxx (Renovation-Slides by Contract): This allocation is established to provide funding for slide repairs on a district-wide basis. Unlike most other allocations, funding for this category is limited to work that is only conducted using contractors. Each District receives an equal share of the total sub-program funding available and is responsible for establishing their project priorities.

C09-099 (Bridge-Variou AC Bank): The C09 allocation designates bridge projects (such as repair work that is not typically considered rehabilitation or routine maintenance; superstructure replacement; major rehabilitation; extensive structural repair; deck replacements; and complete bridge replacements) that will be “banked” for Advanced Construction (AC) conversion. Funding for this sub-program is not distributed by formula and is irrespective of geographic location. Statewide priorities are established by the Commissioner of Highways based on input from various organizations within the WVDOH

C10-099 (Bridge-Variou): The Category C10 allocation is established to perform various types of work ranging from repair work that is not typically considered rehabilitation or routine maintenance to extensive work such as complete replacement, replacement of a superstructure on existing substructure, major rehabilitation or extensive structural repair and deck replacements. Funding for this sub-program is not distributed by formula and is irrespective of geographic location. Statewide priorities are established by the Commissioner of Highways based on input from various organizations within the WVDOH.

C23-xxx (Bridge-Category 3B-Minor Renovation): The Category 3B allocation is established to conduct bridge repair work that is not considered rehabilitation or routine maintenance on structures less than 100 feet in length. Funding for this sub-program is distributed once annually to each District on a percentage basis, which is equivalent to their share of the State’s structures that are less than 100 feet in length. Each District is responsible for establishing their project priorities from the pool of eligible structures.

C23-061 (Bridge-Category 3A-Major Renovation): The Category 3A allocation is established to conduct bridge repair work that is not typically considered rehabilitation or routine maintenance on structures greater than 100 feet in length. Funding for this sub-program is not distributed by formula and is irrespective of geographic location. Statewide priorities, established by the Maintenance Division, are based on the condition level of all bridges meeting the length requirement that are in need of repairs.

C26-xxx (Bridge-Category 6-Replacement): The Category 6 allocation is established to conduct extensive work on bridges less than 100 feet in length. The types of work covered in

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this allocation include: complete replacement, replacement of superstructure on existing substructure, major rehabilitation or extensive structural repair and deck replacements. Funding for this sub-program is distributed once annually to each District on a percentage basis, which is equivalent to their share of structures less than 100 feet in length that have been recommended for permanent improvement by bridge inspection staff.

C26-xxx (Bridge-Category 6M-Major Replacement): The Category 6 Major allocation is established to conduct extensive work on bridges greater than 100 feet in length. The types of work covered in this allocation include: complete replacement, replacement of superstructure, major rehabilitation or extensive structural repair and deck replacements. Funding for this sub-program is not distributed by formula and is irrespective of geographic location. Statewide priorities, established by the Maintenance Division, are based on the condition level of all bridges meeting the length requirement that are in need of repairs.

C27-061 (Bridge-Category 7-Central Forces): The Category 7 allocation is established to cover bridge repair and renovation work that will be conducted by the WVDOH's Central Bridge Forces. Funding for this sub-program is not distributed by formula and is irrespective of geographic location. Statewide priorities, established by the Maintenance Division, are based on the condition level of all bridges needing repairs.

C28-xxx (Bridge-Category 8B-Clean & Paint): The Category 8B allocation is established to conduct spot painting and cleaning of all bridges regardless of length. The work is typically conducted under a statewide spot painting contract. Funding for this sub-program is distributed once annually to each District on a percentage basis. The percentage each District receives is equivalent to its share of total bridge area measured in square feet compared to the total bridge area maintained statewide. Each District is responsible for establishing their project priorities.

C28-061 (Bridge-Category 8A-Major Clean & Paint): The Category 8A allocation is established to conduct total repainting of all bridges regardless of length located on the State's Trunkline, Feeder and State Local Service Systems. Funding for this sub-program is not distributed by formula and is irrespective of geographic location. Statewide priorities, established by the Maintenance Division, are based on the condition level of all bridges that are in need of repainting.

C28-090 (Bridge-Category 8C-Expressway Clean & Paint): The Category 8C allocation is established to conduct total repainting of all bridges regardless of length located on the State's Expressway System. Funding for this sub-program is not distributed by formula and

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is irrespective of geographic location. Statewide priorities are established by the Commissioner of Highways based on input from the Districts.

C30-090 (Bridge-Category 10-LMC Overlays): The Category 30 allocation is established to conduct Latex Modified Concrete overlays on structures. Funding for this sub-program is not distributed by formula and is irrespective of geographic location. Statewide priorities are established by the Commissioner of Highways based on input from the Districts.

N09-099 (Improvement-Variou AC Bank): The N09 allocation designates initiatives to construct new roadway facilities, conduct general roadway improvements or conduct preliminary engineering studies that will be “banked” for Advanced Construction (AC) conversion. Funding for this sub-program is not distributed by formula and is irrespective of geographic location. Statewide priorities are established by the Commissioner of Highways based on input from various organizations within the WVDOH.

N10-099 (Improvement-Variou): The N10 allocation is established to construct new roadway facilities, conduct general roadway improvements or conduct studies that are prerequisite to those improvements. Funding for this sub-program is not distributed by formula and is irrespective of geographic location. Statewide priorities are established by the Commissioner of Highways based on input from various organizations within the WVDOH.

7. CASH FLOW

7.1 GENERAL

The prior section emphasized the allocation of funds that will be available for programming purposes. Since each of the development phases (engineering, right-of-way, and construction) of the larger State and federal-aid road and bridge projects can take several years, actual expenditures relating to a project may not all occur in the year in which they were originally programmed. While longer development schedules spread expenditures over time and generally lessen the cash requirements of the State at a given time, the converse can also be true. For various reasons, it is possible for numerous projects that had started at different times to finish simultaneously. This can require the State to expend more or less funds in a month or year than were actually programmed for the period. As the result, the amount of federal-aid funds projected to actually be expended during the six-year period is less than the amount the WVDOH actually expects to obligate during the period.

Since the timing of actual expenditures is different from that when the funds are committed, the WVDOH must ensure that sufficient monies are in the State Road Fund to cover highway

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expenditures (a minimum of \$50 million and preferably \$80 million during summer construction season). To accomplish this task, the Budget Division, in conjunction with the Program Administration Division, conducts a cash flow analysis. The analysis projects future revenues and expenditures on a month-by-month basis to determine the impact on the State Road Fund's cash balance. Project-specific expenditures contained in the analysis include not only those for all currently authorized or awarded projects, but also for all projects on which the WVDOH expects to work during the forecast period.

The WVDOH currently prepares an adjusted cash flow analysis monthly. Initially, expenditures are projected under the assumption that all schedules are met and all cost estimates prepared for projects are perfect. After reviewing the expenditures that would be required in this utopian situation, the expenditures are adjusted either up or down to reflect the impacts of weather, project specific information (legal challenges, environmental issues, etc.) and historical trends. No agency responsible for such varied work could possibly meet every schedule, but the WVDOH continues to place emphasis on setting realistic schedules and meeting them. As the implementation of the six-year STIP continues to unfold, WVDOH personnel will be held more accountable for the projects in their charge and will be expected to provide valid reasons why a schedule cannot be met. As WVDOH personnel become more familiar with these processes, it is anticipated that fewer schedules will be missed, and there will be less need to revise project listings.

Since monthly State Road Fund expenditures can vary by as much as \$70 million during a given fiscal year, the cash flow information provided by the Budget Division is by necessity developed for a one-year period on a monthly basis. Given the number of assumptions used in the development of a STIP covering six years, a monthly cash flow breakdown over the 72-month period is unrealistic. Instead, cash flow projections for the STIP were developed on a fiscal year basis. The cash flow developed for the first year of the STIP should be virtually identical to the monthly cash flow report for the same period. Cash flows for the later years of the program should be used as a tool for future decisions, not to state definitively what will happen. The STIP will be dynamic and by necessity will need to be revised to continually cover a six-year planning horizon and to account for amendments and revisions. It is anticipated that the full narrative for the STIP will only be updated annually and that more frequent amendments presented for public comment will only provide a brief discussion of the changes specific to that document.

7.2 DEVELOPMENT

The official State revenue estimates, cost of projected Set-Asides, and the projected cost of the WVDOH's priority expenditures developed earlier, in conjunction with the current cash

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balance of the State Road Fund, form the foundation of the cash flow projections. Since the WVDOH has little control over revenue generation, legislative Set-Asides, or the requirements of its mandated priorities, these items were assumed unalterable. After assembling this information, expenditure schedules and federal-aid reimbursement rates were developed for the recommended program of improvement projects. All revenue and expenditure data were then combined on a State fiscal year basis to determine the overall impact on the cash position of the State Road Fund (i.e., does the recommended program allow the WVDOH to maintain a cash balance of at least \$50 million?).

The end of the State fiscal year is an appropriate time to examine the cash balance. It generally marks the beginning of the busiest part of the State's construction season. Due to heavy construction expenditures, the WVDOH usually spends more than it takes in during the months of July through October. The State Road Fund needs to be in a strong position at that point to avoid any shortfalls in State funds.

The cash flow analysis shown in Table # 2 reflects the expenditure data associated with the program of improvement projects contained in this document. The projected expenditure information is based on a combination of current budgets, ongoing projects, planned projects that are part of the recommended STIP and future NF projects to be defined at a later date. A review of Table # 2 indicates that with the revenues projected to be available the WVDOH will attempt to support a program of project improvements that averages \$703 million per year between FY 2013 and FY 2018 in nominal terms. The program as set forth indicates that the SRF would fail to meet its goal of having a cash balance of at least \$50 million in FY 14 and beyond. Cash balances of \$16.8 and \$21.6 million are unsustainable from an operating standpoint and adjustments will have to be made at some point in the future (i.e. reduced programs or increased revenues). As stated previously, this forecast is highly dependent on the amount of federal funding that will be available and is thus rife with uncertainty. The effect of inflation will further erode the true value of any projected expenditures. The lack of significant growth in federal funding and State revenues will ultimately make it more difficult for the Agency to pursue desired expansion and improvements. Instead the Agency will be forced to spend ever increasing amounts of its revenue for preservation projects.

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TABLE # 2
WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
PROJECTED STATE ROAD FUND REVENUES AND EXPENDITURES
SIX-YEAR STIP AS OF AUGUST 2012

	FY2012 ACTUAL	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
1 CASH BALANCE - START OF FY	125,908	\$46,375	\$50,281	\$48,420	\$38,316	\$21,146	\$17,816
2 TAX REVENUES	665,602	678,555	699,945	677,088	663,896	668,298	680,233
3 MISCELLANEOUS REVENUES	45,784	47,110	37,515	37,910	38,150	38,295	38,445
4 TOTAL NON FEDERAL (STATE) REVENUES	\$711,386	\$725,665	\$737,460	\$714,998	\$702,046	\$706,593	\$718,678
5 FEDERAL REIMBURSEMENT	449,092	\$497,000	\$468,900	\$438,000	\$410,800	\$402,000	\$402,000
6 TOTAL RECEIPTS	\$1,160,478	\$1,222,665	\$1,206,360	\$1,152,998	\$1,112,846	\$1,108,593	\$1,120,678
EXPENDITURES:							
7 STATE ROAD FUND SET ASIDES							
8 DMV *	33,469	\$40,579	\$41,379	\$41,379	\$41,379	\$41,379	\$41,379
9 OFFICE OF ADMINISTRATIVE HEARINGS *	1,700	1,952	1,952	1,952	1,952	1,952	1,952
10 INDUSTRIAL ACCESS ROADS	3,000	3,000	3,000	3,000	3,000	3,000	3,000
11 CLAIMS (against DOH & DMV)	2,327	2,094	2,500	2,600	2,700	2,800	2,900
12 TOTAL SET ASIDES	\$40,496	\$47,625	\$48,831	\$48,931	\$49,031	\$49,131	\$49,231
13 WVDOH PRIORITY EXPENDITURES (NF)							
14 DEBT SERVICE	49,755	\$38,500	\$37,000	\$37,000	\$37,000	\$24,000	\$24,000
15 ADMIN SUPPORT (GEN OP+EQUIP+INV)	59,753	74,033	79,804	75,591	71,396	72,219	73,060
16 MAINTENANCE (ROUTINE+LITTER)	287,279	306,601	306,586	304,580	304,588	301,573	300,565
17 TOTAL PRIORITY EXPENDITURES (NF)	\$396,787	\$419,134	\$423,390	\$417,171	\$412,984	\$397,792	\$397,625
18 CASH BALANCE AFTER SET ASIDES AND PRIORITY NF EXPENDITURES	\$849,103	\$802,281	\$784,420	\$735,316	\$689,146	\$682,816	\$691,638
19 FEDERAL AID-ELIGIBLE EXPENDITURES (includes federal & state matching funds)							
20 INTERSTATE	128,426	\$150,000	\$145,000	\$110,000	\$110,000	\$110,000	\$110,000
21 APPALACHIAN CORRIDORS	87,427	120,000	75,000	65,000	50,000	50,000	50,000
22 OTHER FEDERAL AID PROJECTS	358,640	320,000	348,000	350,000	331,000	320,000	320,000
23 ECONOMIC STIMULUS PROJECTS	18,331	3,000	0	0	0	0	0
24 TOTAL FA-ELIGIBLE EXPENDITURES	\$592,824	\$593,000	\$568,000	\$525,000	\$491,000	\$480,000	\$480,000
25 CASH BALANCE AFTER FEDERAL AID-ELIGIBLE EXPENDITURES, SET ASIDES, & PRIORITY NF EXPENDITURES	\$256,279	\$209,281	\$216,420	\$210,316	\$198,146	\$202,816	\$211,638
26 NF IMPROVEMENT EXPENDITURES							
27 CONSTRUCTION	17,230	\$15,000	\$18,000	\$13,000	\$10,000	\$9,000	\$9,000
28 RENOVATION	96,980	50,000	50,000	52,000	52,000	55,000	56,000
29 CONTRACT PAVING	60,000	64,000	60,000	65,000	70,000	73,000	75,000
30 BRIDGE REPAIR & REPLACEMENT	35,694	30,000	40,000	42,000	45,000	48,000	48,000
31 TOTAL NF IMPROVEMENT EXPENDITURES	\$209,904	\$159,000	\$168,000	\$172,000	\$177,000	\$185,000	\$188,000
32 CASH BALANCE - END OF FY	\$46,375	\$50,281	\$48,420	\$38,316	\$21,146	\$17,816	\$23,638
FY STATE REVENUE NEEDS SUMMARY							
SET ASIDES (Line 12)		\$47,625	\$48,831	\$48,931	\$49,031	\$49,131	\$49,231
PRIORITY EXPENDITURES (Line 17)		419,134	423,390	417,171	412,984	397,792	397,625
MATCHING FUNDS - FED PROJECTS (Line 24 - 5)		96,000	99,100	87,000	80,200	78,000	78,000
NF IMPROVEMENTS (Line 31)		159,000	168,000	172,000	177,000	185,000	188,000
TOTAL STATE FUNDS NEEDED	\$0	\$721,759	\$739,321	\$725,102	\$719,215	\$709,923	\$712,856
EXCESS / (SHORTFALL) IN STATE REVENUES		\$3,906	(\$1,861)	(\$10,104)	(\$17,169)	(\$3,330)	\$5,822

B&G - \$15 million (**\$20M for FY2014**); Equipment - \$15 million; ERP - \$5,000 (through 2015); Inventory - \$4,000
 Litter expenditure equals litter revenues

West Virginia 2013-2018 STIP

8. THE SIX-YEAR STIP

West Virginia's Statewide Transportation Improvement Program (STIP) is designed to meet the requirements outlined in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and carried forward under the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century (MAP-21), as well as, the "Statewide Planning; Metropolitan Planning; Final Rule (23 CFR Part 450, 49 CFR Part 613)" as provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The STIP includes transit projects to be undertaken with federal funds under Sections 3037 (Job Access and Reverse Commute Program), 5307 (Public Transportation for Urban Areas Program), 5309 (Bus and Bus Related Facilities), 5310 (Capital Assistance Program for Elderly Persons and Persons with Disabilities Program), and/or 5311 (Public Transportation for Non-urbanized Area Formula Program).

For simplicity purposes, a project listing of all highway projects that have received or have not yet received federal authorization is shown in Appendix A. Non-federal-aid projects are shown in Appendix C. Each project phase includes a sufficient description, estimated cost, federal fund type and amount, and anticipated obligation date. Financial constraint is demonstrated for federally funded projects with this document and every subsequent amendment to the program.

8.1 STIP DEVELOPMENT

The West Virginia Department of Transportation (WVDOT) is a decentralized agency consisting of a Central Office (along with Aeronautics Commission; Public Port Authority; Parkways Authority; Divisions of Highways, Motor Vehicles, Public Transit) in Charleston, and the State Rail Authority located in Moorefield.

Projects in the STIP are consistent with the Multi-Modal Statewide Transportation Plan and are developed in cooperation with the MPOs and each non-metropolitan area (local officials and tribal governments) with responsibility for transportation in the State. In developing the STIP, the Governor provides citizens, affected public agencies, representatives of transportation agency employees, as well as other interested parties a reasonable opportunity to comment on the proposed STIP.

SAFETEA-LU mandates that Regionally Significant projects be identified individually in the STIP. Other projects, that are not determined to be Regionally Significant, can be either grouped into one line item or individually identified. Per minimum federal guidelines, the STIP need only show projects receiving federal funds or affecting air quality in non-attainment or in maintenance areas. The projects listed are in conformance with the

West Virginia 2013-2018 STIP

applicable State air quality implementation plan, developed pursuant to the Clean Air Act Amendment.

8.2 STIP AMENDMENTS/ADMINISTRATIVE ADJUSTMENTS

The STIP is a dynamic document; therefore, after FHWA and FTA approval, oftentimes there is a need to make necessary changes. The changes can either be in the form of an amendment or an administrative adjustment. The STIP shall be amended/adjusted as deemed necessary or desirable by the WVDOT in cooperation with the MPOs and consistent with state/local consultation procedures. The proposed STIP and/or amendments shall be made available for a public review/comment period. Legal advertisements announcing the availability of such STIP amendments are placed in the Charleston daily newspapers which are distributed statewide. Additionally, press releases are mailed to all general circulation newspapers throughout the State. Copies of the STIP and/or amendments are available for public review at:

- The WVDOT's headquarters in Charleston, West Virginia (Program Planning and Administration Division);
- The ten regional WVDOH District offices (see *List of Contacts*, Appendix H);
- Each MPO (see *List of Contacts*, Appendix H);
- Each of the eleven Regional Planning and Development Offices, statewide (see *List of Contacts*, Appendix H);
- Each County Commission;
- Each County's main Library;
- On the web at www.transportation.wv.gov.

Comments pertaining to the STIP amendments should be made in writing and mailed to: Robert L. Pennington, P.E., Director, Program Planning and Administration Division, West Virginia Division of Highways; Building 5, Room A-816; 1900 Kanawha Boulevard, East; Charleston, West Virginia 25305-0430. After comments generated in the review period are considered, a finalized STIP amendment is prepared and forwarded to the FHWA and/or the FTA for review/approval.

An amendment is a major change in the approved STIP/Transportation Improvement Program (TIP). It is defined as follows:

West Virginia 2013-2018 STIP

- Adding previously non-programmed funds for a new project or deleting a project from the current STIP or TIP; or
- A major change of project scope, such as a change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will change the NEPA determination, or a change that affects the approved Air Quality conformity finding; examples include changing the number of through lanes, adding/deleting non-motorized facilities, changing mode (FTA – rolling stock or facility type), changing capital category (FTA), and may include changing termini; or
- Any change requiring a new regional air quality conformity finding; or
- A greater than \$2,000,000 cost increase or cost decrease in a phase of a project listed in the current STIP/TIP.

Amendments may be made to the STIP/TIP at any time during the life of the STIP/TIP and require federal approval by FHWA and/or FTA. The amendment, when required, must be consistent with 23 CFR 450 including public involvement procedures, air quality conformity and fiscal constraint.

An administrative adjustment is a minor change in the approved STIP/TIP. Adjustments may be made to the STIP/TIP at any time during the life of the STIP/TIP and do not require federal approval, but will be submitted to FHWA and/or FTA for informational purposes. The administrative adjustment is to meet requirements of the 23 CFR 450 and is defined as follows:

- A minor change in project description that does not change the Air Quality conformity finding in maintenance and nonattainment areas or change the project scope; or
- Shifting programmed funds between projects (i.e., funding sources and projects already identified in the STIP/TIP); or
- Moving programmed projects from year to year within an approved STIP/TIP, except those that cross Air Quality horizon years; or
- A change not meeting the definition of an amendment that does not add or delete a project from the STIP/TIP; or
- Adding a prior phase, such as environmental or location study, preliminary engineering or right-of-way, to a project in the STIP/TIP.

8.3 GUIDANCE

When referring to the STIP document, information from the following sources may be used:

- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

West Virginia 2013-2018 STIP

- Transportation Equity Act for the 21st Century (TEA-21)
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU)
- Moving Ahead for Progress in the 21st Century (MAP-21)
- U.S. Department of Transportation “Statewide Planning; Metropolitan Planning; Rule”
- The TIPs for each MPO in West Virginia
- West Virginia’s Multi-Modal Statewide Transportation Plan
- Local Government Comprehensive and/or Transportation Plan(s)
- STIP Operating Procedures

8.4 HOW TO “READ” THE STIP

The purpose of this section is intended to give guidance to someone reviewing the proposed STIP during the “public reviewing period”. It will address WHAT is contained in the proposed STIP; the relationship between the STIP and Metropolitan Planning Organization’s (MPO’s) Transportation Improvement Program (TIP); and what “grouped” projects include.

The federally funded portion of the STIP identifies:

- **TRANSIT SECTION (APPENDIX F):** Included are all transit projects to be undertaken with federal funds under Sections 3037 (Job Access and Reverse Commute Program), 5307 (Public Transportation for Urban area Program), 5309 (Capital Program: Bus and Bus Related Facilities), 5310 (The Elderly and Persons with Disabilities Program), and/or 5311 (Non-urbanized Area Formula Program). These projects are identified in Appendix F.
- **HIGHWAYS SECTION (APPENDICES A & B):** Included are all projects (MPO and Non-MPO) that are expected to be federally authorized, for the time period covered. These projects are identified in Appendix A and are depicted (Construction phase only) in Appendix B.

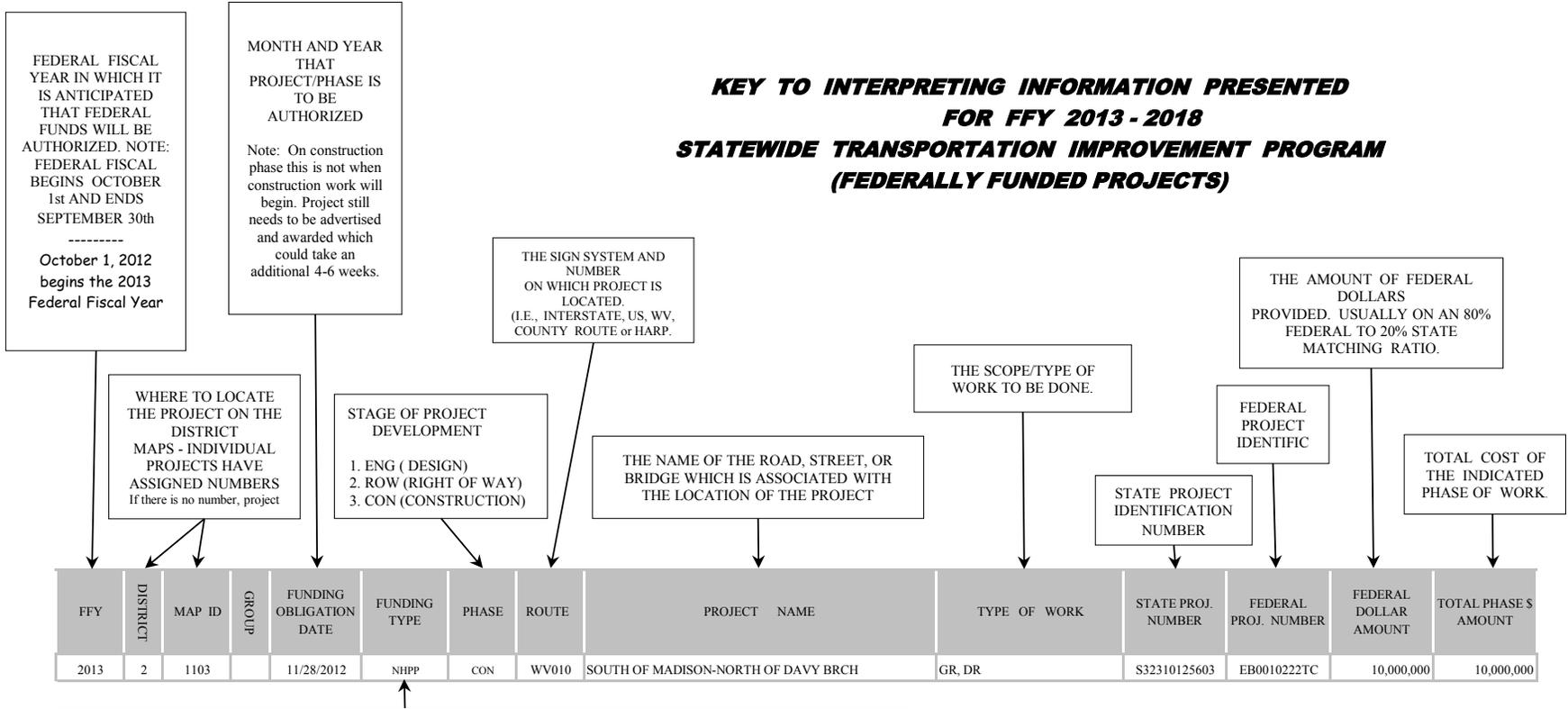
MAP-21 specifically allows certain projects to be “grouped” (not individually listed). The WVDOH has chosen to individually list grouped projects in the STIP, but reserves the right to treat them as grouped projects. If another grouped project not listed needs added or a listed project is changed, a STIP amendment will not be required. The WVDOH will adjust the STIP in this case.

Spreadsheets, by project name and federal fiscal year, are provided in Appendix A. Refer to the explanations below.

West Virginia 2013-2018 STIP

- **FFY** - Federal fiscal year in which federal funds are anticipated to be authorized.
- **District** - The WVDOH has 10 districts. See Appendix B for a map of the districts with the construction projects depicted.
- **Map ID** - Location of the project on district map. Go to the corresponding district map and find the number shown on map ID to find project location. If no number is shown, the project has not been located. If D.W. is displayed, the project is district wide.
- **Group** - If projects can be grouped there is a “G” shown in the box. If projects are located within a Metropolitan Planning Organization’s boundary the acronym “MPO” is shown. If neither applies, the box is left blank.
- **Funding Obligation Date** - The date in which the project is scheduled to receive approval of federal funding. Once federal funding is approved, the project becomes authorized to begin phase work.
- **Funding Type** - Source of federal funds (see Page 46 for funding abbreviations).
- **Phase** – ENG (Design), ROW (Right-of-Way), or CON (Construction).
- **Route** - If on a route, this column will indicate the Interstate, US, WV, County (example: “CO060/72” stands for County Route 60/72) or HARP Route Number.
- **Project Name** - The name by which the project is identified.
- **Type of Work** – Scope/Type of work to be done. See *Abbreviation Identification Chart* for explanations of abbreviations.
- **State Proj. Number** - Number assigned for identifying projects.
- **Federal Proj. Number** - Number assigned for identifying projects.
- **Federal Dollar Amount** - Total amount of federal funds to be used.
- **Total Phase \$ Amount** - Total dollar amount of phase.
- **County** (lower right-hand corner of the page) - The County where the project is located (alphabetical listing).

**KEY TO INTERPRETING INFORMATION PRESENTED
FOR FFY 2013 - 2018
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
(FEDERALLY FUNDED PROJECTS)**



FFY	DISTRICT	MAP ID	GROUP	FUNDING OBLIGATION DATE	FUNDING TYPE	PHASE	ROUTE	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	FEDERAL PROJ. NUMBER	FEDERAL DOLLAR AMOUNT	TOTAL PHASE \$ AMOUNT
2013	2	1103		11/28/2012	NHPP	CON	WV010	SOUTH OF MADISON-NORTH OF DAVY BRCH	GR, DR	S32310125603	EB0010222TC	10,000,000	10,000,000

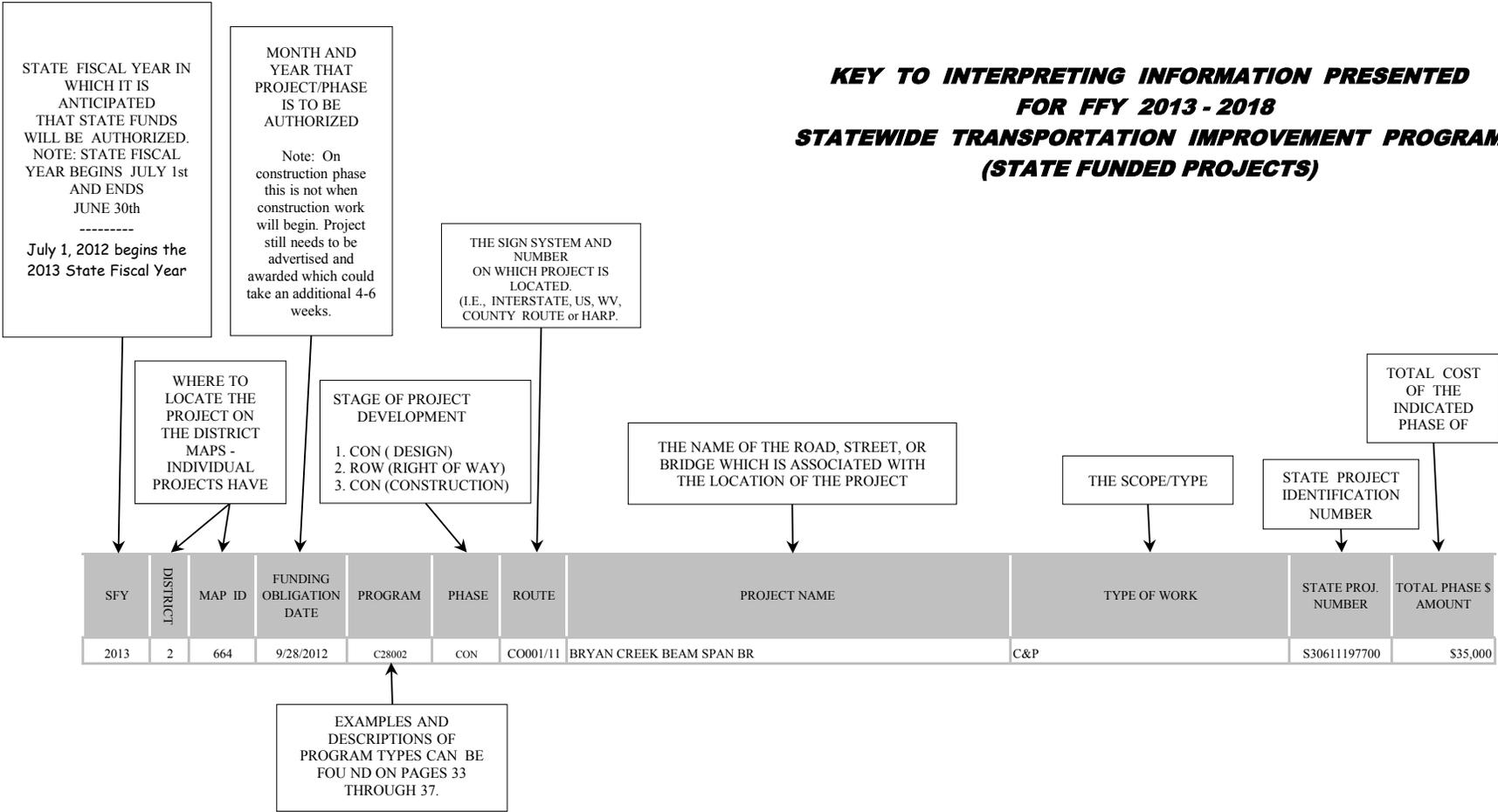
- TYPE OF FUNDS TO BE UTILIZED FOR THE PROJECT, ABBREVIATED AS FOLLOWS:
- AUG REDIST - AUGUST REDISTRIBUTION
 - CMAQ - CONGESTION MITIGATION & AIR QUALITY
 - DF - DIRECT FEDERAL
 - EARMARK/GRANT - EARMARKS, HI PRIORITY, AND OTHER DELEGATED PROJECTS
 - HSIP - HIGHWAY SAFETY IMPROVEMENT PROGRAM
 - NHPP - NATIONAL HIGHWAY PERFORMANCE PROGRAM
 - NHPP-ADHS - NATIONAL HIGHWAY PERFORMANCE PROGRAM - APPALACHIAN DEVELOPMENT
 - NHPP-EXEMPT - NATIONAL HIGHWAY PERFORMANCE PROGRAM - EXEMPT
 - NRT - NATIONAL RECREATIONAL TRAILS
 - OTHER - EXISTING BR, EB, ENH, IM, SRTS FUNDS
 - RR/HWY XING - R/H CROSSING AND PROTECTIVE DEVICES
 - SPR/PL - STATEWIDE PLANNING AND RESEARCH
 - STP - SURFACE TRANSPORTATION PROGRAM
 - STP-OFF - SURFACE TRANSPORTATION PROGRAM - OFF SYSTEM BRIDGES
 - STP-TMA - SURFACE TRANSPORTATION PROGRAM - TMA
 - TAP - TRANSPORTATION ALTERNATIVES PROGRAM
 - TAP-TMA - TRANSPORTATION ALTERNATIVES PROGRAM - TMA

West Virginia 2013-2018 STIP

The state funded portion of the STIP document identifies:

- **Highways Section (Appendices C & D):** Included are all projects that currently are expected to be state funded, for the time period of SFY 2013-2018. These projects are identified in Appendix C by project name and state fiscal year and are depicted (Construction phase only) in Appendix D. Refer to the explanations below.
 - **SFY** - State fiscal year in which it is anticipated that state funds will be authorized.
 - **District** - The WVDOH has 10 districts. See Appendix D for a map of the districts with the construction projects depicted.
 - **Map ID** - Location of the project on district map. Go to the corresponding district map and find the number shown on map ID to find project location. If no number is shown, the project has not been located. If D.W. is displayed, the project is district wide.
 - **Funding Obligation Date** - The date the project is scheduled to receive approval of state funding. Once state funding is approved, the project becomes authorized to begin that phase of work.
 - **Program** - Source of state funds.
 - **Phase** - Design (Engineering), Right-of-Way, or Construction.
 - **Route** - If on a route, this column will indicate the Interstate, US, WV, County (example: "CO060/72" stands for County Route 60/72) or HARP Route Number.
 - **Project Name** - The name by which the project is identified.
 - **Type of Work** – Scope/Type of work to be done. See *Abbreviation Identification Chart* for explanations of abbreviations.
 - **State Proj. Number** - Number assigned for identifying projects.
 - **Total Phase Cost** - Total dollar amount of phase.
 - **County** (lower right-hand corner of the page) - The County where the project is located (alphabetical listing).

**KEY TO INTERPRETING INFORMATION PRESENTED
FOR FFY 2013 - 2018
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
(STATE FUNDED PROJECTS)**



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
2013 - 2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
ABBREVIATION IDENTIFICATION CHART

/	- With, Over	HM	- Hot-Mix Asphalt (another name for HLBC)	SCS	- Soil Conservation Service
A	- Actual (for dates)	HS	- High School	S&D	- Shoulders & Ditches
ABUT	- Abutment	HWY	- Highway	SF	- State Forces
ACC	- Access	I/C	- Interchange	SFTY	- Safety
ADJ	- Adjacent	IMPR	- Improve, Improvement	SGL	- Single
ADT	- Average Daily Traffic	IND	- Industrial	SHL	- Shoulder(s)
ALIGN	- Alignment	INST	- Install, Installation, Instruct	SIG	- Signal(s)
ALT	- Alternate	INTMT	- Intermittent	SLS	- State Local Service
APD	- Appalachian Development Highway	I/S	- Intersection	SP	- State Park
APL	- Appalachian Local Access Road	JCT	- Junction	SRM	- Secondary Road Maintenance
APPR	- Approach	JTS	- Joints	S&S	- Saw & Seal
APT	- Apartment	L	- Length, Left, Landscaping	SST	- Single Surface Treatment
ASB	- Asbestos	LI	- Line	ST	- Street, Stone, State
AT-GR	- At Grade	LF	- Lineal Feet	STA	- Station
ATT	- Attenuators	LMC	- Latex Modified Concrete(Overlay)	STAB	- Stabilize, Stabilization
AUX	- Auxiliary	LN	- Lane(s)	STD	- Standard
AVE	- Avenue	LNDSC	- Landscaping	STL	- Steel
BARR	- Barrier	LOC	- Location	SUB	- Substructure
BC	- Base Course	LT	- Left Turn	SUBST	- Substructure
BLDG	- Building	LWC	- Low Water Crossing	SUPER	- Superstructure
BLVD	- Boulevard	MATLS	- Materials	SURF	- Surface
BR	- Bridge	MED	- Median	SW	- Southwest, Sidewalk
BRCH	- Branch	MOD	- Modify, Modification	SYS	- System
BX	- Box	MON	- Monitor	TE	- Traffic Engineering
C-C	- Curb to Curb	MP	- Milepost	TEMP	- Temporary
CATH	- Cathodic	MSC	- Micro-Silica Concrete	TER	- Terrace
CF	- Central Special Forces	MT	- Mountain, Mount	TN	- Turn
CHAN	- Channelize, Channelization	MVMT	- Movement	TPK	- Turnpike
CHG	- Charge, Change	N	- North	TPL	- Triple
CIR	- Circle	NA	- Not Applicable	TR	- Treat, Treated (Timber)
CK	- Check	NB	- Northbound	TRAF	- Traffic
CL	- Clear, Corridor Location, Corp Line	NBL	- Northbound Lane(s)	TREAT	- Treatment
CMP	- Corrugated Metal Pipe	NCL	- North Corporation Line	TRK	- Truck
CN	- Construction(Project Phase)	NFL	- Non-Fed (i e State funds)	TST	- Triple Surface Treatment
CO	- County, Company	NO	- Number	UPGR	- Upgrade
CONC	- Concrete	OBST	- Obstacle	US	- Upstream
CONN	- Connector	OH	- Overhead	VAR	- Various
CONST	- Construct, Construction	O/L	- Overlay	VOC	- Vocational
COR	- Corridor	O/P	- Overpass	W	- West, Wide, With
CORR	- Correct, correction	OT	- Other	WAT	- Water
C&P	- Clean & Paint	PCA	- Partial Controlled Access	WB	- Westbound
CP	- Contract Plans	PCB	- Prestressed Concrete Beam	WBL	- Westbound Lane(s)
CR	- Creek	PCC	- Portland Cement Concrete	WC	- Wheel Chair(Ramps)
XOVER(S)	- Crossover(s)	PE	- Preliminary Engineering	WCL	- West Corporation Line
C&S	- Crack & Seat	PED	- Pedestrian	WID	- Widen, Width
CT	- Contract, Center-Turn Lane	PK	- Park, Pike	XING	- Crossing
CUL	- Culvert	P&L	- Patch & Level	XOVER(S)	- Crossover(s)
CUL-DE-SAC	- Dead-End/Turn-Around Provisions	PO	- Post Office	XTF	- Expressway/Trunkline/Feeder
CUR	- Current, Curve	PROT	- Protection, Protective		
DBL	- Double	PROV	- Provide		
DELIN	- Delineators	PS&E	- Plans, Specifications & Estimates		
DEMO	- Demolish, Demonstration	PVMT	- Pavement		
DES	- Design (as in Design Report)	R	- River, Right		
DET	- Detour	RAD	- Radius		
DEV	- Devices, Development	RD	- Road		
DF	- District Special Forces	RDWY	- Roadway		
DIV	- Divided	RECONST	- Reconstruct, Reconstruction		
DR	- Drainage, Design Report, Drive	REINF	- Reinforce		
DS	- Downstream	REL	- Relocate, Relocation		
DSR	- Damage Survey Report	RELOC	- Relocate, Relocation		
DST	- Double Surface Treatment	REM	- Remove, Remaining		
E	- East	REN	- Renovate, Renovation		
EB	- Eastbound	REP	- Repair		
EBL	- Eastbound Lane(s)	REPL	- Replace, Replacement		
ECL	- East Corporation Line	RESTAB	- Restabilize, Restabilization		
EIS	- Environmental Impact Statement	RESURF	- Resurface		
ENT	- Entrance	RET	- Retaining		
EX	- Existing	RI	- River		
EXP	- Expansion, Expressway	RT	- Right Turn, Route		
EXP	- Expansion	RN	- Run		
EXT	- Extension, Extend	ROW	- Right-of-way		
FA	- Federal-Aid, Force Account	RPM	- Raised Pavement Markers		
FACIL	- Facility	RPT	- Report		
FAP	- Federal-Aid Primary	RR	- Railroad		
FAS	- Federal-Aid Secondary	RW	- Right-of-way(Project Phase)		
FCA	- Full Controlled Access	R&I	- Renovation & Improvement		
FK	- Fork	S	- South		
FL	- Flasher, Flashing, Floor	SB	- Southbound		
GDRL	- Guardrail	SBL	- Southbound Lane(s)		
GR	- Grade, Guardrail	SCH	- School		
HIST	- Historic	SCL	- South Corporation Line		
HLBC	- Hot Laid Bituminous Concrete	SCR	- Screen		

West Virginia 2013-2018 STIP

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION 2013 – 2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) COUNTY IDENTIFICATION CHART

County No.	County Name	District No.
1	Barbour	7
2	Berkeley	5
3	Boone	1
4	Braxton	7
5	Brooke	6
6	Cabell	2
7	Calhoun	3
8	Clay	1
9	Doddridge	4
10	Fayette	9
11	Gilmer	7
12	Grant	5
13	Greenbrier	9
14	Hampshire	5
15	Hancock	6
16	Hardy	5
17	Harrison	4
18	Jackson	3
19	Jefferson	5
20	Kanawha	1
21	Lewis	7
22	Lincoln	2
23	Logan	2
24	McDowell	10
25	Marion	4
26	Marshall	6
27	Mason	1
28	Mercer	10

County No.	County Name	District No.
29	Mineral	5
30	Mingo	2
31	Monongalia	4
32	Monroe	9
33	Morgan	5
34	Nicholas	9
35	Ohio	6
36	Pendleton	8
37	Pleasants	3
38	Pocahontas	8
39	Preston	4
40	Putnam	1
41	Raleigh	10
42	Randolph	8
43	Ritchie	3
44	Roane	3
45	Summers	9
46	Taylor	4
47	Tucker	8
48	Tyler	6
49	Upshur	7
50	Wayne	2
51	Webster	7
52	Wetzel	6
53	Wirt	3
54	Wood	3
55	Wyoming	10

West Virginia 2013-2018 STIP

9. FINANCIAL TABLES AND INFORMATION

The following section contains information related to the projects listed in the Six-Year STIP. Since the STIP is updated and redistributed on an annual basis, projects are shifted and updated to insure financial constraint. Projects are adjusted within the FFY to insure a balanced delivery of the program over the year. The goal is to have 90% of the program distributed evenly over the first ten months of the federal year, with the exception of December, and no more than 10% of the program delivered in the final two months of the federal year. This helps insure that our resources are not over programmed in one particular month, helps manage cash flow throughout the year and prepares for the possibility of an “August Redistribution”. However since the fiscal year is partially over and several schedules have been adjusted, it is difficult to maintain a program that meets the goal outlined above.

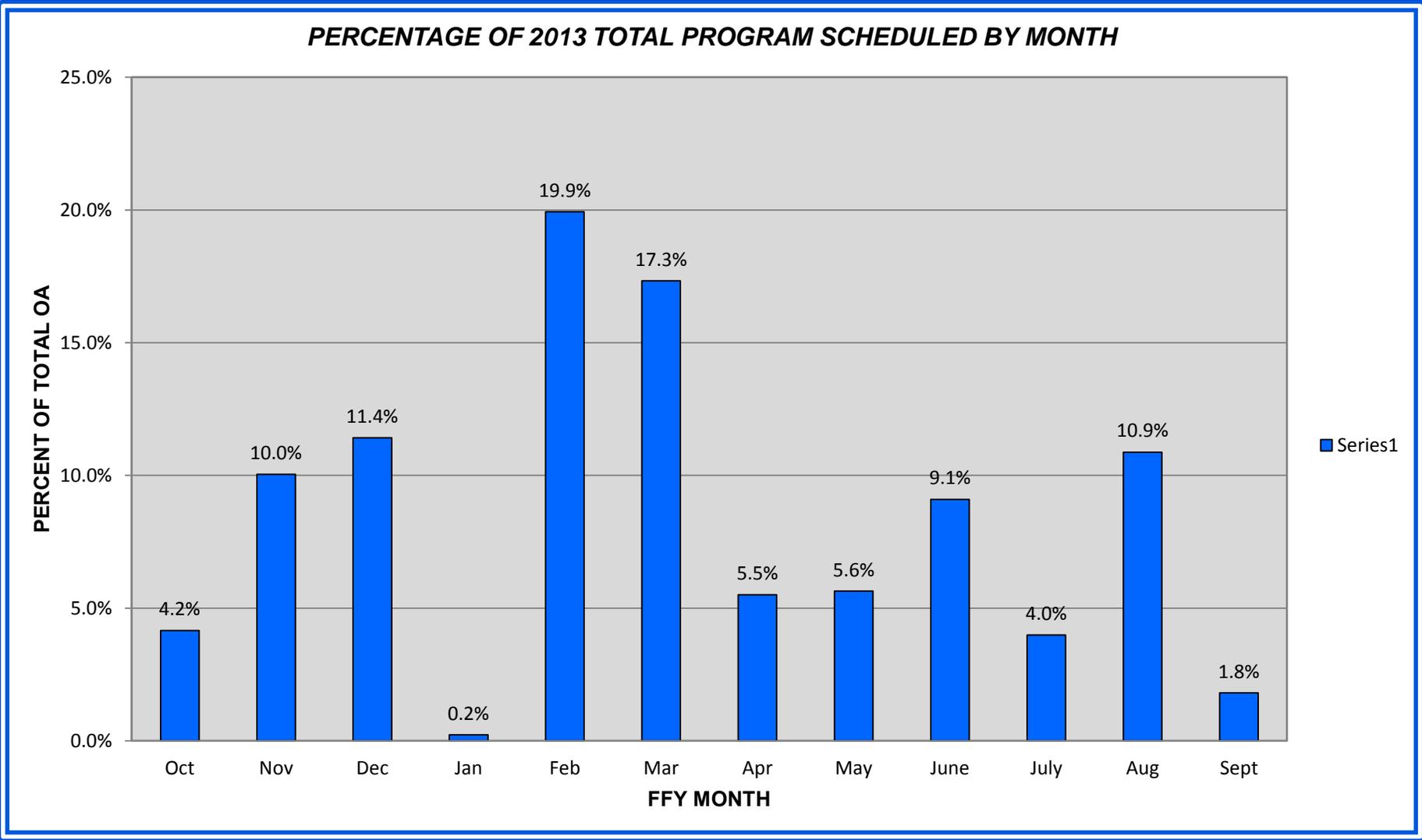
The following charts display the monthly and cumulative layout for federal fiscal year 2013 while the subsequent pages display a list of the Advanced Construction Projects for the 2013-2018 STIP. Advanced Construction (AC) is a technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that FHWA has determined that the project technically qualifies for federal-aid; however, no present or future federal funds have been committed to the project. After an AC project is authorized, the State may choose to convert the project to regular federal-aid funding provided federal funds available for the project. This technique typically occurs:

- a) during the last few months of the federal fiscal year;
- b) during the first quarter of the next federal fiscal year when the remaining obligation authority or apportionment is low;
- c) when a project’s construction phase occurs over multiple years.

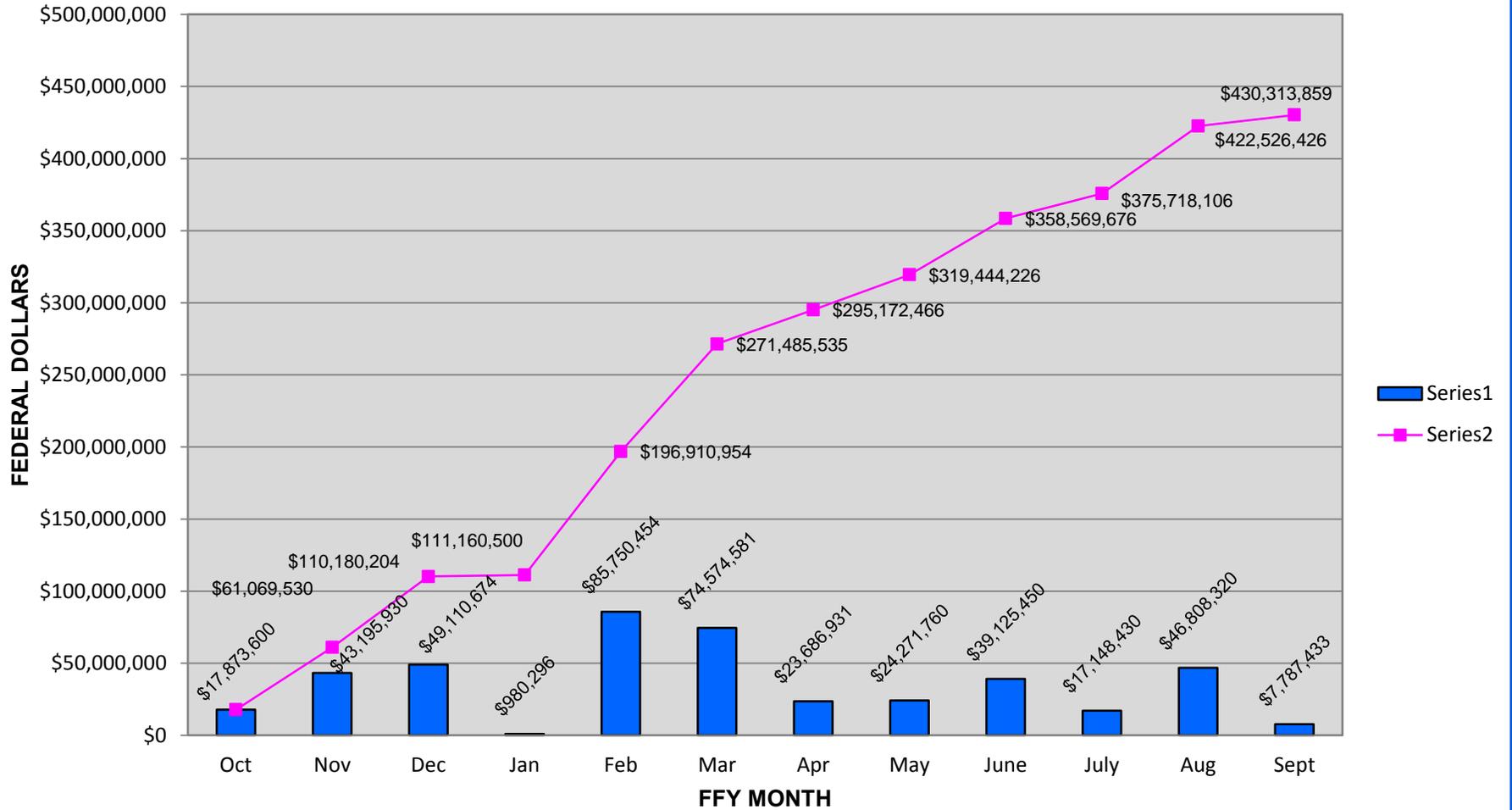
An AC project must meet the same requirements and be processed in the same manner as a regular federal-aid project. All phases of a project must meet federal requirements for the National Environmental Policy Act (NEPA), Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), etc., if federal-aid funds are to be used.

Also, this chapter contains a list of demonstration projects with descriptions and balances along with the financial chart which depicts financial constraint for the 2013-2018 STIP.

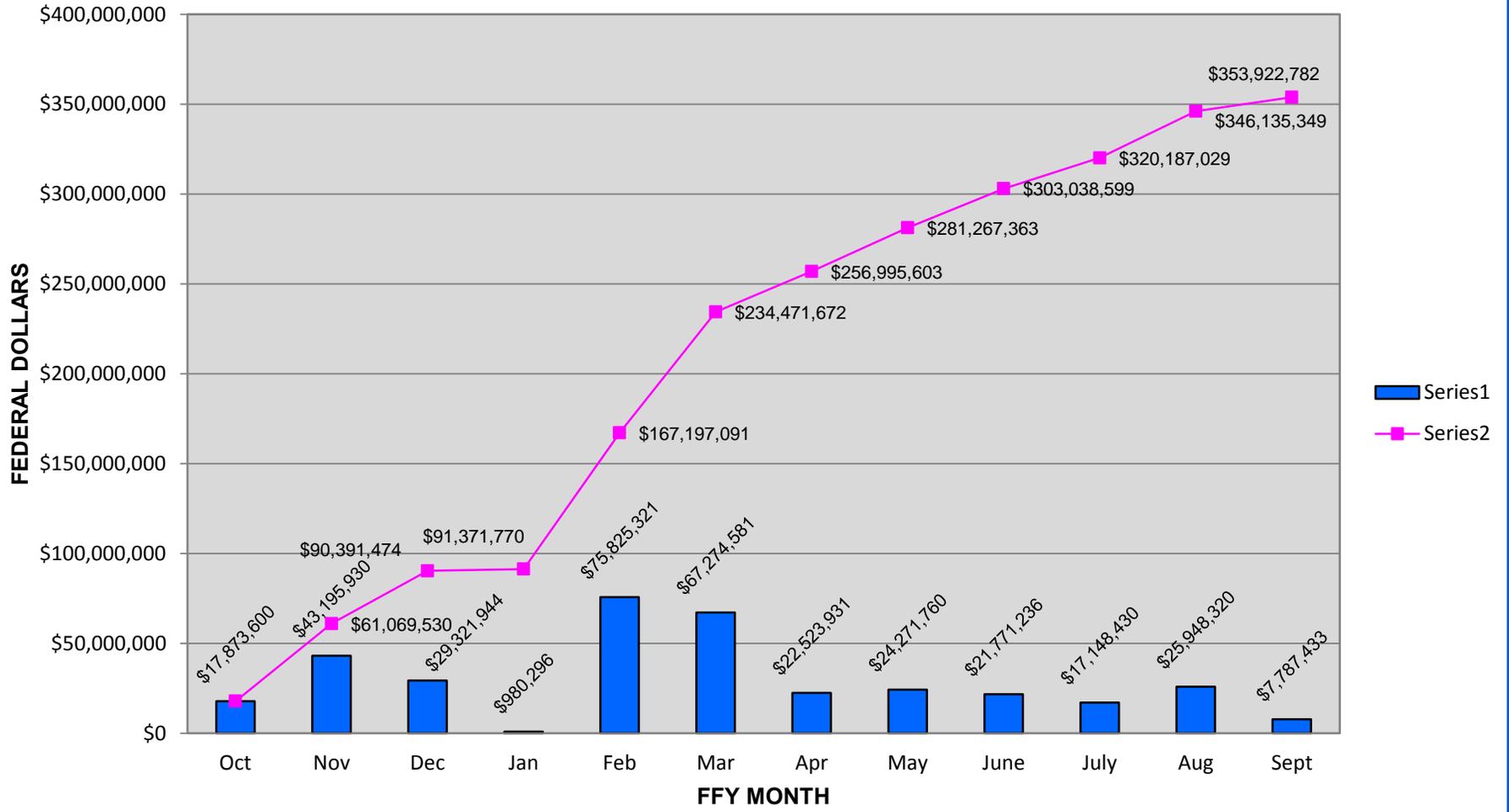
PERCENTAGE OF 2013 TOTAL PROGRAM SCHEDULED BY MONTH



2013 CUMULATIVE AND MONTHLY TOTAL OA BREAKDOWN



2013 CUMULATIVE AND MONTHLY CORE OA BREAKDOWN



Advanced Construction Projects

WVDOH Program Planning & Administration Division Program Administration Section Funding Unit

February 20, 2013

(Yearly conversions are in thousands)

PROJECT NAME	STATE PROJECT #	FEDERAL PROJECT #	FUND TYPE	ORIGINAL A.C.	REMAINING A.C. ** As of 02/20/13	2013		2014		2015	
						Core	Balance	Core	Balance	Core	Balance
CAT 6 BRIDGES *	VARIOUS		M001	\$21,329,661	\$21,329						
VETERANS MEMORIAL BR *	S305-22-0.01 03	0022(056)	M231	\$1,173,840	\$1,173						
BIGLEY AVE I/C REHAB	S320-64/77-12 00	6477(027)	NHPP	\$11,250,000	-					\$4,500	\$6,750
ST ALBANS I/C - NITRO I/C	S340-64-41.47 00	0642(144)	NHPP	\$45,630,000	-						
DAVIS-BISMARCK SEC 1-5	X347-H-64.85 00	0484(241)	NHPP	\$36,578,193	\$22,381			\$22,381	\$0		
STANAFORD RD- INDUSTRIAL DRIVE	U341-19-14.47 05	0019(369)	L00E	\$4,610,400	-					\$4,610	\$0
RUM CREEK CONN - STOLLINGS	S323-10-16.20 03	0010(226)	NHPP	\$3,950,000	-			\$3,950	\$0		
RUM CREEK CONN - STOLLINGS	S323-10-16.20 03	0010(226)	NHPP EXEMPT	\$14,800,000	-			\$7,400	\$0	\$7,400	\$0
SOUTH OF MADISON - N DAVY BRANCH	S323-10-12.56 03	0010(222)	NHPP	\$35,204,600	\$35,204			\$17,602	\$17,602	\$17,602	\$0
S MADISON BRCH-GUYANDOTTE BR	S323-10-12.56 05	0010(223)	NHPP	\$13,200,000	-						
WV 17 CONNECTOR	S323-10-19.39 04	0010(183)	NHPP	\$14,000,000	-						
EUGENE A CARTER BR-BIGLEY AVE I/C	S320-64-57.52 00	0642(147)	NHPP	\$4,500,000	-					\$4,500	\$0
I-70 BR @ FULTON EB	S335-70-1.26 07	0701(193)D	NHPP	\$4,050,000	-						
BACK CHANNEL BR	S335-70-0.05 02	0701(185)D	NHPP	\$4,860,000	-						
ELM GROVE BR	S335-70-5.24 02	0701(170)D	NHPP	\$7,670,700	-						
US35/I-64 I/C- ST ALBANS I/C	U340-64-41.37 00	0641(348)	NHPP	\$12,000,000	-			\$12,000	\$0		
LILLY BR	S345-20-9.07 00	0020(166)D	M240	\$10,520,100	\$10,520			\$10,520	\$0		
MELISSA-HUNTINGTON RD	U306-10-13.36 00	0010(216)	M240	\$4,920,000	-						
E CO 12/I-W HELEN	X355-121-16.65 03	0121(???)	NHPP	\$7,840,000	-					\$7,840	\$0
KERENS-PARSONS SEC 2	X342-H-??-?????	0484(???)	NHPP	\$70,000,000	-						
KERENS-US 219 SEC 3	X342-H-??-?????	0484(???)	NHPP	\$70,000,000	-						
US 35 GARVEE I	Sections 2,4,5		L050	\$43,495,703	\$9,410			\$9,410	\$4,792	\$4,618	\$4,618 \$0
US 35 GARVEE I	Sections 2,4,5		L200	\$43,495,703	\$9,945			\$9,945	\$4,792	\$5,153	\$5,153 \$0
US 35 GARVEE II	Section 3		L050	\$39,403,271	\$5,703			\$5,703	\$2,654	\$3,049	\$3,049 \$0
US 35 GARVEE II	Section 3		L200	\$39,403,271	\$5,049			\$5,049	\$2,654	\$2,395	\$2,395 \$0
US 35 GARVEE III	Section 4		L050	\$44,802,646	\$13,162			\$13,162	\$6,568	\$6,594	\$6,594 \$0
US 35 GARVEE III	Section 4		L200	\$44,802,646	\$13,162			\$13,162	\$6,568	\$6,594	\$6,594 \$0
SECTION 2	U340-35-1.60 03	0035(128)									
SECTION 4	U340-35-16.00 03	0035(134)									
SECTION 5	U340-35-16.00 04	0035(141)									
SECTION 3	U340-35-4.30 00	0035(138)									
SECTION 4	U327-35-14.07 02	0035(167)									
SECTION 4	U327-35-8.72 02	0035(166)									
TOTALS				\$653,490,734	\$147,038	\$0	\$56,431	\$101,881	\$46,005	\$74,855	\$6,750

* These projects are "banked" A.C. projects in FMIS. They can be converted if required.

** These are funds from projects that have been obligated. Not all are obligated, some projects listed are for future obligations.

Advanced Construction Projects (cont.)

WVDOH Program Planning & Administration Division Program Administration Section Funding Unit

February 20, 2013

(Yearly conversions are in thousands)

Project Name	State Proj #	FEDERAL PROJECT #	FUND TYPE	2016		2017		2018	
				Core	Balance	Core	Balance	Core	Balance
CAT 6 BRIDGES *	VARIOUS		L1CE						
VETERANS MEMORIAL BR *	S305-22-0.01 03	0022(056)	L200						
BIGLEY AVE I/C REHAB	S320-64/77-12 00	6477(027)	NHPP	\$6,750	\$0				
SA I/C - NITRO I/C	S340-64-41.47 00	0642(144)	NHPP					\$22,815	\$22,815
DAVIS-BISMARCK SEC 1-5	X347-H-64.85 00	0484(241)	NHPP						
STANAFORD RD- INDUSTRIAL DRIVE	U341-19-14.47 05	0019(369)	L00E						
RUM CREEK CONN - STOLLINGS	S323-10-16.20 03	0010(226)	NHPP						
RUM CREEK CONN - STOLLINGS	S323-10-16.20 03	0010(226)	NHPP EXEMPT						
SOUTH OF MADISON - N DAVY BRANCH	S323-10-12.56 03	0010(222)	NHPP						
S MADISON BRCH-GUYANDOTTE BR	S323-10-12.56 05	0010(223)	NHPP	\$13,200	\$0				
WV 17 CONNECTOR	S323-10-19.39 04	0010(183)	NHPP					\$14,000	\$0
EUGENE A CARTER BR-BIGLEY AVE I/C	S320-64-57.52 00	0642(147)	NHPP						
I-70 BR @ FULTON EB	S335-70-1.26 07	0701(193)	NHPP	\$4,050	\$0				
BACK CHANNEL BR	S335-70-0.05 02	0701(185)	NHPP			\$4,860	\$0		
ELM GROVE BR	S335-70-5.24 02	0701(170)	NHPP					\$7,670	\$0
US35/I-64 I/C- ST ALBANS I/C	U340-64-41.37 00	0641(348)	NHPP						
LILLY BR	S345-20-9.07 00	0020(166)	M240						
MELISSA-HUNTINGTON RD	U306-10-13.36 00	0010(216)	M240	\$4,920	\$0				
E CO 12/I-W HELEN	X355-121-16.65 03	0121(???)	NHPP						
KERENS-PARSONS SEC 2	X342-H-??-?????	0484(???)	NHPP					\$35,000	\$35,000
KERENS-US 219 SEC 3	X342-H-??-?????	0484(???)	NHPP	\$35,000	\$35,000	\$35,000	\$0		
US 35 GARVEE I	Sections 2,4,5	*	L050						
US 35 GARVEE I	Sections 2,4,5	*	L200						
US 35 GARVEE II	Section 3	**	L050						
US 35 GARVEE II	Section 3	**	L200						
US 35 GARVEE III	Section 4	***	L050						
US 35 GARVEE III	Section 4	***	L200						
SECTION 2	U340-35-1.60 03	0035(128)							
SECTION 4	U340-35-16.00 03	0035(134)							
SECTION 5	U340-35-16.00 04	0035(141)							
SECTION 3	U340-35-4.30 00	0035(138)							
SECTION 4	U327-35-14.07 02	0035(167)							
SECTION 4	U327-35-8.72 02	0035(166)							
TOTALS				\$63,920	\$35,000	\$39,860	\$0	\$79,485	\$57,815

Advanced Construction Projects (cont.)

WVDOH Program Planning & Administration Division Program Administration Section Funding Unit

February 20, 2013

(Yearly conversions are in thousands)

PROJECT NAME	STATE PROJECT #	FEDERAL PROJECT #	FUND TYPE	ORIGINAL A.C.	REMAINING A.C. **	2013		2014		2015	
						Core	Balance	Core	Balance	Core	Balance
OHIO RI CROSSING BR GARVEE 1	X305-2/23-0.00 00	0223(010)	STP	\$40,000,000	-						
RHL BLVD CONN - US 6 GARVEE 1	U320-601-0.00 02	0601(003)	STP	\$25,000,000	-						
MULLENS CONN-E CO 12/1 GARVEE 1	X355-121-16.65 02	????(???)	NHPP	\$22,000,000	-						
OHIO RI CROSSING BR GARVEE 2	X305-2/23-0.00 00	0223(010)	STP	\$60,000,000	-						
CORRIDOR G-RHL BLVD CONN GARVEE 2	U320-601-0.00 03	0601(004)	STP	\$25,000,000	-						
VA LINE-CHARLES TOWN RD GARVEE 3	U319-340-0.00 00	0340(061)	NHPP	\$40,000,000	-						
SOUTH RICHMOND- FALLS BRANCH GARVEE 3	X341-125-0.02 03	0125(004)	STP	\$22,000,000	-						
TOTALS				\$234,000,000				\$0	\$0	\$0	\$0

** These are funds from projects that have been obligated. Not all are obligated, some projects listed are for future obligations.

Advanced Construction Projects (cont.)

WVDOH Program Planning & Administration Division Program Administration Section Funding Unit

February 20, 2013

(Yearly conversions are in thousands)

Project Name	State Proj #	FEDERAL PROJECT #	FUND TYPE	2016		2017		2018	
				Core	Balance	Core	Balance	Core	Balance
OHIO RI CROSSING BR GARVEE 1	X305-2/23-0.00 00	0223(010)	STP						
RHL BLVD CONN - US 6 GARVEE 1	U320-601-0.00 02	0601(003)	STP						
MULLENS CONN-E CO 12/1 GARVEE 1	X355-121-16.65 02	????(???)	NHPP						
OHIO RI CROSSING BR GARVEE 2	X305-2/23-0.00 00	0223(010)	STP						
CORRIDOR G-RHL BLVD CONN GARVEE 2	U320-601-0.00 03	0601(004)	STP						
VA LINE-CHARLES TOWN RD GARVEE 3	U319-340-0.00 00	0340(061)	NHPP						
SOUTH RICHMOND- FALLS BRANCH GARVEE 3	X341-125-0.02 03	0125(004)	STP						
TOTALS					\$12,700		\$25,100		\$25,100

ADVANCED CONSTRUCTION BANK PROJECTS

WVDOH Program Planning & Administration Division, Program Administration Section, Funding Unit

February 7, 2013

STATE PROJECT #	FED PROJECT #	NAME	TOTAL CONSTRUCTION COST	FEDERAL TOTAL (80/20)	TOTAL EXPENDED	FED TOTAL EXPENDED	STATE FISCAL YEAR TO DATE 2013 EXPENDITURES
S301-92/17-0.09 00	ACBR-9217(001)D	WOLF RUN DECK GIRDER BR	\$80,122	\$64,098	\$0	\$0	\$0
S301-9-5.80 00	ACBR-0009(217)D	MEADOWVILLE CONCRETE ARCH	\$250,000	\$200,000	\$0	\$0	\$0
S301-9-7.90 00	ACBR-0009(216)D	TETER CREEK SLAB	\$400,000	\$320,000	\$0	\$0	\$0
S302-26-7.98 00	ACBR-0026(042)D	TARICO HEIGHTS BR	\$3,000,000	\$2,400,000	\$0	\$0	\$0
S302-51/2-3.62 00	ACBR-0512(008)D	GERRADSTOWN BR	\$654,200	\$523,360	\$653,316	\$522,653	\$0
S303-3-39.58 00	ACBR-0003(244)D	WV 3 SENG CREEK BRIDGE	\$550,000	\$440,000	\$0	\$0	\$0
S303-94-0.37 00	ACBR-0094(170)D	SHORT CREEK BRIDGE	\$500,000	\$400,000	\$0	\$0	\$0
S304-1-4.02 00	ACBR-0001(235)D	ORLANDO BR	\$1,400,000	\$1,120,000	\$0	\$0	\$0
S306-24-0.18 00	ACBR-0024(029)D	MERRICK CREEK BEAM	\$200,000	\$160,000	\$172,123	\$137,698	\$0
S306-160/4-0.01	ACBR-1604(001)D	LINMONT BR	\$2,415,100	\$1,932,080	\$2,136,574	\$1,709,259	\$17,760
S308-14-2.21 00	ACBR-0014(128)D	SUMMERS FORK BR	\$200,000	\$160,000	\$160,208	\$128,166	\$0
S309-3-0.64 00	ACBR-0003(224)D	LITTLE FLINT SLAB BR	\$345,000	\$276,000	\$354,720	\$283,776	\$0
S310-21/20-0.98 00	ACST-2120(001)D	WHITE OAK CR BR	\$350,000	\$280,000	\$0	\$0	\$0
S310-25-2.32 00	ACBR-0025(108)D	DUNLOUP CR #5 BR	\$668,300	\$534,640	\$672,774	\$538,219	\$1,260
S310-25-2.43 00	ACBR-0025(120)D	SEWAGE PLANT BR	\$900,000	\$720,000	\$0	\$0	\$0
S310-25-2.99 00	ACBR-0025(109)D	DUNLOUP CR #6 BR	\$700,000	\$560,000	\$0	\$0	\$0
S310-25-5.15 00	ACBR-0025(110)D	DUNLOUP CR #8 BR	\$700,000	\$560,000	\$0	\$0	\$0
S312-1-0.14 00	ACBR-0001(232)D	ARONHALT BR	\$700,700	\$560,560	\$687,896	\$550,317	\$20,896
S313-8-1.96 00	ACBR-0008(042)D	RADERS RUN BR	\$475,000	\$380,000	\$392,935	\$314,348	\$0
S314-50-32.29 00	ACBR-0050(323)D	MILL BRANCH BR	\$1,250,000	\$1,000,000	\$0	\$0	\$0
S316-259-10.75 00	ACBR-0259(185)D	LOST CITY SLAB BR	\$1,250,000	\$1,000,000	\$0	\$0	\$0
S317-19-17.07 00	ACBR-0019(345)D	LIMESTONE PRECAST BR	\$391,953	\$313,562	\$441,089	\$352,871	\$0
S317-25/4-0.19 00	ACBR-0254(009)D	MOUNT CLARE ARCH BR	\$469,365	\$375,492	\$468,169	\$374,535	\$0
U317-CHE/ST-0.00 02	ACST-2012(704)D	SOUTH CHESTNUT STREET 2	\$2,000,000	\$1,600,000	\$0	\$0	\$0
U317-CHE/ST-0.00 03	ACST-12WV(003)D	SOUTH CHESTNUT STREET 3	\$2,850,000	\$2,280,000	\$0	\$0	\$0
U317-CHE/ST-0.00 03	ACST-2012(705)D	SOUTH CHESTNUT STREET 3	\$2,850,000	\$2,280,000	\$0	\$0	\$0
S320-64-57.11 00	ACIM-0642(157)D	I-64 DRAINAGE STRUCTURE	\$162,600	\$130,080	\$0	\$0	\$0
S320-81-4.92 00	ACBR-0081(021)D	LEFT FK KELLY CREEK BR	\$200,000	\$160,000	\$136,189	\$108,951	\$0
S320-817-0.95 00	ACST-0817(005)D	WV 817 DRAINAGE	\$250,000	\$200,000	\$0	\$0	\$0
S321-48/6-0.01 00	ACBR-0486(001)D	CRAWFORD DECK ARCH	\$450,000	\$360,000	\$0	\$0	\$0
S322-3-2.00 00	ACST-0003(247)D	WEST HAMLIN PIPE BOR	\$400,000	\$320,000	\$0	\$0	\$0
S323-9/8-0.06 00	ACBR-0098(068)D	BRADSHAW AVE BR	\$150,000	\$120,000	\$149,476	\$119,581	\$0
S324-7/13-0.02 00	ACBR-0713(003)D	MARYTOWN TRUSS BR	\$1,500,000	\$1,200,000	\$0	\$0	\$0
S324-8/1-0.15 00	ACBR-0081(022)D	JENKIN JONES SLAB #1	\$134,987	\$107,990	\$134,987	\$107,990	\$0
S324-8/1-1.12 00	ACBR-0081(023)D	JENKIN JONES SLAB #2	\$106,787	\$85,430	\$106,787	\$85,430	\$0
S324-16/49-0.11 00	ACBR-1649(001)D	LINKOUS PARK BR	\$520,200	\$416,160	\$0	\$0	\$0
S325-19-7.967 00	ACST-0019(391)D	LOCUST AVE	\$1,100,000	\$880,000	\$0	\$0	\$0

ADVANCED CONSTRUCTION BANK PROJECTS

WVDOH Program Planning & Administration Division, Program Administration Section, Funding Unit

February 7, 2013

STATE PROJECT #	FED PROJECT #	NAME	TOTAL CONSTRUCTION COST	FEDERAL TOTAL (80/20)	TOTAL EXPENDED	FED TOTAL EXPENDED	STATE FISCAL YEAR TO DATE 2013 EXPENDITURES
S326-56-0.01 00	ACBR-0056(008)D	ASTON RIDGE BR	\$1,496,815	\$1,197,452	\$1,494,045	\$1,195,236	\$0
S327-2-30.70 00	ACST-0002(537)D	WV2 CULVERT REPLACEMENT	\$410,000	\$328,000	\$0	\$0	\$0
S329-11-7.97 00	ACBR-0011(129)D	BURLINGTON MILL CR BR	\$2,000,000	\$1,600,000	\$0	\$0	\$0
S330-65/75-0.01 00	ACBR-6575(001)D	DEMPSEY BOTTOM BR	\$1,200,000	\$960,000	\$0	\$0	\$0
S331-59-0.00 00	ACST-0059(005)D	VAN VOORHIS ROAD	\$650,000	\$520,000	\$0	\$0	\$0
S331-857-3.30 00	ACBR-0857(014)D	DECKERS CREEK BOX BEAM	\$494,100	\$395,280	\$498,022	\$398,418	\$508
S333-1-5.65 00	ACBR-0001(244)D	SLEEPY CREEK ARCH	\$3,000,000	\$2,400,000	\$0	\$0	\$0
S334-39-10.30 00	ACST-0039(410)D	LYONSVILLE RD	\$560,000	\$448,000	\$0	\$0	\$0
S335-2-7.11 00	ACBR-0002(490)D	MCDONALDS BR	\$1,100,000	\$880,000	\$665,444	\$532,355	\$551,435
U335-31-2.62 00	ACST-0031(039)D	TUNNEL RIDGE PORTAL	\$1,470,000	\$1,176,000	\$0	\$0	\$0
S335-41-1.10 00	ACST-0041(076)D	DALLAS PIKE ROAD SLIP REP	\$1,500,000	\$1,200,000	\$0	\$0	\$0
S336-18-3.77 00	ACBR-0018(127)D	2ND SMITH CREEK BR	\$410,000	\$328,000	\$410,146	\$328,117	\$5,792
S336-33-5.48 00	ACBR-0033(350)D	ONEGO BRIDGE	\$2,500,000	\$2,000,000	\$0	\$0	\$0
S338-84-1.53 00	ACBR-0084(051)D	BIRD RUN BR	\$450,000	\$360,000	\$0	\$0	\$0
S339-4/2-1.71 00	ACBR-0042(128)D	WEST CLIFTON MILLS RD	\$482,500	\$386,000	\$451,639	\$361,311	\$0
S339-42-1.15 00	ACBR-0042(129)D	OAK GROVE ARCH BR	\$386,136	\$308,909	\$390,477	\$312,382	\$0
S339-51-2.02 00	ACBR-0051(028)D	BIG RUN ARCH BR	\$344,200	\$275,360	\$340,521	\$272,417	\$0
S340-19-0.00 00	ACST-0019(390)D	HURRICANE - WV 34	\$650,700	\$520,560	\$126	\$101	\$126
S340-62-0.40 00	ACST-0062(848)D	NITRO-POCA ROAD	\$650,700	\$520,560	\$0	\$0	\$0
S342-30-3.87 00	ACBR-0030(015)D	LEFT FK BR	\$174,776	\$139,821	\$174,776	\$139,821	\$0
S342-92-34.05 00	ACBR-0092(095)D	CRYSTAL SPRINGS BR	\$2,311,500	\$1,849,200	\$1,095,397	\$876,318	\$259,679
S344-16-3.81 00	ACBR-0016(212)D	SAYRE FARM BR	\$290,000	\$232,000	\$290,109	\$232,087	\$0
S344-33-20.39 00	ACBR-0033(319)D	CORDER BR	\$3,599,876	\$2,879,901	\$3,370,264	\$2,696,211	\$4,601
S349-1-3.06 00	ACBR-0001(252)D	WHITE OAK ARCH	\$250,000	\$200,000	\$0	\$0	\$0
S350-37-12.31 00	ACBR-0037(026)D	PATRICK CREEK BEAM SPAN	\$756,400	\$605,120	\$758,014	\$606,411	\$38,991
S350-37-3.29 00	ACBR-0037(030)D	HURRICANE CREEK BR +2	\$1,500,000	\$1,200,000	\$0	\$0	\$0
S351-3-11.04 00	ACBR-0003(225)D	HACKER VALLEY PT BR	\$428	\$342	\$428	\$342	\$0
S352-7-7.26 00	ACST-0007(243)D	CHILDS SLIP REPAIR	\$864,000	\$691,200	\$0	\$0	\$0
S352-7-30.91 00	ACBR-0007(223)D	LONG DRAIN RUN BR	\$1,210,200	\$968,160	\$1,308,579	\$1,046,863	\$8,063
S352-15-6.71 00	ACBR-0015(077)D	FOUR MILE RUN BR	\$998,600	\$798,880	\$937,049	\$749,639	\$0
S352-17-1.07	ACBR-0017(088)D	LEMASTERS BR	\$866,688	\$693,350	\$859,540	\$687,632	\$0
S352-250-7.80 00	ACNH-0250(217)D	US 250, LITTLETON SLIP RE	\$370,000	\$296,000	\$0	\$0	\$0
S355-12/1-1.10 00	ACBR-0121(015)D	WYCO HOLLOW ARCH BR	\$121,550	\$97,240	\$0	\$0	\$0
S355-6-5.95 00	ACBR-0006(041)D	CLEAR FORK ARCH #1	\$904,236	\$723,389	\$1,018,584	\$814,867	\$1,039
S355-6-7.64 00	ACBR-0006(042)D	CLEAR FORK ARCH #2	\$903,200	\$722,560	\$904,236	\$723,389	\$0
TOTAL			\$65,400,919	\$52,320,735	\$21,634,639	\$17,307,711	\$910,150

**FEDERAL DEMONSTRATION FUNDS
DEMO ID, DESCRIPTIONS & BALANCES**
WVDOH Program Planning & Administration Division
Program Administration Section, Funding Unit
December 18, 2012

DEMO ID	FC	DESCRIPTIONS	SECT	UNOBLIGATED
				FUNDS
WV014	9	WV 9 Construct Improvemnts, Berkeley Co.		3,956,106
WV039	9	WV 9, Jefferson & Berkeley Co's.	330	0
WV048	9	WV 9	117	0
WV093	9	Route 9	129	0
WV025	10	RT 10 BTW Logan & Man		1,097,861
WV038	10	WV 10, Logan Co.	330	0
WV055	10	RT 10 (Logan Co)	117	0
WV060	10	Route 10, Logan Co	1702	0
WV072	10	Route 10, Logan Co	1702	0
WV084	10	WV 10 Logan Co		0
WV091	10	Route 10, Upgrade from I-64 to Corridor G	129	980,000
WV104	10	Route 10	125	1,947,667
WV008	35	US 35 BTW I-64-S. Buffalo BR		0
WV047	35	RT 35, Mason & Putnam Co's.	115	37,363
WV056	35	US 35 (Mason Co)	117	0
WV064	35	US Route 35, Mason Co	1702	446,862
WV074	35	US Route 35, Putnam Co	1702	0
WV076	35	US Route 35, Putnam Co		58,535
WV082	35	US 35 I/C W I-64		841,839
WV103	35	US 35, WV	125	0
WV009	CD	Corridor "D", Clarksburg, WV-Ohio Line		4,000
WV017	CF	Coal Fields Expressway, Beckley-VA St Line		2,848,412
WV050	CF	Coalfields Xway(McDowell & Wyoming Co's)	117	0
WV065	CF	Coalfields Xway	1702	405
WV073	CF	Coalfields Xway	1702	2,223,172
WV081	CF	Coalfields Expressway		5,871,644
WV085	CF	Coalfields Xway	129	2,857,423
WV094	CF	Coalfields Xway	125	0
WV098	CF	Coalfields Xway	125	1,947,667
WV006	CH	Corridor "H" Improvement Project		0
WV096	CH	Appalachian Development Highway System Corridor H	125	0
WV015	FC	Riverside Expressway, Fairmont		430,499
WV042	FC	Fairmont Gateway Conn System (WV)	115	0
WV046	FC	Morgantown Intermodal Facilities	115	90,574
WV052	FC	Fairmont Gateway	117	0
WV062	FC	Fairmont Gateway Conn	1702	0
WV013	KC	US 52 Widening Study		0
WV019	KC	I-73/74 Corr, US 460 I/C		0
WV021	KC	US 52, Mercer/McDowell Co's		11,836
WV030	KC	I-73/74 Corridor in Mingo Co.		80
WV032	KC	King Coal Highway, Mercer Co.	330	0
WV054	KC	King Coal Highway (Mingo Co)	117	123,991
WV061	KC	I-73/74 HP Corr, Mercer Co	1702	48,712
WV063	KC	I-73/74 HP Corr, Mingo Co	1702	0
WV068	KC	I-73/74 Corr, Wayne Co	1702	0
WV069	KC	KC Hiway, Red Jacket Segment, Mingo Co	1702	4,774,043
WV079	KC	I-73/174 Corr-King Coal Hway Red Jacket Segment		0
WV088	KC	King Coal Highway	129	2,259,869
WV095	KC	King Coal Highway	125	4,062,337
WV101	KC	King Coal Highway	125	1,947,667
WV004	NR	New River Parkway, Raleigh Co		0
WV059	NR	New River Parkway	1702	0
WV018	SP	Shawnee Pkwy(Jct I-73/74 Corridor and I-77)		612,226
WV058	SP	Shawnee Pkway	1702	507,950
WV075	SP	Shawnee Parkway	1702	400,000

