



# Statewide Transportation Improvement Program

## IV. DRIVING FORCES

As stated previously, West Virginia's STIP is driven by available funding. The type, location, and extent of highway renovation, improvement, and construction initiatives also will depend in part on the goals and policies of WVDOH and in part on the highway needs that exist throughout the State. The Statewide Transportation Policy Plan (2002-2022) outlines the major goals and policies of WVDOH, which will dictate where and how its financial resources are directed. Some of the more pertinent goals and policies are:

- Pay debt service and 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 or over time depends on the nature of highway problems being addressed and funds available for their implementation. Some highway needs when met provide only short-term effects (i.e., snow removal will only suffice until the next snowstorm), whereas others may provide near-permanent solutions (i.e., the removal of a roadside obstruction to improve safety). Identified highway needs represent problems that need to be addressed by WVDOH, which responds by developing and funding programs that solve those problems. A rudimentary tabulation of the needs that exist indicates that highway needs exceed funding available to meet them. The cost associated with some identified needs, such as fixing all deficient bridges, could consume all available State highway funds. A more detailed discussion of needs assessment and funding allocations in relation to program development is contained later in the document.