STIP 2016-2021

FEDERAL FISCAL YEAR

DRAFT

Statewide Transportation Improvement Program

The West Virginia Department of Transportation
IN COOPERATION WITH THE
Federal Highway Administration
AND THE
Federal Transit Administration

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West Virginia
Statewide Transportation Improvement Program

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1. INTRODUCTION

The need for an effective local, regional and national transportation network touches every citizen of West Virginia and the United States. Virtually every aspect of daily life depends on adequate roadways and other modes of transportation. Whether it is for transporting our children to school, getting us to work, or bringing goods to our stores from across the country or around the globe, an adequate transportation 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 transportation is so universal, citizens, businesses, and elected representatives alike are concerned with the details of transportation maintenance, improvement, and construction activities. In recognition of the impact that the transportation network has on our Nation, the federal government requires each state to prepare a Long-Range Statewide Transportation Plan. The purpose of these statewide long-range (i.e. at least 20 year) plans is for each state to outline the strategies for how it intends to preserve and enhance the transportation infrastructure for the traveling public with the resources that can reasonably be anticipated to be available for those purposes.

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 (WVDOH) is a part. The current plan, which can be viewed at www.transportation.wv.gov, not only met federal requirements in place at the time, but also made the plan more project specific than prior documents 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 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 State's long-range transportation plan is by necessity both multi-modal in nature to reflect the interconnectivity and interdependence of the various modes of transportation used for getting people, goods and services from point A to point B, but is also intended to be a strategic document. The plan also serves as a blueprint of what the state desires to achieve during the planning horizon (i.e. currently 2034) and is not intended to specifically identify what needs to be done by the State and or other entities to meet those goals. For example, the long-range plan identifies the goal of "Preserve past investment by maintaining the existing system", but does not and could not realistically identify all construction projects across all modes over a twenty-plus year period that would be needed to achieve that goal. Achieving the goals and objectives of the long-range plan is complicated by the fact that private not public entities are responsible for some infrastructure like railroads and shipping terminals and as such states cannot force these

private entities to construct facilities or locate in a specific area. These outcomes are further complicated by the fact that even where modes are controlled primarily by public entities (airports, highways, mass transit, etc…) funding at the federal, state and local level for investing in these facilities is typically mode specific and each funding source has rules and regulations governing how those funds can be utilized. The remainder of this document focuses on the funding and requirements associated with highways and public transit.

In order to ensure that states are working on near-term highway and transit initiatives that will produce the desired strategic outcomes reflected in their long-range statewide plans, states are also federally required to develop a four-year program of federally funded projects that reflect what projects the state intends to implement during the four-year period with the funds that are anticipated to be available for those purposes. The four-year document is called the Statewide Transportation Improvement Program or (STIP).

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) and specifically the West Virginia Division of Highways (WVDOH) clearly outlines the tasks and improvements that can realistically be funded in the near future with not only federal funds, but also state funds. As a result, for a brief period the WVDOH produced a six-year planning document referred to as the Six-Year Plan. This document outlined both state and federally funded highway projects that the WVDOH anticipated implementing during the period. Due to the documents overlap with the federally required STIP and timing issues surrounding the updates of both documents, it generated considerable confusion. As such, it was determined that a more prudent course of action would be to merge the two documents. As an initial step in merging the two documents, in January 2008, the Agency produced the first Six-Year STIP covering FFY 2008-2013, providing the outer two years for information only.

In November 2008 the merger process culminated when the 2009-2014 STIP was approved. This was the first official document issued by the WVDOH, which included a listing of federal-aid projects along with a listing of projects to be funded solely with State monies. 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. The development, adjustment and or amendments to the federally funded portion of the document follow the required federal procedures and regulations associated with the STIP. The state funded projects identified in the document do not however follow the same federal requirements for public involvement and fiscal constraint. The state funded projects are by necessity much more fluid than federal projects. They are typically smaller in size, scope and cost than federal counterparts and are frequently done by state employees or through the use of purchase order contracts rather than full contract. Many of these

projects are located on facilities of lower functional classification and not eligible for federal-aid funds. State funded project lists are only formally updated when a new six-year STIP is developed. However, the listing of state funded projects is revised monthly and circulated internally and available to the public upon request. While the STIP is only required to be updated once every four years, the WVDOH policy has been to update and resubmit this document to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the public on a yearly basis. However, a full update of the approved FFY 2014-2019 STIP was not completed to cover FFY 2015-2020; instead the FFY 15 program was handled by amendments and adjustments to the approved FFY 2014-FY2019 STIP. This document reflects the WVDOT's efforts to return to the annual update cycle.

The STIP is not a static document and continues to evolve over time in an effort to keep the public informed and engaged in the Transportation Planning and Programming process. Enhancements have been and will continue to be implemented to keep the document relevant and compliant with ever changing federal requirements.

The 2010-2015 STIP and all subsequent STIP documents have 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 transportation assets by placing more emphasis on the needs of the transportation system and less emphasis on the type of funding used. Furthermore, the types of investments and the amount of funding directed to each of the sub-programs can be compared to targets contained in the state's long-range plan.

The implementation of Public Law 112-141, the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which was enacted on July 6, 2012, as well as the coordination efforts necessitated by the designation of the KYOVA Metropolitan Planning Organization as a Transportation Management Area (TMA) on July 18, 2012, has presented ongoing challenges in the development of STIP documents including the 2016-2021 STIP. First, beginning in FFY 2013, MAP-21 made significant changes to the programs through which transportation projects will be funded. Although project eligibility generally remains unchanged, the number of highway programs was reduced in an attempt to give states more flexibility to deal with their specific issues. The WVDOT continues to transition its STIP away from SAFETEA-LU funding programs to MAP-21 programs. 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 (MPO), which serves Cabell and Wayne Counties in West Virginia (and includes the developed area along I-64 of Putnam County, which is contained in the RIC MPO was identified as having a population of 202,637,

and was designated as a TMA. As such, West Virginia's 2013-2018 STIP and subsequent STIP documents needed to not only be revised to reflect the programmatic changes required by MAP-21, but also the sub-allocation of federal funds required for a TMA. Since KYOVA has been designated as a TMA, a small part of the federal-aid highway funds apportioned to West Virginia are sub-allocated for use solely within the TMA. At this time, the WVDOT, KYOVA and RIC have signed a memorandum of understanding (MOU) on how sub-allocated funds will be distributed between the two MPO's, but not specifically on how the funds will be used. In addition to the programmatic changes and sub-allocation challenges associated with MAP-21, the new law also instituted a more performance based highway methodology that must be taken into account.

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) or OTHER, 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 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.

Given the complexity of the STIP document and its emphasis on financial constraint a description of how the WVDOT is organized and how it obtains and is required to direct its financial resources is warranted and in reality necessary for the public to provide meaningful input into the transportation planning and programming process.

2. WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Comprised of more than 6,500 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, bridge inspection 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 Engineering 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
- District8: 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,
•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 system, 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.

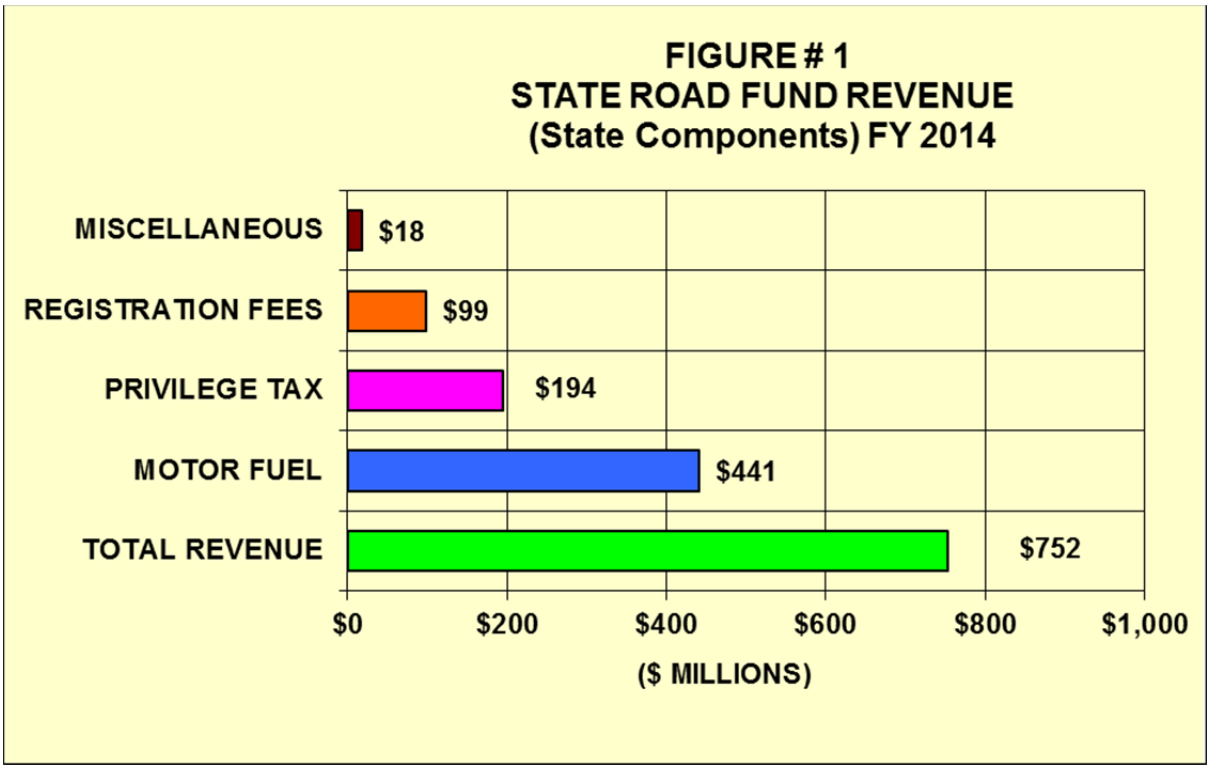
3. FINANCIAL RESOURCES - STATE ROAD FUNDS

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 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, that has not however been the case of late. The most recent current multi-year federal reauthorization legislation was MAP-21, which was signed into law on July 6, 2012. MAP-21 covered 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 (CR's) that extended the provisions of SAFETEA-LU. As was the case with SAFETEA-LU, MAP-21 expired on September 30, 2014 with no new multi-year legislation to fill the void. Federal funding for highway and transit initiatives have continued through short extensions of the MAP-21 legislation. At the time of this document's preparation, the most recent CR was set to expire at the end of October 29, 2015. As such, no specific full year funding information is available for

any of the six years covered by this document. This dilemma 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 $752 million in State revenue for fiscal year (FY) 2014 (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 has served as the primary revenue generator for the State Road Fund, it has frequently come under scrutiny, especially when retail fuel prices increase and in turn generated Legislative action. A brief outline of some of the recent activity regarding Motor Fuel Tax rates in West Virginia follows below.

The Motor Fuel Tax rate was 27¢ per gallon in calendar year (CY) 2006 and had increased to 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, but increased steadily from CY 2012 to CY 2014(12.9¢, 14.2¢ and 15.2¢, respectively) before retreating to 14.1¢ in CY 2015.

In addition to the actions regarding the variable rate portion of the Motor Fuel Tax, in November 2009, the Legislature also 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 2014 and CY 2015 was set at 35.7¢ and 34.6¢ per gallon, respectively. During FY 2014, the Motor Fuel Tax generated $441.1 million in revenue.

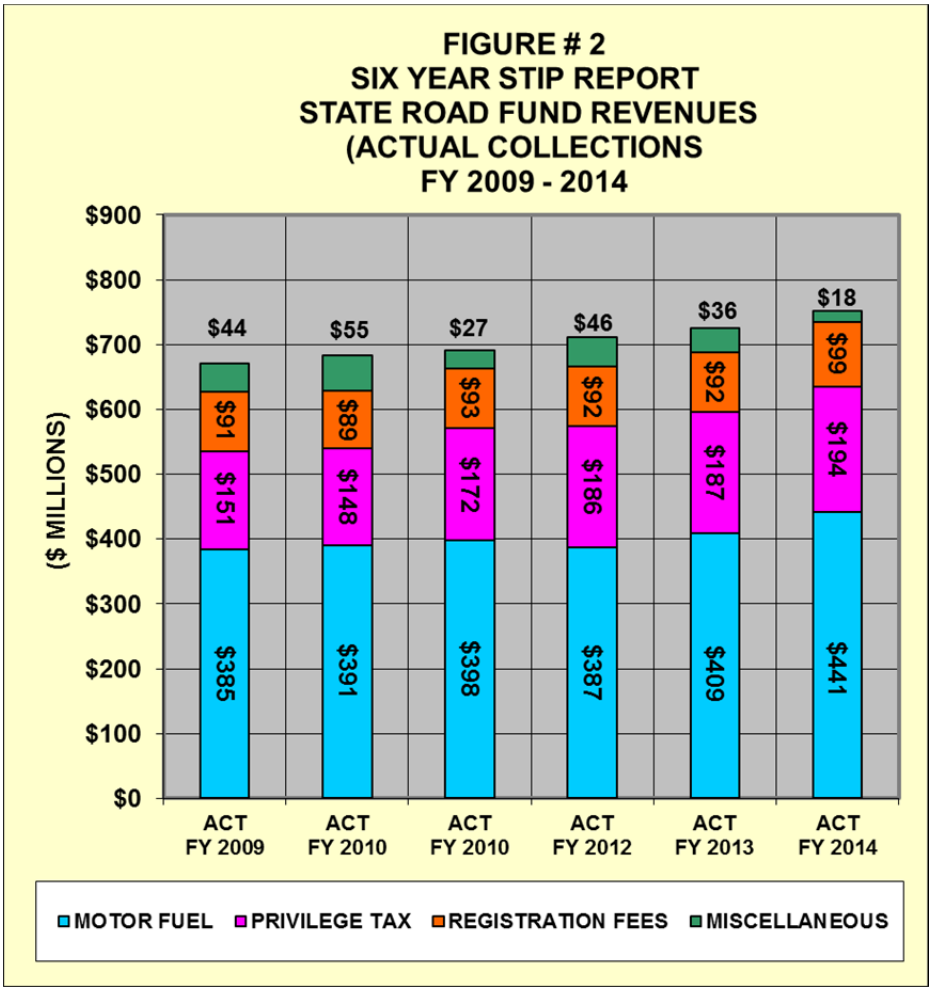
For the purposes of this document, Registration Fees encompass not only vehicle registration fees but also driver's licenses, permits, and litter control fees. Vehicle registration fees are based on a vehicle's classification and are renewed annually or on a multi-year basis. Driver's licenses and learner's permit fees are imposed on persons qualified to operate a motor vehicle. In FY 2014, Registration Fees generated $99.2 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 2014, Privilege Taxes generated $194.5 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 actions, Miscellaneous Revenue now frequently 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 to the State Road Fund annually.

In addition to the changes mentioned above regarding the transfer of state sales taxes collected for highway construction, other one time initiatives have been pursued to bolster the Agency's budget. 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. In FY 2013 there were no supplementary transfers and Miscellaneous Revenue decreased to $36.1 million, of which the transfer of sales taxes for highway construction materials accounted for $11.3 million of total FY 13 Miscellaneous Revenue. In FY 2014, the Agency experienced a reversal of fortune. As mentioned previously, the variable rate portion of the States Motor Fuel Tax increased from CY 2012 to 2014 due to higher energy prices as the economy rebounded from the Great Recession, which helped stabilize the State Road Fund. However, despite the uptick in the economy the State's General Fund has not fared as well as the State Road Fund. As such, in FY 2014, the mandated transfer of Sales Taxes was postponed to FY 15. This resulted in Miscellaneous Revenues decreasing sharply in FY 2014 to only $17.5 million.

The net effect of the adjustments discussed above to the revenues sources that comprise the State Road Fund was that total collections, after dropping from $700 million to $670 million from FY 2008 to FY 2009, have risen slowly, but steadily from FY 2009-FY 2014, with collections of $670, $683, $690, $711 $724 and $752 million, respectively (see Figure #2).



3.2 STATE REVENUE PROJECTIONS

The foundation of the STIP is available revenue, both federal and, more importantly, State. A review of Figures # 1 and #2 indicates that State revenues from four components (Motor Fuel Tax, Privilege Tax, Registration Fees, and Miscellaneous) contributed $752 million to the State Road Fund in FY 2014 and that total collections increased by roughly 12% between FY 2009 and FY 2014. In order to develop estimates of future deposits into the State Road Fund, 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 and Miscellaneous Revenue Sources has 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 at times causing prices to fluctuate. The most recent official forecasts predicted that in FY 2015, the variable rate portion of the State's Motor Fuel Tax would decrease 1.1¢ from its CY 2014 value of 15.2¢ to the current rate of 14.1¢. Further reductions in the variable rate are anticipated during the second half of FY 2015. Despite falling fuel price, consumption is not anticipated to increase enough to offset the losses. As such, revenue from the States Motor Fuel Tax will be strained for the six-year period. The most recent official revenue forecast project that Motor Fuel Tax Revenue will not surpass FY 2014 values for three years. Between FY 2015 and FY 2020 Motor Fuel Taxes are anticipated to generate $2.65 Billion for the State Road Fund.

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 after initially dropping from $194.5 million in FY 2014 are projected to grow slowly from $176.7 million in FY 2015 to $190.3 million in FY 2020. The primary reason for the rise is that Privilege Taxes are tied to the cost of vehicles, which rise over time with inflation.

Registration Fees, which are primarily a function of population and have no inflationary component, are projected to decrease over time as the State's population continues to age and drive less, decreasing from $93.4 million in FY 2015 to $92.6 million in FY 2020.

Projections for revenue derived from Miscellaneous Sources is being affected by the legislative action surrounding postponing and/or halting transfers of Sales Tax collections from highway construction materials from the General Fund to the State Road Fund. Present forecasts reflect that FY 2014's transfer will be made in FY 2015, but no transfer will be made for FY 2015 or FY 2016 Sales Taxes. It is anticipated that the issue will be resolved by FY 2017 and mandated transfers will recommence on schedule. Miscellaneous Revenues are projected to decrease in FY 2016, but to rebound to $36.3 million in FY 2017 and increase slightly to $37.0 million in FY 2020. Figure #3 and Table #1 show the breakdown of actual and projected State Road Fund revenue from FY 2014 through FY 2020.

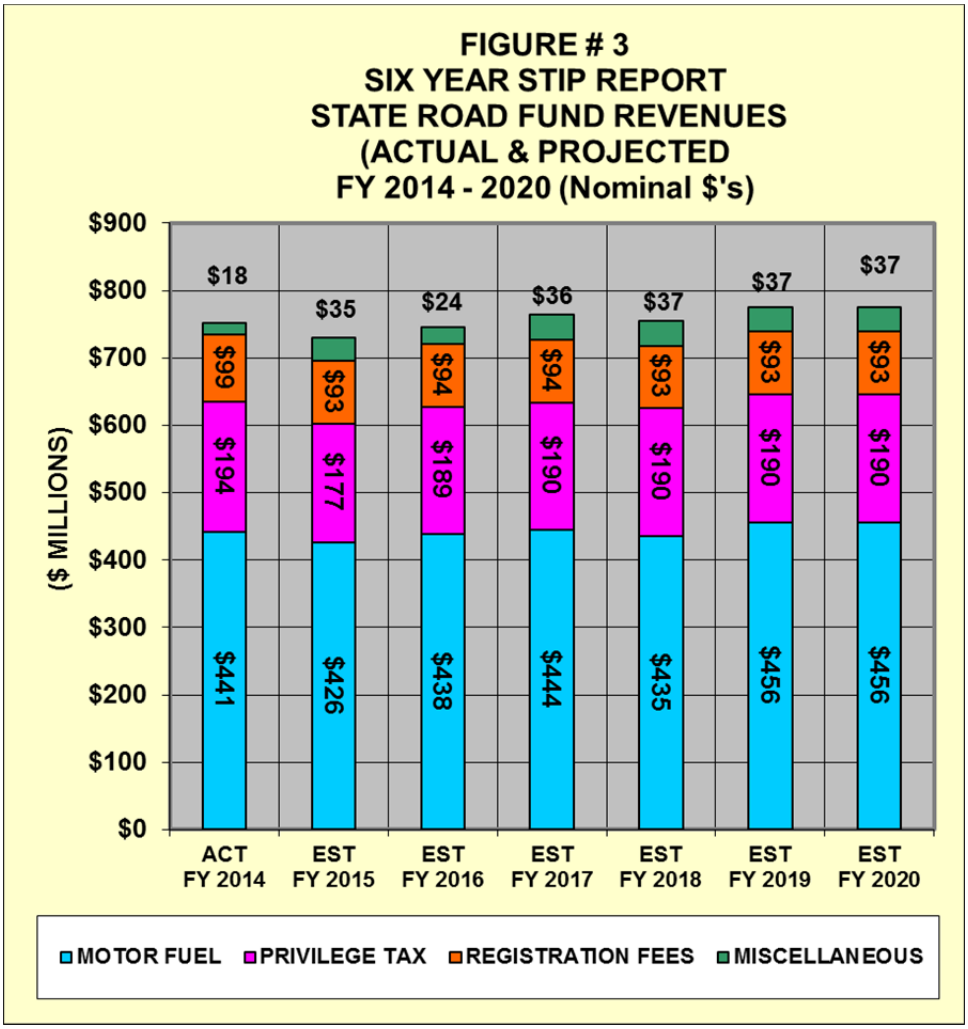


TABLE # 1
STATE REVENUES ACTUAL & FORECAST FY 2014 - FY 2020

REVENUE SOURCE	ACTUAL FY 2014	EST FY 2015	EST FY 2016	EST FY 2017	EST FY 2018	EST FY 2019	EST FY 2020	EST FY 15-20
MOTOR FUEL TAX	$441.1	$425.5	$438.0	$444.0	$435.0	$456.0	$456.0	$2,654.5
PRIVILEGE TAX	$194.5	$176.7	$189.0	$189.6	$190.3	$190.3	$190.3	$1,126.2
REGISTRATION FEES*	$99.2	$93.4	$94.0	$93.8	$92.6	$92.6	$92.6	$558.9
MISCELLANEOUS REVENUE	$17.5	$34.9	$24.1	$36.3	$37.0	$37.0	$37.0	$206.3
TOTAL RECEIPTS	$752.2	$730.5	$745.2	$763.7	$754.8	$775.8	$775.8	$4,545.9

VALUES AS OF JULY 2015
Note: * REGISTRATION FEES INCLUDE LITTER CONTROL FEE

A review of Table #1 and Figure #3 indicates that under the current forecast, State revenues into the State Road Fund would average $757.6 million per year and equal $4.5 billion over the six-year period. Despite the fact that system usage and costs are increasing, overall State

revenue is projected to be only 3.1% higher in nominal terms in FY 2020 than in FY 2014. This lack of significant 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.

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.

The methodology for indexing project costs for inflation was reviewed during the development of West Virginia's Multi-Modal Statewide Transportation Plan to determine if a new index or enhancements to the existing methodology were appropriate. Due to the broad nature of the responsibilities of the WVDOT and the Divisions that it is comprised of, it was determined that a blended index would be more appropriate than any single index available. The blended index consists of weighted portions of West Virginia's Highway Construction Price Index, which specifically focuses on the cost of highway construction, and secondly the broader Consumer Price Index (CPI) for the South Urban Region, which would be more reflective of other non-construction specific items (i.e. costs associated with purchasing rolling stock, acquiring right-of-way, facility maintenance and those of employee benefits). The yearly blended index is calculated by prorating the two existing indexes on an 82% (WVHCPI) and 18% (CPI South Urban Region) basis. As was the case before, a 20-year rolling average was used to generate a yearly inflation factor to help mute the impact of sharp spikes or downturn in costs. The new value is by necessity calculated annually. The current 20-year rolling average of the blended index is 4.3% per year for the 1995 to 2014 period.

The impact that inflation has on purchasing power when state revenues are projected to be virtually stagnant is significant. Table #2 below demonstrates how the purchasing power of the State Road Fund will be impacted over time. During the six-year period inflation will have the impact of reducing the Agency's purchasing power by approximately $620 million. In constant 2014 dollars state revenues would average only $654 million per year. These calculation help indicate why the Agency continues to struggle to meet its obligations to the citizens of West Virginia and the traveling public at large. The Agency continues to search

for internal efficiencies to curb the impact of inflation. However, only so much can be done in that regard and in order to remain fiscally sound the Agency has been forced to reduce services and the amount of work being done.

TABLE #2
STATE REVENUES ACTUAL & FORECAST FY 2014 - FY 2020 (CONSTANT 2014 $'s)

	ACTUAL FY 2014	EST FY 2015	EST FY 2016	EST FY 2017	EST FY 2018	EST FY 2019	EST FY 2020	EST FY 15-20
MOTOR FUEL TAX	$441.1	$407.9	$402.6	$391.2	$367.4	$369.3	$354.0	$2,292.4
PRIVILEGE TAX	$194.5	$169.4	$173.7	$167.0	$160.7	$154.1	$147.7	$972.7
REGISTRATION FEES*	$99.2	$89.5	$86.4	$82.6	$78.2	$75.0	$71.9	$483.6
MISCELLANEOUS REVENUE	$17.5	$33.5	$22.1	$32.0	$31.2	$29.9	$28.7	$177.5
TOTAL RECEIPTS	$752.2	$700.3	$684.8	$672.9	$637.6	$628.3	$602.3	$3,926.2

VALUES AS OF JULY 2015
Note: * REGISTRATION FEES INCLUDE LITTER CONTROL FEE

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% (10,480 miles) of public highways (38,759 miles) are traditionally eligible for federal-aid. The remaining 73% (28,279 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 on the 25,819 miles of Non-FA-Eligible roadways 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 typically used to pay for the top three mandated priorities of the 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 and prescribes methods for apportioning or allocating those funds to the individual states for various transportation purposes. Furthermore, in order to assure that specific types of highway needs are addressed, Congress identifies various highway programs or sub-allocations 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 to be made available. 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-21eliminated the appropriation of new earmarks (existing earmarks will be used until they are spent), but significantly expanded the size and number of competitive grants, for which the WVDOT has no assurances it will be awarded.

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. After obligation limitations are factored, the amount of obligation authority (OA) each state has available is determined. 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 OA that can only be used for projects that meet those requirements, much of the OA 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 FFY 2009, 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 had specified an obligation authority of 98% for FFY 2013 and 2014. Although MAP-21 has expired, for the purposes of this document, the assumed 98% obligation level will be applied uniformly to all federal programs over the six-year period.

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 eight 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 2014, federal-aid reimbursements to the WVDOH totaled $404.9 million, which was down from FY $503.8 million in FY 2011, $449.1 million in FY 2012 and $433.5 million in FY 2013. 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, $16, $1.4 million and $0.5 million in FY 2010, 2011, 2012, 2013 and 2014, 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 and typically reflect funding levels provided under MAP-21.

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 one of the highest percentages 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 WVDOT goals and policies contained in the State's long-range transportation plan are the driving force behind the projects contained in the Six-Year STIP, the time, type, location, and extent of highway renovation, improvement, and construction initiatives are dependent on available funding. Some of the more pertinent goals and policies contained in West Virginia's Multi-Modal Statewide Transportation Plan (2010-2034), which will dictate where and how its financial resources are directed are:

- Preserve past investments by maintaining the existing system,
- 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. Furthermore, the Agency is mandated to address the financial obligations associated with Debt Service, Administrative Support and Maintenance before undertaking other initiatives. 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 $24 million through FY 2020 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 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 $36.7 million in State FY 2014.

While Set-Asides are not specifically 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. The net result is that a portion of State Road Fund monies shown in revenue estimates will not be available for highway infrastructure projects and need to be removed from consideration. In FY 2014, $41.4 million in State Road Fund monies were used to pay for Set-Asides. The largest Set-Aside has consistently been for the operation of West Virginia Division of Motor Vehicles (WVDMV). In FY 2014, $36.1 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 also 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 2014, $3 million was transferred from the State Road Fund to the IAR Fund and $0.7 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 2014, $1.6 million in State Road Fund monies was directed to that entity. From FY 2015 to FY 2020, the total cost of all Set-Asides is estimated to range from $47 to $49 million annually.

As discussed above, 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, prior Administrations 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 did not flow to the State Road Fund and is not incorporated into historical data. As such, the values shown in Figure # 3 will be used as the basis for this STIP.

The WVDOH, in cooperation with the FHWA, used two innovative financing tools to pay Debt Service on those notes. First, by utilizing a Grant Anticipation Revenue Vehicle (GARVEE), the WVDOH was able to 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 will essentially be paid with 100% federal funds. The downside to this arrangement was that the federal-aid portion of the WVDOH's improvement program in future years was reduced by an amount equal to the Debt Service payments during those years, which was determined 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.

In order to ensure that payment of the debt service associated with the GARVEE's was a top priority, the financial documents associated with the sale of those notes require the WVDOH to utilize the first eligible obligation authority it receives during the FFY to cover those commitments. Primarily, the WVDOH has used a combination of National Highway System/National Highway Performance Program (NHS/NHPP) and Surface Transportation Program (STP) funds for this purpose. After SAFETEA-LU and MAP-21 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/NHPP funds to obligate toward 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 had previously planned to take advantage of the low interest rate environment that currently exists and issue new GARVEE bonds/notes to advance needed infrastructure projects. However, since no long term federal highway legislation is currently in place, the WVDOT has opted for the time being not to pursue the issuance of new GARVEE bonds/notes. Absent of any certainty regarding long-term federal participation in transportation infrastructure, specifically highway and transit initiatives, the WVDOH has turned its attention toward other financing tools as a means of providing some semblance of stability. Rather than using GARVEES, the WVDOH has pursued the use of Design/Build/Finance arrangements for some of the Agency's large multi-year initiatives, such as the Kerens to Parsons Section of Corridor H, the Coalfields Expressway and the expansion of US 35. Design/Build/Finance arrangements are one example of a Public-Private-Partnership (PPP) and an extension of the Design/Build concept, which has been used by the Agency for a number of years to accelerate delivery of infrastructure projects.

Under the Design/Build/Finance arrangements being used by the WVDOT, the contractor is given the task of securing short term or gap funding for the awarded project and the Agency pays for the project in equal monthly installments over a specified duration. The objective of these arrangements is to both accelerate the delivery of critical infrastructure and to enable better financial planning by the Agency. Financial planning is enhanced by replacing monthly construction progress voucher estimates, which can vary widely over the course of the project depending on the type of activity being performed, with a known monthly value. While these arrangements do provide an element of certainty, they are by no means a panacea for eliminating financial risk. The fact remains that these projects are being implemented as Advance Construction (AC) initiatives by the State and the federal government is only committed to reimburse the Agency for funds actually obligated. The risk remains that the WVDOH is obligated to pay the monthly installments regardless of any future federal participation or lack thereof. However, while the risk must be identified, it is considered highly unlikely that the federal government will cease participating in the funding of transportation infrastructure. It is far more likely that future federal-aid highway legislation would curb not eliminate future investments. A secondary consideration is that the WVDOH cannot seek reimbursement from FHWA until progress has been achieved. If monthly payments are set too high, payment to contractors may significantly outpace progress. It is anticipated that during project start up, progress would lag behind payment, which would be offset later in the project as progress exceeds payments. Ideally, payments

would be set at an amount and duration that match the estimated cost of the job and the time it takes to complete the job, which would keep the disparity between payment and performance to a minimum. If the payment amount is set too high, the WVDOH may have to wait several months before being able to seek reimbursement for the funds paid to the contractor. In these instances the State Road Fund will need to have sufficient reserve capacity to meet its ongoing commitments until reimbursement is obtained. As new information becomes available regarding possible funding levels and programs, the STIP will be adjusted accordingly to maintain fiscal constraint.

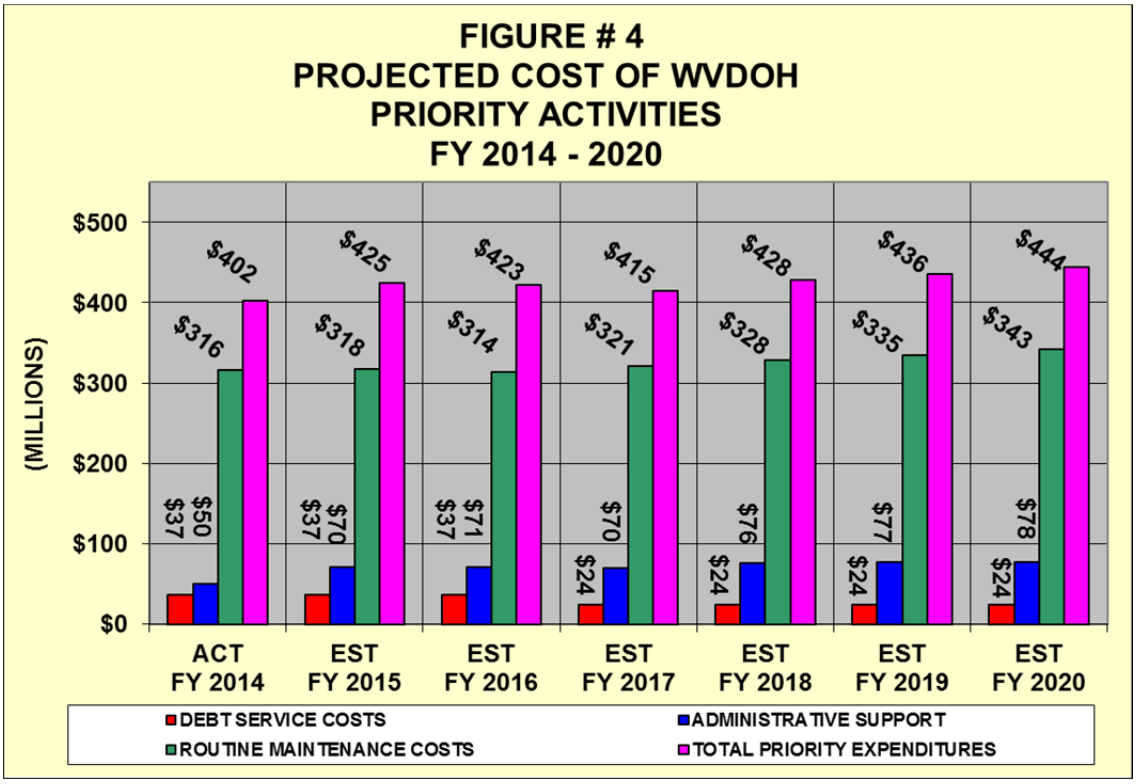
4.2 OPERATING EXPENSES

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 5,000 individuals who are principally dedicated to highway maintenance, improvement, and construction activities. As in any firm of this size, a number 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 2014 Administrative Support expenses were $49.6 million. Administrative Support costs are anticipated to increase steadily from $70.5 million in FY 2015 to $77.7 million in FY 2020.

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 $315.9 million in FY 2014. Routine Maintenance costs are predicted to grow from $317.6 million in FY 2015 to $342.6 million in FY 2020. The change in costs of the Agency's mandated priorities over time is shown below (See Figure #4)

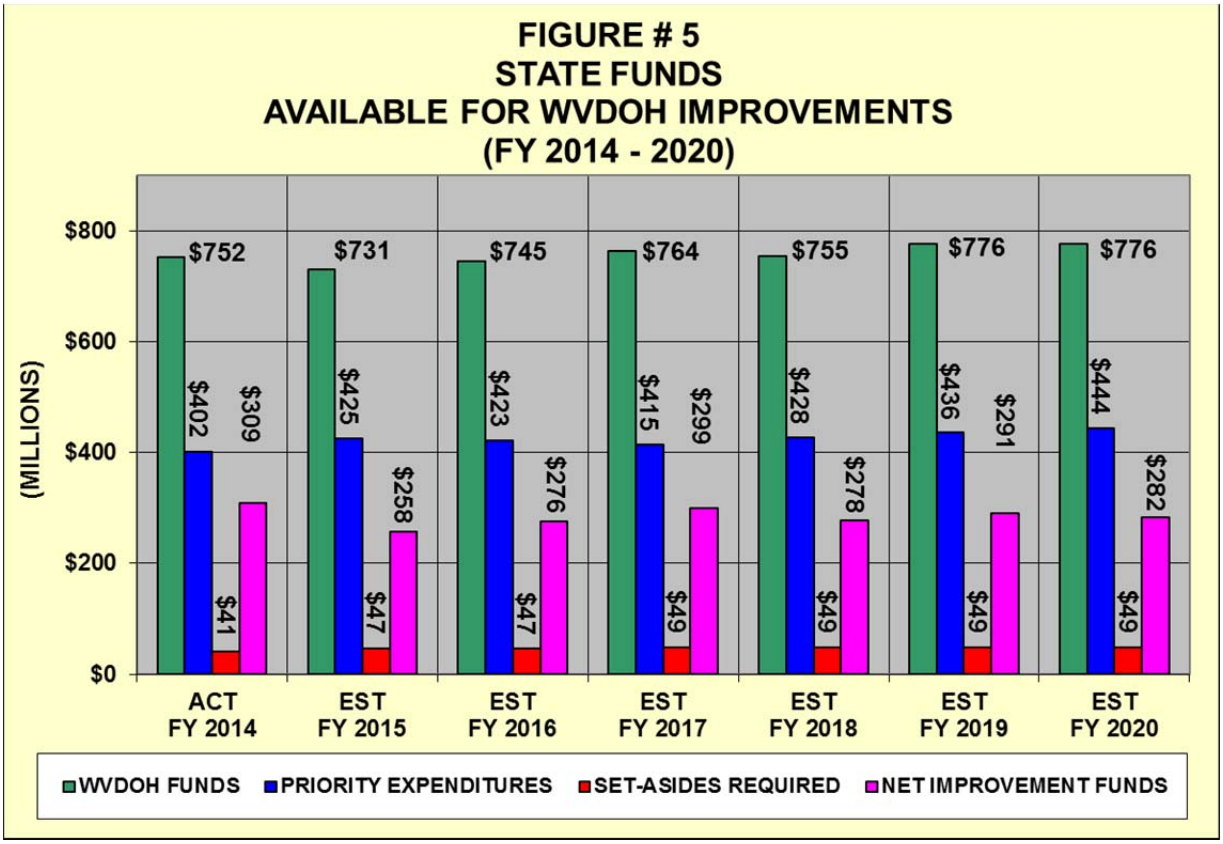


4.4 OTHER GOALS AND POLICIES

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 programming function.

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 # 5; however, the Agency occasionally sells bonds or notes to supplement those amounts and uses

future funds to service the debt on those issues, that is currently not predicted to occur during the Six-Year period. As can be seen from Figure #5, despite future reductions in Debt Service, the amount of funding available for highway improvements is anticipated to be less every year of the forecast period than was actually available in FY 2014. The primary driver is the Agency's ongoing commitment to steadily increase funding for Routine Maintenance in an attempt to offset some inflationary impacts. Despite the lackluster forecast, it is reasonable to assume that after the WVDOH meets its mandated priorities and covers required legislatively required Set-Asides, sufficient funds will remain for matching federal funding anticipated to be available during the next six years. The next section of this document briefly describes the types of federal-aid highway funds anticipated to be available for the FFY 2016 to FFY 2021 STIP.

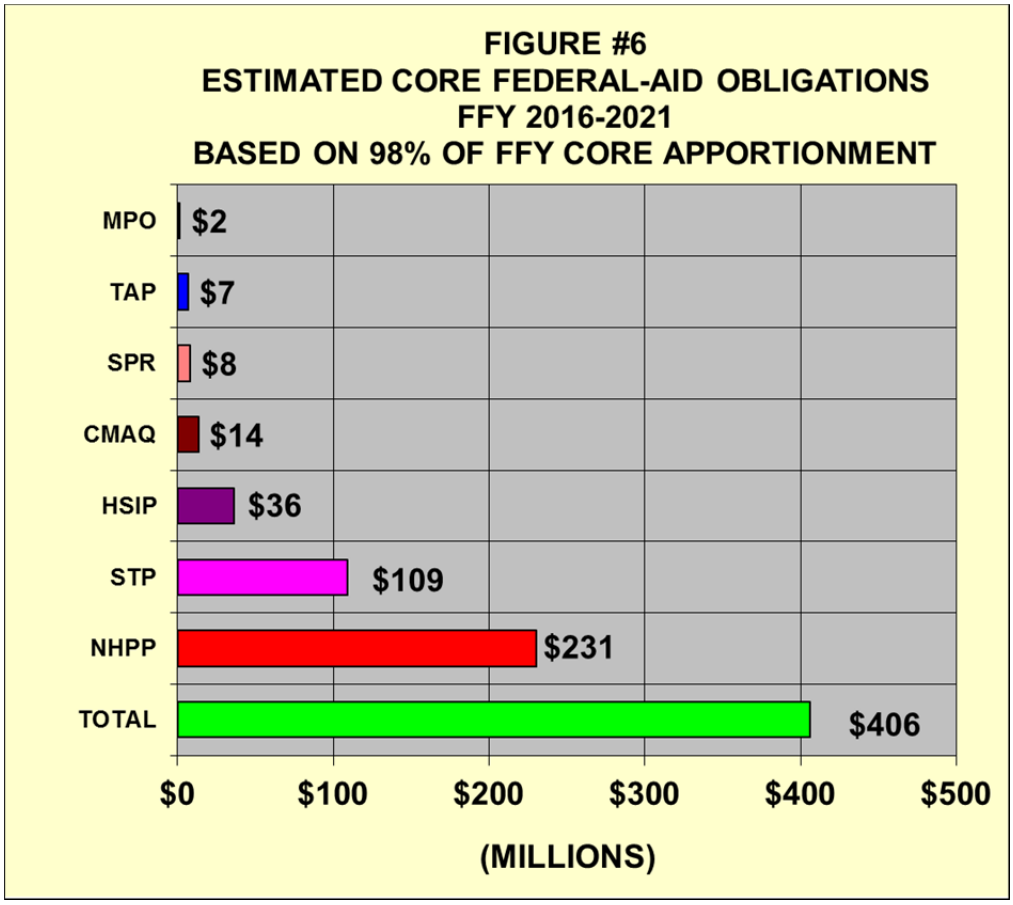


5. FEDERAL STIP FUNDING

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 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 most recent multi-year authorization was MAP-21, which was enacted July 6, 2012 and covered FFY 2013 and FFY 2014. MAP-21, which expired on September 30, 2014, represented the first multi-year highway authorization since its predecessor, SAFETEA-LU, expired at the end of FFY 2009. Like its predecessor, the provisions of MAP-21 and limited funding are being maintained at the federal level via a series of short-term CR's. At the time of this documents preparation, federal participation had not been guaranteed through the end of FFY 2015. While it must be stressed that there is no guarantee of federal participation in highway construction beyond October 29th, 2015, the likelihood of the federal government divesting itself entirely from such an integral part of the nation's economy is extremely remote. Lacking any authorizing legislation and realizing that the long term viability of the primary federal funding mechanism for highways and transit - the Highway Trust Fund (HTF) – has been an ongoing concern at the national level, WVDOT personnel believe projections of future federal-aid funding should be conservative. As such, the WVDOT intends to use apportionments received during FFY 2014 coupled with an assumed 98% obligation authority level as the basis for developing the FFY 2016-2021STIP.

At the present time, federal obligations for Core programs are projected to average $406 million per year and total $2.44 billion during the forecast period (see Figure # 6). 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 presented 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 and its extensions continue 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), these directives are fewer than under prior legislation. Thus, the overall flexibility has been improved. Rather than creating additional funding categories that required States to use their apportionments for specific types of projects or facilities (i.e. bridges or Interstates), MAP-21 required 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 dictated 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 2016-2021 STIP, it is assumed that funding categories performance requirements established under MAP-21 will remain unchanged.

If all funds were expended in the year they were obligated for Core funds, the WVDOT would anticipate the need for matching funds of approximately $102 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 or Core 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 at the time, 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.

Prior to the expansion outlined in MAP-21, West Virginia's NHS roadways and intermodal connectors totaled roughly 1,887 miles, of which 555 miles are Interstate roadways. The West Virginia Parkways Authority (WVPA), rather than the WVDOH, is responsible for 88 of the State's Interstate miles. The changes required by MAP-21 made approximately 129 additional miles in West Virginia eligible for NHPP funds. The Enhanced NHS in West Virginia currently consists of approximately 2,016 miles of roadways and intermodal connectors, of which 28 miles is designated "unbuilt" (i.e. no existing traveled way was identified).

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 toward upgrading these facilities to meet current design standards. Given the fact that much of the over 1,300 miles of non-Interstate roadway that were part of the original NHS in West Virginia still remain in need of major improvement to conform to modern design criteria, MAP-21's expansion of the number of facilities included in the NHS without a corresponding increase in funding for the program only increases the Agency's difficulty in modernizing these facilities.

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 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. As part of the changes required by MAP-21, FHWA released the Notice of Proposed Rulemaking (NPRM) regarding Pavement and Bridge Condition on January 5, 2015, which outlines proposed federal rules for methods of collecting data on pavements and bridges, measuring conditions, establishing targets, and reporting performance. At the time of this documents preparation, no final rule had been adopted. However, for information purposes the currently proposed metrics for assessing pavement and bridge condition are shown below in Figure #7.

FIGURE # 7
PROPOSED PAVEMENT & BRIDGE METRICS
FOR INTERSTATE AND NON-INTERSTATE NHS ROUTES

PAVEMENT

	Good	Fair	Poor
IRI *(inches/mile)*	<95	95-170 95-220*	>170 >220*
Cracking *(%)*	<5	5-10	>10
Rutting *(inches)*	<0.20	0.20-0.40	>0.40
Faulting *(inches)*	<0.05	0.05-0.15	>0.15

*Population >1M

BRIDGES

NBI Bridge Condition Rating Thresholds for NHS Bridges

NBI Rating Scale *(from 0 – 9)*	9 8 7 Good	6 5 Fair	4 3 2 1 0 Poor
Bridge: Deck *(Item 58)*	≥7	5 or 6	≤4
Bridge: Superstructure *(Item 59)*	≥ 7	5 or 6	≤ 4
Bridge: Substructure *(Item 60)*	≥ 7	5 or 6	≤ 4
Culvert *(Item 62)*	≥ 7	5 or 6	≤ 4

Although federal requirements have not yet been finalized the WVDOT is actively working on the collection and reporting of the data required for the performance measures shown in Figure #7. As currently proposed, condition ratings of Good, Fair or Poor would be applied to each 0.1 mile section of pavement and for every bridge using a combination of the metrics shown in Figure #7. Figure #8 below, shows the combinations and ratings currently under consideration. While MAP-21 provided states with greater flexibility in directing the federal funding provided to them, if minimum performance conditions are not met states are then required to direct additional funding to improve those conditions. While the WVDOT is still in the process of collecting data and establishing the metrics needed to perform a baseline analysis, minimum conditions have already been specified that trigger the re-direction of funds. In the case of pavement, if more than 5% of Interstate pavements, exclusive of bridge decks, are rated in poor condition for two consecutive years, then states are required to obligate NHPP funds and transfer STP funds to improve the condition. In the case of bridges, if more than 10% of bridge deck area on the 1,283 bridges located on the enhanced NHS is rated in poor condition for three consecutive years, the state must obligate NHPP for eligible projects to improve performance.

FIGURE # 8
PROPOSED CONDITION RATINGS
FOR NHS PAVEMENTS AND BRIDGES

PAVEMENT

THREE METRIC RATINGS (IRI, CRACKING, RUTTING OR FAULTING)*	OVERALL SECTION CONDITION RATING
ALL THREE METRICS RATED "GOOD"	GOOD
TWO OR MORE METRICS RATED "POOR"	POOR
ALL OTHER METRIC COMBINATIONS	FAIR

* USE OF RUTTING OR FAULTING ,METRIC DEPENDS ON SECTION SURFACE TYPE

BRIDGES

METRIC CLASSIFICATION	OVERALL BRIDGE CONDITION RATING
ALL METRICS RATED "GOOD"	GOOD
ANY METRIC RATED "POOR"	POOR
IF MINIMUM RATED METRIC "FAIR"	FAIR

As stated previously, the final guidelines and baseline data have not yet been established for either pavements or bridges. Preliminary data for 2014 indicates that roughly 4.9% of Interstate pavement would be rated as being in Poor condition and that 5.1% of NHS bridge deck area would be rated as being in Poor condition.

During the next six years West Virginia anticipates receiving $231 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 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. According to the most recent official information provided by the Appalachian Regional Commission dated September 30, 2014, Corridor H, the longest corridor in the State at approximately 134 miles, is roughly 64% complete with 85.7 eligible miles open to traffic and another 15.8 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 $830 million 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 57% of the state's annual apportionment is directed to the NHPP, given the high cost associated with improving and constructing these roadways and 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 10,479 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 2,214 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 to address the needs of higher priority facilities. 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 8,464 miles of federal-aid-eligible roadway, 2,214 miles of Rural Minor Collector, as well as for many of the 6,914 bridges maintained by the WVDOH. The WVDOH anticipates receiving an average of $109 million in obligations for all STP purposes, of which roughly $11million (10%) per year must be set aside for bridges on roads functionally classified as Rural Local, Urban Local or Rural Minor Collector (i.e. off-system). The remaining $98 million is further sub-allocated by geography and population, with $42 million of the remaining funds able to be used anywhere in the State and the other $56 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 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 $31 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 8% of the state's base HSIP funding. In addition to the base HSIP funding by West Virginia in FFY 2014, the state also received a supplement for penalties related to Open Container Repeat Offender laws. In essence a portion of the State's NHPP and STP funding is redirected to HSIP purposes. 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% federal funding. West Virginia has subsequently enacted an Open Container Repeat Offender. As such, at a future date annual federal apportionments to West Virginia will be adjusted, eliminating the takedown of NHPP and STP funds. It is estimated that when that occurs HSIP obligation will be reduced by approximately $9.2 million and NHPP and STP obligations will increase by $6.3 and $2.9 million, respectively. At the time of this documents preparation, the takedowns had not been eliminated. As such, for planning purposes they are assumed to remain throughout the Six-Year period, but will be adjusted as new information becomes available. For the purposes of this document, embedded within the HSIP program is the Highway-Rail Grade Crossings Program. West Virginia anticipates receiving approximately $32 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.

Since the enactment of MAP-21, West Virginia has continued toward the HSIP goals established under SAFETEA-LU of cutting fatalities and serious injuries in half by the year 2030. These goals however have been tweaked to be reflective of the national recommendation that the goals be based upon a five-year annual average rather than a strict annual average. Figure 8A below shows the West Virginia's highway safety goals for fatalities and serious injuries along with their rates. The baseline years are outlined in red, while the goals are outlined in green.

FIGURE 8A
West Virginia - Highway Safety Goals for Fatalities and Serious Injuries

Year	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2020	2025	2030
ACTUAL - Fatalities	411	432	378	357	315	338	339	332	272				
GOAL - FATALITIES					379	366	353	341	330	318	268	225	189
ACTUAL - 5 Yr Annual Average			401	391	379	364	345	336	319				
GOAL - 5 Yr Annual Average										342	287	242	203
ACTUAL - Fatality Rate	2.07	2.19	1.89	1.87	1.67	1.82	1.8	1.75	1.44				
GOAL - Fatality Rate					2.01	1.97	1.87	1.8	1.74	1.63	1.36	1.13	0.94
ACTUAL - 5 Yr Annual Average			2.03	1.99	1.94	1.89	1.81	1.78	1.7				
GOAL - 5 Yr Annual Average					1.94	1.93	1.92	1.91	1.88	1.8	1.46	1.22	1.01
ACTUAL -Serious Injuries	6749	5944	3416	2393	2164	1924	1858	1473	1378				
GOAL - Serious Injuries							2351	2262	2177	2095	1728	1425	1176
ACTUAL - 5 Yr Annual Average			6009	5072	4133	3168	2351	1962	1759				
GOAL - 5 Yr Annual Average										2221	1869	1541	1271
ACTUAL - Serious Injury Rate	33.92	30.11	17.1	12.56	11.49	10.35	9.86	7.76	7.31				
GOAL - Serious Injury Rate							12.47	11.91	11.47	10.75	8.76	7.14	5.83
ACTUAL - 5 Yr Annual Average			30.43	25.78	21.2	16.47	12.34	10.4	9.35				
GOAL - 5 Yr Annual Average							12.34	12.23	12.01	11.7	9.52	7.76	6.33

Additionally, MAP – 21 continued the SAFETEA-LU requirement that the HSIP include a comprehensive and data driven Strategic Highway Safety Plan (SHSP) that defines State safety goals and strategies that are to be used to improve safety and reduce the numbers and rates referenced above. MAP-21 further requires that in order for states to obligate HSIP funds that the state must maintain an up to date SHSP and routinely evaluate the effectiveness of the strategies of the SHSP. West Virginia is currently in the process of updating our SHSP, which was originally developed in 2007.

Through the State's wvOASIS project, a comprehensive Safety Management System is being developed that will enable more comprehensive before and after analysis of locations identified as having a potential safety concern through data analysis. MAP-21 also requires that a subset of the Model Inventory of Roadway Elements (MIRE), a recommended set of data elements pertaining to roadway and traffic features, be collected by states and used to conduct more comprehensive safety data analysis, safety management processes, and decision making. The entire MIRE data set is being developed and implemented as a part of the wvOASIS project as well.

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 or maintenance areas, which West Virginia does, to specifically target 25% of their CMAQ funding towards addressing that issue. At present, ten (Kanawha, Putnam, Cabell, Wayne, Wood, Brooke, Hancock, Marshall, Ohio and Berkeley) entire counties have been identified with PM 2.5 issues. In addition, portions of two other counties (the Grant Tax district in Pleasants County and the Graham Tax District in Mason County) would also be eligible for PM 2.5 funds. After the takedown for PM 2.5 is applied (approximately $3.4 million), the state has some flexibility in using a portion (43%, or $4.4 million) of the remaining CMAQ funds (approximately$10.1 million) for projects that would also be eligible for STP funds and can be used anywhere in the State. The remaining $5.7 million in CMAQ funding, which is referred to as CMAQ mandatory, is similar to the PM 2.5 funds described above. The CMAQ mandatory funds can only be used for projects or programs that help solve air quality problems and can only be used in area that are or were designated as non-attainment or maintenance areas for Ozone. West Virginia has eleven counties where CMAQ mandatory funds can be used, which are comprised of the 10 full counties identified above for PM 2.5 and Greenbrier County. During the next six years, the WVDOT anticipates receiving approximately $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 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 $1.3 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 $5.7 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 $5.7 million will be made available for other TAP initiatives. Of the $7 million, less than $200,000 will be sub-allocated to the Huntington, WV-KY-OH Transportation Management Area (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 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, Federal Lands Access Program, and Other Allocated Funds, these programs are not relatively small and are not considered in this document.

DISCRETIONARY OR "SPECIAL" FEDERAL-AID FUNDS

Beyond the sources of federal-aid that are linked to annual obligation limitations or that the WVDOH can predict with relative certainty, the WVDOH receives additional "special" or discretionary federal-aid funds on a yearly basis. Unlike the program funds described above, the receipt of most "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.

Under MAP-21 and its extensions, the only funds in this group that the WVDOH can readily predict are NHPP Exempt funds. The WVDOH received a $6.8 million apportionment of NHPP Exempt funds in FFY 2014. These funds come with their own obligation authority, which is equivalent to 100% of the apportionment. This obligation authority does not expire at the end of the FFY as the other "Core" funds discussed previously and are therefore not counted as part of the NHPP funds discussed above (i.e. $231 million). For planning purposes in the STIP, the WVDOH will anticipate receiving $6.8 million annually with an equivalent amount of obligation authority from FFY 2016 to FFY 2021. 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 have 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 transportation purposes. While the WVDOH has and will likely continue to receive funds from competitive grants such as (TIGER funds), the amounts are unpredictable. In order to be conservative in its financial assumptions for the STIP, the WVDOH will assume that no discretionary or special funds beyond the NHPP Exempt funds identified above will be available. Naturally, as the Agency receives awards of this nature, the STIP will be modified accordingly.

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 #9 and #10 show that as of June 30, 2014 the Agency had a balance of $95.6 million in Toll Credits at its disposal. At the publishing of this report, WVDOH had information to calculate earned Toll Credits thru FFY 2013.

FIGURE #9
TOTAL TOLL CREDITS EARNED
WEST VIRGINIA DIVISION OF HIGHWAYS
AS OF JUNE 2014

TOTAL CREDITS EARNED AND ISSUED
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 Toll credits**	$0.00
FFY 2004 Toll credits	$0.00
FFY 2005 Toll credits	$0.00
FFY 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
FFY 2011 Toll Credits	$0.00
FFY 2012 Toll Credits	$0.00
FFY 2013 Toll Credits	$31,041,366.00
FFY 2014 Toll Credits	TBD***
Total Toll Credits Earned	**$218,842,568.00**

*** Data from prior SFY is used for subsequent FFY submittal (i.e. SFY 12 for FFY 13)**

**** Value reflected as $0 indicate qualifying investment levels were not met for that year**

***** Value for FFY 2014 is not yet determined**

FIGURE #10
TOTAL TOLL CREDITS ISSUED
WEST VIRGINIA DIVISION OF HIGHWAYS
AS OF JUNE 2014

LIST OF PROJECTS USING TOLL CREDITS	TOLL CREDITS APPLIED	TOTAL FED PARTICIPATING COST OF PROJECT	APPROVAL DATE	FINAL VOUCHER
Huntington Intermodal Facility project '99 Public Transit	$5,356,074.00		04/14/1999	not DOH
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)CTC GARVE03 GARVE05	$7,844,834.82	$39,224,174.11	02/13/2007	
HURRICANE CR - CO 15 ACNS-0035(134)CTC GARVE01	$5,168,621.80	$25,843,109.02	02/13/2007	
CO 15 - WV 869 I/S ACNS-0035(141)CTC GARVE02	$5,622,485.31	$28,112,426.53	02/13/2007	
WV-34 HURRICANE CR RD ACNS-0035(138)CTC 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-Beech Hill WV817 NHST-0817(002)DTC TC2799G	$2,149,351.40	$10,746,757.00	08/04/2011	
Note: new proj.#s U340-35/-15.73 00 NHST-0035(191)TC				
Franklin-Woodlands WV2 NH-0002(379)TC XC2729G	$2,068,560.00	$10,342,800.00	08/04/2011	
Dick Henderson Br. Spur WV25 BR-0025(091)TC FC3260G	$5,340,220.00	$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)TC TC2859G	$9,053,382.00	$45,266,910.00	08/21/2012	
Guyandotte River Bridge WV10 EBNH-0010(233)TC TC2841G	$4,001,909.00	$20,009,545.00	08/21/2012	
South Chestnut Street 4 U317-CHE/ST-0.__ 04 ??SM7854C??	$0.00	$0.00	08/21/2012	
Note: TCSP-12WV(002)DTC SC3270G	$200,000.00	$1,000,000.00		
Bruceton-Hazelton Rd. NH-0068(125)DTC XC2038X	$535,560.00	$2,677,800.00	08/21/2012	
Clarksburg RD NH-0050(316)DTC XC2262K	$1,055,520.00	$5,277,600.00	08/21/2012	
Mt. Nebo-Hughes Br. Rd. NH-0019(328)DTC XC2258K	$462,620.00	$2,313,100.00	08/21/2012	
Big Otter-Servia Rd IM-0791(102)D	$609,800.00	$3,049,200.00	08/21/2012	
Clendenin-Amma Warranty IM-0791(121)TC XC2210T	$1,038,450.00	$10,384,500.00	08/21/2012	
I-70, EB & WB IM-0701(147)D	$381,176.00	$3,811,760.00	08/21/2012	
Jane Lew-Harrison Co Warranty IM-0792(173)	$230,000.00	$2,300,000.00	08/21/2012	
Saulsbury-Mineral Wells IM-0773(384)DTC XC2205Y	$181,010.00	$1,810,100.00	08/21/2012	
Servia-Frametown Rd IM-0792(179)DTC XC2207T	$308,577.10	$3,085,771.00	08/21/2012	
Yeager Br-Wertz Ave. IM-6477(028)TC XC2288W	$539,760.00	$5,397,600.00	08/21/2012	
Gaston Caperton Rd-Holden NHPP-0119(381)DTC XC2768G	$564,980.00	$2,824,900.00	12/18/2012	
Hico Rd-Miller Ridge NHPP-0019(389)DTC XC2742G	$767,980.00	$3,839,900.00	12/18/2012	
Mercer Mall-Green Valley Rd NHPP-0460(044)DTC XC2759G	$355,780.00	$1,778,900.00	12/18/2012	
Green Valley Rd - US 19 NHPP-0019(385)D	$400,000.00	$2,000,000.00	12/18/2012	
Buckhannon-Elkins Rd (Upshur) NHPP-0033(357)DTC XC2746G	$471,860.00	$2,359,300.00	12/18/2012	
Buckhannon-Elkins Rd (Barbour) NHPP-0033(358)DTC XC2747G	$180,739.00	$903,695.00	12/18/2012	
Weston-Buckhannon Rd STP-0033(359)DTC FC3380G	$355,680.00	$1,778,400.00	12/18/2012	
Lewisburg-Harts Run Rd NHPP-0644(184)DTC XC2286W	$434,020.00	$2,170,100.00	12/18/2012	
Airport Br - Kates Mtn NHPP-0644(185)DTC XC2289W	$234,180.00	$1,170,900.00	12/18/2012	
Pleasant Hill - Silverton NHPP-0773(437)DTC XC2203Y	$243,870.00	$2,438,700.00	12/18/2012	
Van Metre Ford Br STP-0036(028)DTC S302-36/2.22 00 SC3360G	$820,000.00	$4,100,000.00	03/28/2013	
Kirbyton Br STP-0314(017)DTC S303-314/-0.10 00 SC3362G	$356,060.00	$1,780,300.00	03/28/2013	
Servia Rest Area NHPP-0792(172)D S304-79/-49.29 00	$660,000.00	$6,600,000.00	03/28/2013	
US22 Concrete Joint Repair NHPP-0022(063)DTC XC2772G	$538,580.00	$2,692,900.00	03/28/2013	
Colliers Way Br STP-0105(090)DTC S304-105/-0.03 00 SC3299G	$1,124,200.00	$5,621,000.00	03/28/2013	
Pennsylvania Ave ACST-0105(086)DTC U315-105/-0.00 05 SC3364G	$927,900.00	$4,639,500.00	03/28/2013 A/C	
East Bank Ret. Wall (Black Cat) STP-0061(076)DTC FC3357G	$376,420.00	$1,882,100.00	03/28/2013	
I-79 Burnsville Rest Area Imp. CMAQ-0793(235)DTC XC2211T	$593,620.00	$2,968,100.00	03/28/2013	
County Line Br STP-0005(090)DTC S326-5/-7.65 00 SC3324G	$454,720.00	$2,273,600.00	03/28/2013	
War Veterans Memorial Br NHPP-0019(366)DTC XC2261K	$262,580.00	$1,312,900.00	03/28/2013	
R J Market Br STP-0006(027)DTC S330-6/-0.52 00 SC3352G	$213,200.00	$1,066,000.00	03/28/2013	
Wheeling City Streets NHP-0002(538)D S335-2/-2.13 00	$220,000.00	$1,100,000.00	03/28/2013	
Kruger St CMAQ-0040(066)D U335-40/-6.70 00	$170,000.00	$850,000.00	03/28/2013	
Hospital Br (Phase 2) NHPP-0250(211)DTC XC2761G	$1,032,900.00	$5,164,500.00	03/28/2013	
Quick Curve Relocation (split-fund) NHPP-0219(323)D S342-219/-25.40	$171,250.00	$856,250.00	03/28/2013	
Quick Curve Relocation (split-fund) NHPP-0219(323)D S342-219/-25.40	$128,750.00	$643,750.00	03/28/2013	
Nutter Farm Br STP-5034(003)D S343-50/34-0.11 00	$280,200.00	$1,401,000.00	03/28/2013	
Rodney Staton Br STP-0062(833)DTC S355-6/2-0.42 00 SC3302G	$1,021,480.00	$5,107,400.00	03/28/2013	
I-68 Long-Life Pvmt. Markings HSIP-0068(152)DTC XC2037X	$240,780.00	$2,407,800.00	03/28/2013	
D2 & D3 Lane Departure Countermeasures HSIP-2012(564)D	$160,000.00	$1,600,000.00	03/28/2013	
S/W Interstate Striping NHPP-2013(002)DTC XC2287W	$319,310.00	$3,193,100.00	03/28/2013	
S/W APD Striping NHPP-2013(003)DTC XC2259K	$606,180.00	$3,030,900.00	03/28/2013	

FIGURE #10 CONTINUED TOTAL TOLL CREDITS ISSUED WEST VIRGINIA DIVISION OF HIGHWAYS AS OF JUNE 2014				
LIST OF PROJECTS USING TOLL CREDITS	TOLL CREDITS APPLIED	TOTAL FED PARTICIPATING COST OF PROJECT	APPROVAL DATE	FINAL VOUCHER
Shepherdstown Bike Path TCD-2014(060) U319-SHE/PH-8. 00	$36,438.00	$182,188.00	2/28/14 email	
Smith St Streetscape TCD-2014(063) G020-HDQ/ -6.00	$34,143.00	$170,713.00	2/28/14 email	
various - revised request to above $382,050	$0.00	$0.00	07/08/14 email	
Madison Main Street Streetscape 2013 U303-MAD/IS-2.00 TEA-2014(084)TCD	$12,500.00	$62,500.00	07/08/14 email	
Wellsburg Cahrles Street Streetscape 2013 U305-WEL/LS-10.00 TEA-2014(076)TCD	$10,561.00	$52,805.00	07/08/14 email	
Rupert Sidewalk Improvements 2013 U313-RUP/ER-2.00 TEA-2014(077)TCD	$6,875.00	$34,375.00	07/08/14 email	
Lewisburg Court Street to Dorie Miller Park Sidewalk U313-LEWI/IS-5.00 TEA-2014(078)TCD	$11,800.00	$59,000.00	07/08/14 email	
Rainelle Main Street Sidewalk 2013 U313-RAI/NE-4.02 TEA-2014(079)TCD	$6,250.00	$31,250.00	07/08/14 email	
Moorefield Spring Avenue Sidewalk 2013 U316-MOO/RE-2.00 TEA-2014(080)TCD	$6,500.00	$32,500.00	07/08/14 email	
Bridgeport 'Route 58 Pedestrian Walkway 2013 U317-BRI/DG-7.00 TEA-2014(082)TCD	$10,000.00	$50,000.00	07/08/14 email	
Shinnston Route 19 Sidewalk 2013 U317-SHI/NN-4.02 TEA-2014(083)TCD	$3,834.00	$19,170.00	07/08/14 email	
Charleston East End Safe Routes to School 2013 U320-CHA/S-45.03 TEA-2014(085)TCD	$12,500.00	$62,500.00	07/08/14 email	
Logan Stralton Sidewalks 2013 U3323-LOG/AN-3.00 TEA-2014(086)TCD	$16,917.60	$84,588.00	07/08/14 email	
Mercer Elementary School Safe Routes 2013 U328-PRI/NC-7.00 TEA-2014(087)TCD	$3,424.20	$17,121.00	07/08/14 email	
Gilbert Sidewalk Enhancements 2013 U330-GIL/BE-2.00 TEA-2014(088)TCD	$15,000.00	$75,000.00	07/08/14 email	
Morgantown Deckers Creek Pedestrian Bridge 2013 U331-MOP/ED-1.0 TEA-2014(089)TCD	$17,500.00	$87,500.00	07/08/14 email	
Union North Street Sidewalk 2013 U332-UNI/ON-2.00 TEA-2014(090)TCD	$5,000.00	$25,000.00	07/08/14 email	
Hurricane Connor Street Elementary Sidewalks 2013 U320-HUR/RI-5.00 TEA-2014(091)TCD	$4,925.00	$24,625.00	07/08/14 email	
Hurricane Middle School Sidewalk 2013 U320-HUR/RI-6.00 TEA-2014(092)TCD	$11,225.00	$56,125.00	07/08/14 email	
Elkins Baxter Street Pedestrian Bridge 2013 U342-ELK/IN-9.00 TEA-2014(093TCD	$19,800.00	$99,000.00	07/08/14 email	
Elkins North Elementary School Sidewalks 2013 U342-ELK/IN-10.00 TEA-2014(094)TCD	$6,518.60	$32,593.00	07/08/14 email	
Harrisville Sidewalk Improvements 2013 U343-HAR/RI-2.00 TEA-2014(095)TCD	$12,100.00	$60,500.00	07/08/14 email	
Sisterville Downtown Streetscape 2013 U343-SIS/TE-8.00 TEA2014(096)TCD	$11,250.00	$56,250.00	07/08/14 email	
Elizabeth School Street Sidewalks 2013 U353-ELI/ZA-4.00 TEA-2014(097)TCD	$8,900.00	$44,500.00	07/08/14 email	
Parkersburg Avery Street Enhancement 2013 U354-PAR/KE-12.00 TEA-2014(098TCD	$15,000.00	$75,000.00	07/08/14 email	
Parkersburg Pond Run Trail and Bridge 2013 U354-PARK/KE-13.00 TEA-2014(099)TCD	$8,000.00	$40,000.00	07/08/14 email	
Hatfield Cemetary Trail Project U323-HAT/FI-3.00 NRT-2014(125)TCD	$2,500.00	$12,500.00	07/08/14 email	
Masontown Trail Facility Deckers Creek Trail U339-MAS/ON-3.00 NRT-2014(126)TCD	$5,750.00	$28,750.00	07/08/14 email	
Tournament Park/Ruddle Trail U336-TOU/RN-1.00 NRT-2014(127)TCD	$5,529.20	$27,646.00	07/08/14 email	
West Liberty University Trail Project U335-WES/TL-1.00 NRT-2014(128)TCD	$2,500.00	$12,500.00	07/08/14 email	
Kingwood to Tunnelton Rail Trail U384-WVN/RT-1.00 TERT-2012(674)TCD	$19,000.00	$95,000.00	07/08/14 email	
Cheat River Rail Trail U339-PRE/ST-6.00 NRT-2014(100)TCD	$19,000.00	$95,000.00	07/08/14 email	
TOLL CREDITS ALLOCATED AS OF 06/30/14 = $361,240.60				
BALANCE OF TOLL CREDITS AS OF 06/30/2014 = $95,595,425.18				

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. The WVDOH's Bridge Credit balance has grown steadily and had increased to $38.3 million by the end of FY 2013. During FY 2014, the WVDOH accumulated an additional $5.4 million in Bridge Credits. Since the WVDOH has not ever applied Bridge Credits to any projects, its balance of Bridge Credits earned through June 30, 2014 increased to $38.3 million. The information for the FY 2014 calculations of the State's Bridge Credits is shown in Figure #11. As new calculations are finalized they will be incorporated into future updates of the STIP.

FIGURE #11
NEW BRIDGE CREDITS EARNED FROM JULY 1, 2013 AS OF JUNE 30, 2014

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)	
2008	S322 32 90400	TRACE FORK PONY TRUSS	REPL(24X68 SCTG)	050714	071128	$1,682,689	73	11	43.4	Y	Y	Y	N	Y
				FY 2008 SUB TOTAL =		$1,682,689								
2010	S355 52 7 01000	HUFF CREEK BR	REPL(21X42 SCBB)	080730	100221	$523,152	73	11	33.5	Y	Y	Y	N	Y
				FY 2010 SUB TOTAL =		$523,152								
2011	S321 902 00200	MOODY LANE BR	REPL(15X60 SSWB)	100225	101001	$120,324	73	11	24.2	Y	Y	Y	N	Y
				FY 2011 SUB TOTAL =		$120,324								
2012	S306 118 00100	BIG HILL HOLLOW BR +1	REPL BRS (2) (18X41)	110511	120515	$816,817	73	11	35.9 & 21.3	Y	Y	Y	N	Y
2012	S311 119 2 43200	SPRUCE RUN TRUSS BR	REPL (24 X 123)	090723	111115	$926,782	73	11	24.0	Y	Y	Y	N	Y
2012	S328 5 3 03900	NUBBIN RIDGE RD	REPL(SCBB) (16X38)	120110	120618	$151,507	73	11	29.7	Y	Y	Y	N	Y
2012	S341 11944 01800	FOREST ROAD BR	REPL(SCBB) (21X46)	110525	111020	$125,751	73	11	17.7	Y	Y	Y	N	Y
2012	S349 1 1 00300	HACKERS CREEK ARCH BR	REPL(15X50 SSWB)	110414	110803	$135,288	73	11	32.2	Y	Y	Y	N	Y
				FY 2012 SUB TOTAL =		$2,156,145								
2013	S306 111 09300	HOWELLS MILL BEAM SPAN BR	REPL (18 X 72)	111201	130514	$186,884	73	11	42.5	Y	Y	Y	N	Y
2013	S306 25 39300	BIG TWO MILE CR BR	REPL (24 X 34)	111201	130603	$101,763	73	11	31.4	Y	Y	Y	N	Y
2013	S320 46 11500	ELK TWOMILE CREEK ARCH BR	REPL (28X52)	111019	121004	$624,012	73	11	41.5	Y	Y	Y	N	Y
2013	S320 73 3 00600	COAL FORK BR	REPL(24X30 SCBB)	120221	130118	$200,061	73	11	45.9	Y	Y	Y	N	Y
2013	S323 1043 00100	COMBS ADDITION BR	REPL (28 X 76 SCBB)	111201	130514	$258,835	73	11	48.7	Y	Y	Y	N	Y
2013	S342 49 36700	GRAY HOUSE BR	REPL (18 X 60 SCRF)	120315	130528	$294,952	73	11	27.4	Y	Y	Y	N	Y
2013	S347 39 20900	PLEASANT RUN BR #2	REPL (15 X 48 SSWB)	120201	130614	$250,491	73	11	28.5	Y	Y	Y	N	Y
				FY 2013 SUB TOTAL =		$1,916,998								
2014	S310 61 5 00400	LOOP CREEK BR	REPL (21 X 46 SCBB)	120522	131106	$211,270	73	11	49.9	Y	Y	Y	N	Y
2014	S314 4520 23300	MAPLE RUN BR	REPL(26X30 SCCU)	130130	130816	$200,439	73	11	41.0	Y	Y	Y	N	Y
				FY 2014 SUB TOTAL =		$411,709								
				GRAND TOTAL OF EXPENDITURES =			$6,811,017							

NEW BRIDGE CREDITS EARNED AS OF 6/30/14 = ($6,811,017)*(80%)=	$5,448,814
BRIDGE CREDITS PREVIOUSLY EARNED THRU 6-30-2013	$32,871,864
BRIDGE CREDITS USED FROM 7-1-2013 TO 6-30-2014	$0
TOTAL BRIDGE CREDITS AVAILABLE AS OF 7-1-2014	$38,320,678

NOTE* ADDITIONAL BRIDGE CREDITS WILL BE EARNED FOR EXPENDITURES IN FISCAL YEARS 2006 THRU 2014 BEYOND THOSE SHOWN, AS PROJECT AUTHORIZATIONS ARE FINALIZED AND CLOSED. ADDITIONAL VALUES WILL BE COMPUTED AT THE END OF FY 15 AND IN SUBSEQUENT YEARS UNTIL ALL PROJECTS ARE COMPLETED IN A FISCAL YEAR ARE FINALIZED.

ADVANCE CONSTRUCTION CREDIT (ACC)

Another cash management initiative being pursued by the Agency is Advance Construction Credits (ACC), which preserves federal eligibility. The WVDOH for many years has used what is referred to internally as Planned or Regular Advance Construction (AC). Traditional AC was generally used in one of two situations. First, on very large multi-year jobs where the Agency did not want to use an exorbitant amount of its annual obligation authority on a single project the Agency would AC the project. In these cases the WVDOH would develop the project and meet all necessary federal-aid requirements and then initially pay for all or part of project with state funds and then convert planned amounts of OA to the project over its life, avoiding a large single year hit to the annual obligation authority. Second, near the end of the federal fiscal year or at other times when available OA may currently be limited, a planned federal-aid project may be ready to go without sufficient OA to authorize the project. In these instances, the Agency would initially proceed with the project as an AC paying for it with 100% state funds without the ability to initially seek federal reimbursement. Once sufficient OA was available, it would be applied to the project allowing federal reimbursement to commence.

Unlike regular or planned AC projects, ACC initiatives are projects that are federal-aid eligible, but due to limited amount of OA available they are done with 100% State Funds with no initial intention of applying federal OA to them. Since the Agency has always had more needs than could be possibly addressed with the federal funding available to it, in the past, no effort was made to preserve the ability to put federal funds on these state funded projects. Since the Agency intends to construct these projects anyway, executive management believed it would be remiss not to begin building a cache of convertible projects that could be used if the State Road Fund revenues ever became strained as they had in the wake of the Great Recession.

For projects that have been completed and paid for as ACC's the WVDOH, in times of great financial need, could apply its available federal obligation authority and very quickly receive reimbursement for the Federal-Aid portion (i.e. generally 80%) of those projects. In order to maintain fiscal constraint, the Agency would have to in turn defer an equal amount of other planned federal-aid projects that had not yet been obligated, but would receive a cash infusion to the State Road Fund relatively quickly. The WVDOH generates internal reports for tracking expenditures on ACC projects and for determining the amount of cash that could be generated if conversion was required. Despite converting nearly $11 million of ACC projects over the course of FY 2013 and FY 2014, at the end of FY 2014, it was estimated that $30.2 million remained that could be generated by converting active or completed ACC

projects. At the end of FY 2015, the estimated value that could be generated had increased to $70.3 million.

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 generally divided between federal-aid (FA) funded projects and non-federal-aid (NF) funded 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 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 ACC): This is an allocation that designates resurfacing projects located on federal-aid eligible facilities for asphalt and surface treated roadways that will be compiled for Advanced Construction Credit (ACC). 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. Projects under this category that are located on federal-aid facilities and meet all requirements for federal-aid eligibility may be pursued as ACC. If this occurs, the allocation code is changed to A09-xxx.

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, non-resurfacing Pavement Preservation specific 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-paved highway miles to the statewide total amount of paved miles. Each District is responsible for establishing their project priorities.

B09-099 (Renovation-Various ACC): The B09 allocation designates initiatives to renovate and maintain existing roadway facilities located on federal-aid eligible routes that will be compiled for Advanced Construction Credit (ACC). 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-Various): 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 (State Force Pavers): 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.

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-Various 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 meet all requirements for federal-aid eligibility 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-Various): 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 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.

C26-090 (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. Projects meeting all requirements for federal-aid eligibility under this program may "banked" for ACC. If this occurs, the allocation code is switched to C09-090.

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 is irrespective of geographic location. Statewide priorities are established by the Commissioner of Highways based on input from the Districts. This category is not used and has been absorbed into the C28-061 program.

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. Currently, LMC Overlays activities are being limited to federal-aid eligible projects and the use of C30-090 funding has been suspended.

N09-099 (Improvement-Various ACC Bank): The N09 allocation designates federal-aid eligible initiatives to construct new roadway facilities, conduct general roadway improvements or conduct preliminary engineering studies that will be "banked" for Advanced Construction Credit (ACC). 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-Various): 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 could be more or 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 expenditures (a minimum of $50 million and preferably $80 to $100 million during summer construction season). To accomplish this task, the Budget Division, in conjunction with the Programming 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 part of this process, reasons for project delays are now being incorporated in the STIP database of projects. 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 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 #3 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 #3 indicates that with the revenues projected to be available the WVDOH will attempt to support a program of project improvements that averages $706 million per

year between FY 2015 and FY 2020 in nominal terms. The program as set forth indicates that the SRF will not meet its goal of having a cash balance of at least $50 million in FY 15 and beyond. Cash balances will rapidly diminish from an operating standpoint if the Agency doesn't either curtail the size and scope of its capital program or find a way to bolster revenues to the SRF. 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.

TABLE # 3
WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
PROJECTED STATE ROAD FUND REVENUES AND EXPENDITURES
SIX-YEAR STIP AS OF OCTOBER 2014

		FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
		ACTUAL						
1	**CASH BALANCE - START OF FY**	**$87,263**	**$81,255**	**$27,781**	**$16,398**	**$25,871**	**$15,442**	**$17,975**
2	TAX REVENUES	734,717	695,588	721,059	727,370	717,859	738,859	**738,859**
3	MISCELLANEOUS REVENUES	17,518	35,330	24,095	36,310	36,985	36,985	36,985
4	**TOTAL NON FEDERAL (STATE) REVENUES**	**$752,234**	**$730,918**	**$745,154**	**$763,680**	**$754,844**	**$775,844**	**$775,844**
5	FEDERAL REIMBURSEMENT	404,963	$423,000	$429,000	$417,000	$404,000	$404,000	$404,000
6	**TOTAL RECEIPTS**	**$1,157,198**	**$1,153,918**	**$1,174,154**	**$1,180,680**	**$1,158,844**	**$1,179,844**	**$1,179,844**
	EXPENDITURES:							
7	**STATE ROAD FUND SET ASIDES**							
8	DMV *	$36,050	$41,379	$41,379	$41,379	$41,379	$41,379	$41,379
9	OFFICE OF ADMINISTRATIVE HEARINGS *	$1,611	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)	744	1,000	700	2,800	2,900	2,900	2,900
12	**TOTAL SET ASIDES**	**$41,405**	**$47,331**	**$47,031**	**$49,131**	**$49,231**	**$49,231**	**$49,231**
13	**WVDOH PRIORITY EXPENDITURES (NF)**							
14	DEBT SERVICE	$36,740	$37,000	$37,000	$24,000	$24,000	$24,000	$24,000
15	ADMIN SUPPORT (GEN OP+EQUIP+INV)	49,603	70,481	71,285	69,995	75,943	76,800	77,676
16	MAINTENANCE (ROUTINE+LITTER) W/O RENOVATION	315,903	317,580	314,222	321,081	328,099	335,279	342,618
17	**TOTAL PRIORITY EXPENDITURES (NF)**	**$402,245**	**$425,061**	**$422,506**	**$415,076**	**$428,042**	**$436,080**	**$444,294**
18	**CASH BALANCE AFTER SET ASIDES AND PRIORITY NF EXPENDITURES**	**$800,810**	**$762,781**	**$732,398**	**$732,871**	**$707,442**	**$709,975**	**$704,295**
19	**FEDERAL AID-ELIGIBLE EXPENDITURES (includes federal & state matching funds)**							
20	INTERSTATE	$145,843	$120,000	$120,000	$120,000	$115,000	$115,000	$115,000
21	APPALACHIAN CORRIDORS	77,415	80,000	90,000	80,000	70,000	70,000	70,000
22	OTHER FEDERAL AID PROJECTS	368,884	319,000	325,000	320,000	320,000	320,000	320,000
23	OTHER FEDERAL AID PROJECTS - AC BANK*	0	52,000	57,000	62,000	62,000	62,000	62,000
24	ECONOMIC STIMULUS PROJECTS	460	1,000	0	0	0	0	0
25	**TOTAL FA-ELIGIBLE EXPENDITURES**	**$592,603**	**$572,000**	**$592,000**	**$582,000**	**$567,000**	**$567,000**	**$567,000**
26	**CASH BALANCE AFTER FEDERAL AID-ELIGIBLE EXPENDITURES, SET ASIDES, & PRIORITY NF EXPENDITURES**	**$208,207**	**$190,781**	**$140,398**	**$150,871**	**$140,442**	**$142,975**	**$137,295**
27	**NF IMPROVEMENT EXPENDITURES**							
28	NF CONSTRUCTION	$16,597	$18,000	$17,000	$17,000	$17,000	$17,000	$17,000
	NF CONSTRUCT AC BANK*		(1,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)
29	RENOVATION	34,542	41,000	54,000	60,000	60,000	60,000	60,000
29A	RENOVATION AC BANK*		(2,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)
30	CONTRACT PAVING	55,090	114,000	80,000	80,000	80,000	80,000	80,000
30A	CONTRACT PAVING - AC BANK*		(44,000)	(40,000)	(40,000)	(40,000)	(40,000)	(40,000)
31	BRIDGE REPAIR & REPLACEMENT	20,723	42,000	30,000	30,000	30,000	30,000	30,000
31A	NF BRIDGE AC BANK*		(5,000)	(10,000)	(15,000)	(15,000)	(15,000)	(15,000)
33	**TOTAL NF IMPROVEMENT EXPENDITURES**	**$126,953**	**$163,000**	**$124,000**	**$125,000**	**$125,000**	**$125,000**	**$125,000**
34	**CASH BALANCE - END OF FY**	**$81,255**	**$27,781**	**$16,398**	**$25,871**	**$15,442**	**$17,975**	**$12,295**
	FY STATE REVENUE NEEDS SUMMARY							
	SET ASIDES (Line 12)	$41,405	$47,331	$47,031	$49,131	$49,231	$49,231	$49,231
	PRIORITY EXPENDITURES (Line 17)	402,245	425,061	422,506	415,076	428,042	436,080	444,294
	MATCHING FUNDS - FED PROJECTS (Line 24 - 5)	187,639	149,000	163,000	165,000	163,000	163,000	163,000
	NF IMPROVEMENTS (Line 31)	126,953	163,000	124,000	125,000	125,000	125,000	125,000
	TOTAL STATE FUNDS NEEDED	**$758,242**	**$784,392**	**$756,537**	**$754,207**	**$765,273**	**$773,311**	**$781,525**
	EXCESS / (SHORTFALL) IN STATE REVENUES	**($6,008)**	**($53,474)**	**($11,383)**	**$9,473**	**($10,429)**	**$2,533**	**($5,681)**

B&G - $15 million; Equipment - $15 million; ERP - $5,000 (through 2015); Inventory - $4,000, Public/Private/Partnership - $3M Beginning FY2017
Routine Maintenance has 2.2% inflation factor (FY2016-FY2019). Litter expenditure equals litter revenues
Includes Supplemental Appropriation Request for FY2014
***AC BANK stands for ADVANCED CONSTRUCTION BANK RENAMED ADVANCE CONSTRUCTION CREDIT**

KEY TO INTERPRETING INFORMATION PRESENTED FOR FFY 2016 - 2021 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STATE FUNDED PROJECTS)

STATE FISCAL YEAR IN WHICH IT IS ANTICIPATED THAT STATE FUNDS WILL BE AUTHORIZED. NOTE: STATE FISCAL YEAR BEGINS JULY 1st AND ENDS JUNE 30th
---
July 1, 2013 begins the 2014 State Fiscal Year

MONTH AND YEAR THAT PROJECT/PHASE IS TO BE AUTHORIZED

Note: On construction phase this is not when construction work will begin. Project still needs to be advertised and awarded which could take an additional 4-6 weeks.

THE SIGN SYSTEM AND NUMBER ON WHICH PROJECT IS LOCATED. (I.E., INTERSTATE, US, WV, COUNTY ROUTE or HARP.

WHERE TO LOCATE THE PROJECT ON THE DISTRICT MAPS - INDIVIDUAL PROJECTS HAVE

STAGE OF PROJECT DEVELOPMENT

1. CON (DESIGN)
2. ROW (RIGHT OF WAY)
3. CON (CONSTRUCTION)

THE NAME OF THE ROAD, STREET, OR BRIDGE WHICH IS ASSOCIATED WITH THE LOCATION OF THE PROJECT

THE SCOPE/TYPE

STATE PROJECT IDENTIFICATION NUMBER

TOTAL COST OF THE INDICATED PHASE OF

SFY	DISTRICT	MAP ID	FUNDING OBLIGATION DATE	PROGRAM	PHASE	ROUTE	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	TOTAL PHASE $ AMOUNT
2013	2	664	9/28/2012	C28002	CON	CO001/11	BRYAN CREEK BEAM SPAN BR	C&P	S30611197700	$35,000

EXAMPLES AND DESCRIPTIONS OF PROGRAM TYPES CAN BE FOU ND ON PAGES 33 THROUGH 38.

KEY TO INTERPRETING INFORMATION PRESENTED FOR FFY 2016 - 2021 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (FEDERALLY FUNDED PROJECTS)

FEDERAL FISCAL YEAR IN WHICH IT IS ANTICIPATED THAT FEDERAL FUNDS WILL BE AUTHORIZED. NOTE: FEDERAL FISCAL BEGINS OCTOBER 1st AND ENDS SEPTEMBER 30th
---
October 1, 2013 begins the 2014 Federal Fiscal Year

MONTH AND YEAR THAT PROJECT/PHASE IS TO BE AUTHORIZED

Note: On construction phase this is not when construction work will begin. Project still needs to be advertised and awarded which could take an additional 4-6 weeks.

THE SIGN SYSTEM AND NUMBER ON WHICH PROJECT IS LOCATED. (I.E., INTERSTATE, US, WV, COUNTY ROUTE or HARP.

THE AMOUNT OF FEDERAL DOLLARS PROVIDED. USUALLY ON AN 80% FEDERAL TO 20% STATE MATCHING RATIO.

THE SCOPE/TYPE OF WORK TO BE DONE.

FEDERAL PROJECT IDENTIFICATI

WHERE TO LOCATE THE PROJECT ON THE DISTRICT MAPS - INDIVIDUAL PROJECTS HAVE ASSIGNED NUMBERS If there is no number, project

STAGE OF PROJECT DEVELOPMENT

1. ENG (DESIGN)
2. ROW (RIGHT OF WAY)
3. CON (CONSTRUCTION)

THE NAME OF THE ROAD, STREET, OR BRIDGE WHICH IS ASSOCIATED WITH THE LOCATION OF THE PROJECT

STATE PROJECT IDENTIFICATION NUMBER

TOTAL COST OF THE INDICATED PHASE OF WORK.

FFY	DISTRICT	MAP ID	GROUP	FUNDING OBLIGATION DATE	FUNDING TYPE	PHASE	ROUTE	PROJECT NAME	TYPE OF WORK	STATE PROJECT NUMBER	FEDERAL PROJECT NUMBER	FEDERAL DOLLAR AMOUNT	TOTAL PHASE $ AMOUNT
2014	2	1103		11/28/2013	NHPP	CON	WV010	SOUTH OF MADISON-NORTH OF DAVY BRCH	GR, DR	S32310125603	ACNH0010222TC	17,602,300	17,602,300

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
HSIP-PENALTY	-	HIGHWAY SAFETY IMPROVEMENT PROGRAM-SECTION 154 PENALTY
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 DEPARTMENT OF TRANSPORTATION
2016 - 2021 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
ABBREVIATION IDENTIFICATION CHART

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

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), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century (MAP-21) act, 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 5304 (Statewide Transportation Planning Program), 5307/5340 (Urbanized Area Formula Grants), 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities), 5311 (Rural Area Formula Program), 5329 (Safety Oversight Program), 5337 – WVU/PRT (State of Good Repair), and 5339 (Bus and Bus Facilities).

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. Each project phase includes a sufficient description, estimated cost, federal fund type and amount, and anticipated obligation date. Non-federal-aid projects are shown in Appendix C. Each project phase includes a sufficient description, estimated cost, state fund program 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, and continued in MAP-21, has mandated that Regionally Significant projects are to 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 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 (Programing 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 Pennington, P.E., Deputy State Highway Engineer - Planning & Programming, West Virginia Division of Highways; Building 5, Room A-148; 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:

- 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)
- 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 5304 (Statewide Transportation Planning Program), 5307/5340 (Urbanized Area Formula Grants), 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities), 5311 (Rural Area Formula Program), 5329 (Safety Oversight Program), 5337 – WVU/PRT (State of Good Repair), and 5339 (Bus and Bus Facilities). 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, graphically, (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 a grouped project that is not listed needs to be added or a listed project needs to be 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.

- ***FFY*** - Federal fiscal year in which federal funds are anticipated to be authorized.
- ***DISTRICT*** - The WVDOH has 10 districts. See Appendix B for maps 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 considered 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 be authorized for federal funding. Once federal funding is authorized, the project becomes eligible to begin phase work.
- ***FUND TYPE*** - Source of federal funds (see Page 47 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 PROJECT NUMBER*** - Number assigned for identifying projects.
- ***FEDERAL PROJECT 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).

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 2014-2019. These projects are identified in Appendix C by project name and state fiscal year and are depicted, graphically, (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).

9. FINANCIAL TABLES AND INFORMATION

The following section contains information related to the projects listed in the Six-Year STIP. Since West Virginia typically updates and redistributes its STIP 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".

The following charts display the monthly and cumulative layout for federal fiscal year 2016 while the subsequent pages display a list of the Advanced Construction Projects for the 2016-2021 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 that there are 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 the State Road Fund drops to a certain level;
d) 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 2016-2021 STIP.

DRAFT FFY 2016 - 2021 STIP FINANCIAL CONSTRAINT CHART

STIP - 2016 - 2021 FINANCIAL NUMBERS

PROGRAM	CARRYOVER (UNOBLIGATED BALANCE)	FFY 2016 PROJECTED FY 2016 APPORTIONMENT	FFY 2016 PROJECTED AVAILABLE 2016 FUNDS	FFY 2016 FY 2016 SCHEDULED	FFY 2016 CUMULATIVE SUPPLEMENTAL SPENDING FY 2016	FFY 2016 AUGUST REDISTRIBUTION****	FFY 2016 A.C. PAYBACK****	FFY 2016 SCHEDULED-SUPPLEMENTAL	FFY 2017 PROJECTED FY 2017 APPORTIONMENT	FFY 2017 PROJECTED AVAILABLE 2017 FUNDS	FFY 2017 FY 2017 SCHEDULED	FFY 2017 A.C. PAYBACK****	FFY 2018 PROJECTED FY 2018 APPORTIONMENT	FFY 2018 PROJECTED AVAILABLE 2018 FUNDS	FFY 2018 FY 2018 SCHEDULED	FFY 2018 A.C. PAYBACK****	FFY 2019 PROJECTED FY 2019 APPORTIONMENT	FFY 2019 PROJECTED AVAILABLE 2019 FUNDS	FFY 2019 FY 2019 SCHEDULED	FFY 2019 A.C. PAYBACK****	PROJECTED TOTAL APPORTIONMENT	PROJECTED TOTAL FUNDING AVAILABLE	TOTAL SCHEDULED	FFY 2020 PROJECTED FY 2020 APPORTIONMENT	FFY 2020 PROJECTED AVAILABLE 2020 FUNDS	FFY 2020 FY 2020 SCHEDULED	FFY 2020 A.C. PAYBACK****	FFY 2021 PROJECTED FY 2021 APPORTIONMENT	FFY 2021 PROJECTED AVAILABLE 2021 FUNDS	FFY 2021 FY 2021 SCHEDULED	FFY 2021 A.C. PAYBACK****
CORE FORMULA FUNDS																															
CMAQ/PM 2.5	23.7	14.3	14.0	29.0	0.0	8.0	4.5	29.0	14.3	14.0	12.3	4.5	14.3	14.0	14.8	12.5	14.3	14.0	14.3	12.5	57.1	79.7	70.4	14.3	14.0	14.3	4.5	14.3	14.0	9.9	
HSIP	58.8	36.7	36.0	20.5	0.0			20.5	36.7	36.0	27.7		36.7	36.0	18.2		36.7	36.0	28.1		146.9	202.8	94.5	36.7	36.0	28.2		36.7	36.0	27.2	
NHPP ***	43.6	235.7	231.0	217.4	0.0		7.6	217.4	235.7	231.0	232.4	87.9	235.7	231.0	270.9	164.6	235.7	231.0	266.7	141.9	942.9	967.6	987.3	235.7	231.0	186.4	87.9	235.7	231.0	104.6	21.8
NRT	3.5	1.3	1.3	1.4	0.0			1.4	1.3	1.3	2.8		1.3	1.3	1.5		1.3	1.3	1.3		5.2	8.6	6.9	1.3	1.3	1.3		1.3	1.3	1.3	
RR/Hwy X-ing	4.9	2.0	1.9	2.8	0.0			2.8	2.0	1.9	1.9		2.0	1.9	1.9		2.0	1.9	1.9		7.9	12.7	8.6	2.0	1.9	1.9		2.0	1.9	0.0	
SPR/PL	4.9	9.7	9.5	9.5	0.0			9.5	9.7	9.5	9.5		9.7	9.5	9.5		9.7	9.5	9.5		38.8	42.9	38.0	9.7	9.5	9.5		9.7	9.5	9.5	
STP	30.4	96.7	94.8	112.5	0.0	6.0		112.5	96.7	94.8	103.7	44.3	96.7	94.8	70.1	33.2	96.7	94.8	65.3	13.5	386.9	409.6	351.5	96.7	94.8	91.5	20.0	96.7	94.8	116.1	8.8
STP - Off System Bridges	9.5	11.0	10.8	5.0	0.0	0.5		5.0	11.0	10.8	8.8		11.0	10.8	10.9	9.5	11.0	10.8	13.0	1.1	43.9	52.5	37.7	11.0	10.8	11.0		11.0	10.8	11.0	
STP - TMA	7.5	3.5	3.4	3.5	0.0			3.5	3.5	3.4	3.4		3.5	3.4	3.8		3.5	3.4	3.4		13.9	21.1	14.1	3.5	3.4	0.0		3.5	3.4	3.4	
TAP	19.5	4.1	4.0	7.3	0.0			7.3	4.1	4.0	4.8		4.1	4.0	4.2		4.1	4.0	4.6		16.3	35.5	20.9	4.1	4.0	4.6		4.1	4.0	4.6	
TAP - TMA	0.5	0.2	0.2	0.0	0.0			0.0	0.2	0.2	0.2		0.2	0.2	0.2		0.2	0.2	0.2		0.7	1.2	0.5	0.2	0.2	0.2		0.2	0.2	0.2	
August Redistribution	0.0	15.3	15.0	14.4	0.0			14.4	15.3	15.0	16.0	11.2	15.3	15.0	17.3		15.3	15.0	15.0		61.2	60.0	62.7	15.3	15.0	14.9	12.8	15.3	15.0	15.0	
Other *	8.1	1.4	1.4	0.0	0.0			0.0	1.4	1.4	0.0		1.4	1.4	0.0		1.4	1.4	0.0		5.8	13.7	0.0	1.4	1.4	0.0		1.4	1.4	0.0	
Total Core Funds	214.9	431.9	423.3	423.3	0.0	14.4	12.1	423.3	431.9	423.3	423.3	147.9	431.9	423.3	423.3	219.8	431.9	423.3	423.2	169.0	1727.7	1908.0	1693.1	431.9	423.3	363.7	125.2	431.9	423.3	302.7	30.6
NON CORE FUNDS																															
NHPP/NHS Exempt	10.6	6.8	6.7	6.8	0.0			6.8	6.8	6.7	6.8		6.8	6.7	6.8		6.8	6.7	6.8		27.4	37.4	27.3	6.8	6.7	6.8		6.8	6.7	6.8	
HSIP - SEC 154 Penalities	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Direct Federal	1.5	0.0	0.0	1.5	0.0			1.5	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	1.5	1.5	0.0	0.0	0.0		0.0	0.0	0.0	
Earmarks/Grants **	11.0	0.0	0.0	1.0	0.0			1.0	0.0	0.0	0.0		0.0	0.0	10.0		0.0	0.0	0.0		0.0	11.0	11.0	0.0	0.0	0.0		0.0	0.0	0.0	
TOTAL HIGHWAY PROGRAM	238.0	438.8	430.0	432.6	0.0	14.4	12.1	432.6	438.8	430.0	430.1	147.9	438.8	430.0	440.1	219.8	438.8	430.0	430.1	169.0	1755.0	1957.9	1732.9	438.8	430.0	370.5	125.2	438.8	430.0	309.5	30.6
TRANSIT PROGRAM (est)	0.0	15.4	15.4	15.4	0.0			15.4	16.8	16.8	16.8		18.5	18.5	18.5		19.2	19.2	19.2		69.9	69.9	69.9	22.3	22.3	22.3		24.5	24.5	24.5	

2020-2021 INFORMATIONAL LISTING

* OTHER funds consist of Core Funds that were apportioned under previous Transportation Bills (such as IM, BR, SRTS, ENH, EB) and are considered "Carry-over" with MAP-21. Obligation Authority for these funds will come from the corresponding MAP-21 fund.

** Historically, the WVDOH has received additional funds, per year, by the way of Earmarks. However with MAP-21, Earmarks have been eliminated. Previously received Earmarks will be placed on projects as matching funds are available. The amount of Earmarks scheduled will be dependent upon the available funds shown in the DEMO ID chart in Section 9 of the STIP.

*** Includes ADHS transfer.

**** August Redistribution and A.C. Payback columns are for information only.

***** The column labeled as "POTENTIAL A.C. PROJECTS" represents projects that are state funded, but may be converted to federal funds during the FFY. This column is for informational purposes and is not included in the financial constraint. Please refer to the "Financial Tables and Federal Project Listings" Section for a list of the actual projects. The amount shown above is federal dollars only.

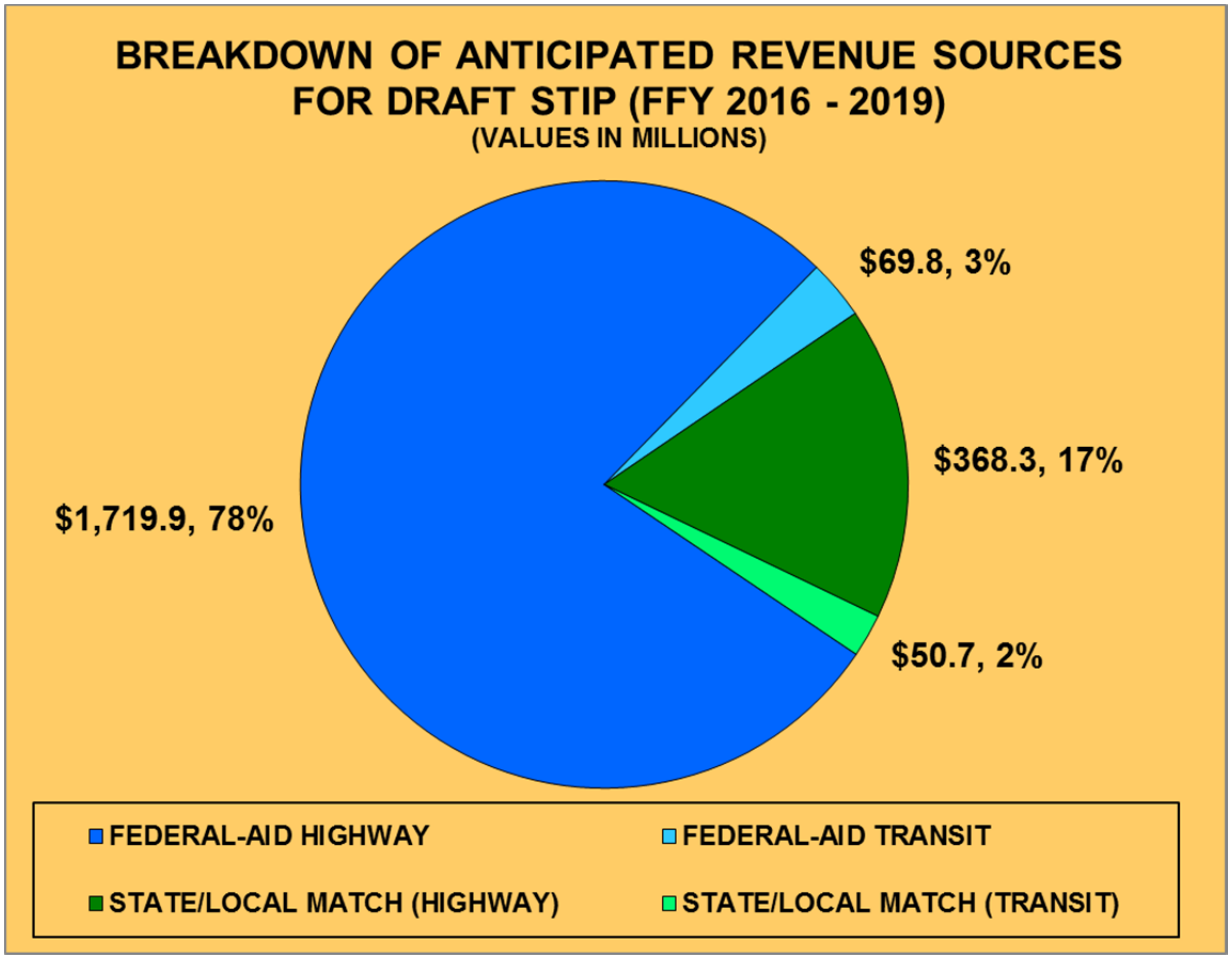
WVDOH has the ability to program projects up to the projected yearly apportionment amount, but WVDOH sets the program based on 98% of apportionment +$15M for Aug. Redistribution. This is the figure that is used to program projects. If additional obligation authority is made available, projects will be amended or adjusted into the program accordingly.

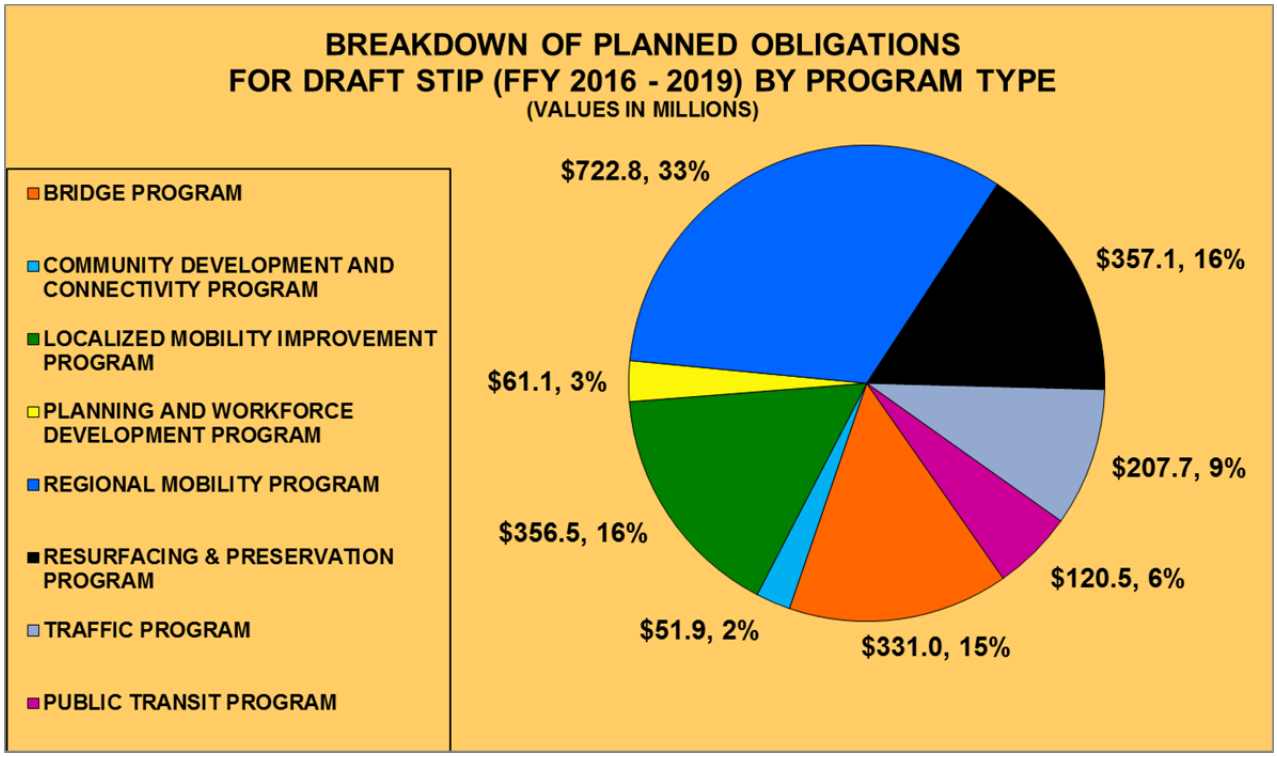
The cumulative supplemental spending column will maintain a running balance of funds that are not used for the authorization of new projects, but are used to pay for existing projects that have cost overruns/underruns and other issues that affect the amount of funds available for new projects.

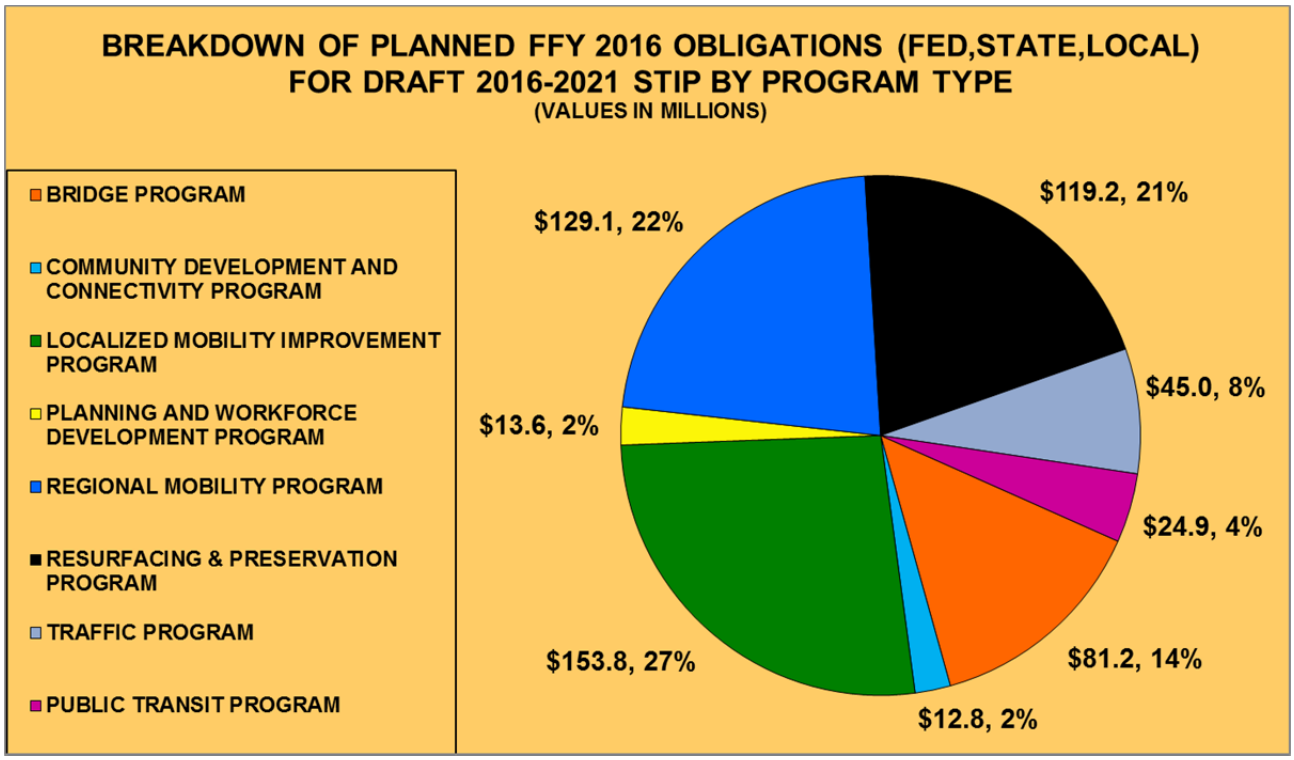
Core funds are handled as a group when it comes to obligation authority (actual amount of money available to spend). Up to 50% of obligation authority can be moved around in the Core group.

SPR & PL accounts for Statewide Planning and Research Funds are authorized based on the State Fiscal Year and therefore do not match the Federal Fiscal Year.

Advance Construction (AC) projects are accounted for as a line item in the project listing, in the county of the project and in the year of payback. This may occur over multiple years and is depicted for informational purposes under the A.C. PAYBACK column. Primarily for FFYs 2016-2019, STP and NHPP funds are being used for the payoff of Advanced Construction projects.


BREAKDOWN OF ANTICIPATED REVENUE SOURCES
FOR DRAFT STIP (FFY 2016 - 2019)
(VALUES IN MILLIONS)
$69.8, 3%
$368.3, 17%
$1,719.9, 78%
$50.7, 2%
FEDERAL-AID HIGHWAY
FEDERAL-AID TRANSIT
STATE/LOCAL MATCH (HIGHWAY)
STATE/LOCAL MATCH (TRANSIT)


BREAKDOWN OF PLANNED OBLIGATIONS
FOR DRAFT STIP (FFY 2016 - 2019) BY PROGRAM TYPE
(VALUES IN MILLIONS)
BRIDGE PROGRAM
COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM
LOCALIZED MOBILITY IMPROVEMENT PROGRAM
PLANNING AND WORKFORCE DEVELOPMENT PROGRAM
REGIONAL MOBILITY PROGRAM
RESURFACING & PRESERVATION PROGRAM
TRAFFIC PROGRAM
PUBLIC TRANSIT PROGRAM
$722.8, 33%
$357.1, 16%
$207.7, 9%
$120.5, 6%
$331.0, 15%
$51.9, 2%
$356.5, 16%
$61.1, 3%


BREAKDOWN OF PLANNED FFY 2016 OBLIGATIONS (FED,STATE,LOCAL)
FOR DRAFT 2016-2021 STIP BY PROGRAM TYPE
(VALUES IN MILLIONS)
BRIDGE PROGRAM
COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM
LOCALIZED MOBILITY IMPROVEMENT PROGRAM
PLANNING AND WORKFORCE DEVELOPMENT PROGRAM
REGIONAL MOBILITY PROGRAM
RESURFACING & PRESERVATION PROGRAM
TRAFFIC PROGRAM
PUBLIC TRANSIT PROGRAM
$119.2, 21%
$45.0, 8%
$24.9, 4%
$81.2, 14%
$12.8, 2%
$153.8, 27%
$13.6, 2%
$129.1, 22%

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
FFY 16 – 21 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

FEDERAL DEMONSTRATION FUNDS
DEMO ID, DESCRIPTIONS & BALANCES

WVDOH Programming Division
Project Programming Section
July 9, 2015

DEMO ID	FC	DESCRIPTIONS	SECT	UNOBLIGATED FUNDS
WV000		WV Q92		$0.00
WV002		Highland Scenic Highway(WV)		$0.00
WV003		E. Huntington Bridge		$0.00
WV004	NR	New River Parkway, Raleigh Co		$0.00
WV005		Cheylan BR, Kanawha Co		$0.00
WV006	CH	Corridor "H" Improvement Project		$0.00
WV007		Corridor "G" Improvement Project		$0.00
WV008	35	US 35 BTW I-64-S. Buffalo BR		$0.00
WV009	CD	Corridor "D", Clarksburg, WV-Ohio Line		$0.00
WV010		Bypass Construction Project -Weirton, WV		$0.00
WV011		FBI Complex, Harrison Co		$0.00
WV012		WV 2 Upgrade Merritts Crk		$0.00
WV013	KC	US 52 Widening Study		$0.00
WV014	9	WV 9 Construct Improvemnts, Berkeley Co.		$3,956,106.00
WV015	FC	Riverside Expressway, Fairmont		$849,590.00
WV017	CF	Coal Fields Expressway, Beckley-VA St Line		$550,970.00
WV017	CF	Coal Fields Expressway, Beckley-VA St Line		$2,598,009.00
WV018	SP	Shawnee Pkwy (Jct I-73/74 Corridor and I-77)		$386,603.00
WV018	SP	Shawnee Pkwy (Jct I-73/74 Corridor and I-77)		$225,623.00
WV019	KC	I-73/74 Corr, US 460 I/C		$0.00
WV020		Corridor "L"		$0.00
WV021	KC	US 52, Mercer/McDowell Co's		$195,187.00
WV023		RT 82(Fayette Station Rd), Fayette Co.		$685,021.00
WV024		RT 33(Scott Miller Bypass), Roane Co.		$237,495.00
WV025	10	RT 10 BTW Logan & Man		$989,861.00
WV026		PE, Design, Const (Orgas-Chelayn Rd), Boone Co.		$529,693.00
WV027		I-81 Construct I/C, Martinsburg		$832,156.00

FEDERAL DEMONSTRATION FUNDS
DEMO ID, DESCRIPTIONS & BALANCES

WVDOH Programming Division
Project Programming Section
July 9, 2015

DEMO ID	FC	DESCRIPTIONS	SECT	UNOBLIGATED FUNDS
WV028		US 340 Upgrade (WV/VA St Line/Charles Town Bypass		$1,750,213.00
WV029		Ohio River Welcome Center		$0.00
WV030	KC	I-73/74 Corridor in Mingo Co.		$80.00
WV031		Martinsburg Roundhouse Redevelopment Project		$0.00
WV032	KC	King Coal Highway, Mercer Co.	330	$0.00
WV033		Pomeroy-Mason BR, Mason Co.	330	$0.00
WV034		RT 20 N. & Camden Ave Bypass, Buckhannan	330	$0.00
WV035		Tri-State Highway/Rail Container Transfer Facility Study	330	$0.00
WV036		US 33, WV Roane Co	330	$450,054.00
WV037		US 220 Upgrade, Pendleton Co.	330	$127,168.00
WV038	10	WV 10, Logan Co.	330	$0.00
WV039	9	WV 9, Jefferson & Berkeley Co's.	330	$0.00
WV040		Beckley VA Medical Center Access Rd	115	$0.00
WV041		City of Charles Town Gateway Revitalization Project	115	$0.00
WV042	FC	Fairmont Gateway Conn System (WV)	115	$0.00
WV043		Fairmont Pedestrian BR	115	$0.00
WV044		Jefferson Rd Conn, Kanawha Co.	115	$0.00
WV045		Moorefield, WV Streetscape	115	$0.00
WV046	FC	Morgantown Intermodal Facilities	115	$0.00
WV047	35	RT 35, Mason & Putnam Co's.	115	$0.00
WV048	9	WV 9	117	$0.00
WV049		Berkeley Springs Streetscape	117	$0.00
WV050	CF	Coalfields Xway (McDowell & Wyoming Co's)	117	$0.00
WV051		Conn Rd Higher Ed Ctr - I-64	117	$0.00
WV052	FC	Fairmont Gateway	117	$0.00
WV053		I-95/WV Drive Interchange	117	$0.00
WV054	KC	King Coal Highway (Mingo Co)	117	$0.00
WV055	10	RT 10 (Logan Co)	117	$0.00
WV056	35	US 35 (Mason Co)	117	$0.00

FEDERAL DEMONSTRATION FUNDS
DEMO ID, DESCRIPTIONS & BALANCES

WVDOH Programming Division
Project Programming Section
July 9, 2015

DEMO ID	FC	DESCRIPTIONS	SECT	UNOBLIGATED FUNDS
WV057		Florida St Revitalization	117	$0.00
WV058	SP	Shawnee Pkway	1702	$507,950.00
WV059	NR	New River Parkway	1702	$0.00
WV060	10	Route 10, Logan Co	1702	$0.00
WV061	KC	I-73/74 HP Corr, Mercer Co	1702	$0.00
WV062	FC	Fairmont Gateway Conn	1702	$1,327,888.00
WV063	KC	I-73/74 HP Corr, Mingo Co	1702	$6,348.00
WV064	35	US Route 35, Mason Co	1702	$997,190.00
WV065	CF	Coalfields Xway	1702	$228,719.00
WV066		RHL Blvd	1702	$330,541.00
WV067		East Beckley Bypass/Shady Spring Conn/Rte 3/Airprt Rd	1702	$1.00
WV068	KC	I-73/74 Corr, Wayne Co	1702	$0.00
WV069	KC	KC Hiway, Red Jacket Segment, Mingo Co	1702	$5,817,592.00
WV070		Ohio Rvr Br, South of Wellsburg, Brooke Co	1702	$3,145,221.00
WV071		Martinsburg Bypass, Route 9	1702	$0.00
WV072	10	Route 10, Logan Co	1702	$632.00
WV073	CF	Coalfields Xway	1702	$2,083,172.00
WV074	35	US Route 35, Putnam Co	1702	$1,278,051.00
WV075	SP	Shawnee Parkway	1702	$400,000.00
WV076	35	US Route 35, Putnam Co		$703,044.00
WV077		Raleigh St Ext		$0.00
WV079	KC	I-73/174 Corr-King Coal Hway Red Jacket Segment		$3,102,233.00
WV080		Beckley Exhibition Coal Mine		$0.00
WV081	CF	Coalfields Expressway		$0.00
WV082	35	US 35 I/C W I-64		$0.00
WV083		War Memorial Hosp Infrastructure		$0.00
WV084	10	WV 10 Logan Co		$460,579.00
WV085	CF	Coalfields Xway	129	$5,000.00
WV086		Cheat Rails to Trails Program	129	$0.00
WV087		Interstate 68 Access Road	129	$0.00
WV088	KC	King Coal Highway	129	$2,096,207.00
WV089		PawPaw Bends Trail	129	$263,433.00

FEDERAL DEMONSTRATION FUNDS
DEMO ID, DESCRIPTIONS & BALANCES

WVDOH Programming Division
Project Programming Section
July 9, 2015

DEMO ID	FC	DESCRIPTIONS	SECT	UNOBLIGATED FUNDS
WV090		Raleigh St Ext	129	$0.00
WV091	10	Route 10, Upgrade from I-64 to Corridor G	129	$980,000.00
WV092		West Virginia Route 2 improvements	129	$294,562.00
WV093	9	Route 9	129	$0.00
WV094	CF	Coalfields Xway	125	$0.00
WV095	KC	King Coal Highway	125	$507,740.00
WV096	CH	ADHS Corridor H	125	$0.00
WV097		Route 480 Ped Bridge and Safety Improvements	125	$0.00
WV098	CF	Coalfields Xway	125	$0.00
WV099		Computerized Traffic Control System Morgantown	125	$800,000.00
WV100		Hardy County Complex Access Road	125	$0.00
WV101	KC	King Coal Highway	125	$1,947,667.00
WV102		US 33, WV	125	$399,932.00
WV103	35	US 35, WV	125	$0.00
WV104	10	Route 10	125	$0.00
		TOTAL		$42,047,531.00

Key for color coded listings.

Q920 Funds	The group has obligation authority available of $1,208,010
SAFETEA-LU	The group has unobligated limitation amount available of $1,043,549.
TIP Projects	The group has unobligated limitation amount available of $703,044.

PROJECTED ADVANCE CONSTRUCTION PROJECTS AND CONVERSIONS FOR FFY 2016 - 2021 STIP AS OF 10-1-2015

PROJECT NAME	STATE PROJECT #	FEDERAL PROJECT #	INITIAL AUTH FFY	FUND TYPES	TOTAL COST ($000'S)	TOTAL STATE * $	ORIGINAL FED $ AUTH	ORIGINAL A.C.	AC CONVERTED TO DATE	REMAINING OR PLANNED AC As of 09/17/2015	2016		2017	
											AC CONV	AC BALANCE	AC CONV	AC BALANCE
MULLENS CONN-E CO 12/1	X355-121-16.65 02	ACNH-0121(016)TC	2015	NHPP	$51,133	$2,500	$8,457	$40,176	$20,000	$20,176	$0	$20,176	$6,719	$13,457
WV 869-MASON CO 78 (GRADE & DRAIN)	U340 35 01901 00	NHPP0035202	2015	NHPP, STP. CMAQ	$197,129	$39,426	$12,720	$144,983	$36,300	$108,683	$12,028	$96,655	$48,328	$48,328
INWOOD BYPASS	X302 51 00518 00	STP0051035DTC	2016	STP-TC	$15,581	$	$7,660	$7,921	$	$7,921	$0	$7,921	$7,921	$0
MINERAL WELLS-PETTYVILLE	U354 14 00869 00	STP0014113D	2016	STP	$11,600	$2,320	$3,000	$6,280	$	$6,280	$0	$6,280	$6,280	$0
WHEELING SUSPENSION BR (PAINT & LIGHT)	S335 251 00006 00	STP0251053D	2016	STP	$8,000	$1,600	$3,200	$3,200	$	$3,200	$0	$3,200	$3,200	$0
WELLSBURG BR (DESIGN/BUILD) (OH SHARE 34.4%)*	X305 2/23 00000 00	ACST0223010	2016	STP	$103,148	$44,740	$6,738	$51,669	$	$51,669	$0	$51,669	$13,476	$38,193
KERENS-US 219 CONN (GRADE & DRAIN) D/B	X342 H 04021 02	NHPP0484316	2016	NHPP	$135,151	$	$33,060	$102,091	$	$102,091	$0	$102,091	$33,060	$69,031
US 219 CONN-WV 72 I/C (GRADE & DRAIN) D/B	X342 H 04021 04	NHPP0484321	2016	NHPP	$50,296	$	$7,996	$42,300	$	$42,300	$0	$42,300	$24,000	$18,300
MELISSA-HUNTINGTON RD (UPGRADE TO 4 LN)	U306 10 01336 00	STP0010216D	2016	STP	$12,300	$2,460	$4,920	$4,920	$	$4,920	$0	$4,920	$4,920	$0
KANAWHA FALLS BR (RENOVATE)	S310 13 00002 00	STP0013030D	2017	STP-OFF	$16,600	$3,320	$2,650	$10,630	$	$10,630			$0	$10,630
MULLENS CONN - W HELEN (PAVE)	X355 121 01665 04	NHPP0121???	2017	NHPP	$56,363	$11,273	$10,020	$35,070	$	$35,070			$0	$35,070
WV 869-MASON CO 78 (PAVE)	U340 35 01901 03	NHPP0035211	2017	NHPP, CMAQ	$70,140	$14,028	$8,016	$48,096	$	$48,096			$0	$48,096
WV 72 I/C-PARSONS (GRADE & DRAIN) D/B	X342 H 04021 05	NHPP0484323	2017	NHPP	$118,980	$	$33,000	$85,980	$	$85,980			$0	$85,980
CORRIDOR G-RHL BLVD CONN (UPGRADE TO 5LN)	U320 601 00000 03	STP0601004D	2017	STP,PM 2.5,CMAQ	$28,250	$5,650	$6,600	$16,000	$	$16,000			$0	$16,000
KERENS-WV 72 I/C (PAVE SEC 02 & 04)	X342 H 04021 06	NHPP0484326	2018	NHPP	$45,635	$	$10,500	$35,135	$	$35,135				
BACK CHANNEL BR (RENOVATE)	S335 70 00005 02	NHPP0701204D	2018	NHPP	$10,800	$1,080	$4,860	$4,860	$	$4,860				
I-70 BR @ FULTON EB (REPLACE)	S335 70 00126 07	NHPP0701193	2018	NHPP	$9,000	$900	$4,050	$4,050	$	$4,050				
VA LINE-CHARLES TOWN RD (UPGRADE TO 4 LN)	U319 340 00000 00	NHPP0340061	2018	NHPP	$40,000	$8,000	$6,384	$25,616	$	$25,616				
ELM GROVE BR EB (RENOVATE)	S335 70 00524 02	NHPP0701206D	2019	NHPP	$17,046	$1,705	$7,671	$7,671	$	$7,671				
WV 72 I/C-PARSONS (PAVE SEC 05)	X342 H 04021 07	NHPP0484327	2019	NHPP	$21,186	$	$4,600	$16,586	$	$16,586				
RHL BLVD CONN-US 60 (UPGRADE TO 5 LANES)	U320 601 00000 02	STP0601003D	2019	STP	$27,000	$5,400	$4,000	$17,600	$	$17,600				
CARTER BR-BROOKS ST I/C (C&P)	S320 64 05754 00	NHPP0642164D	2019	NHPP, NHPP-EXEMPT	$17,500	$1,750	$7,000	$8,750	$	$8,750				
WV 17 CONNECTOR (4 LN UPGR & BRIDGE)	S323 10 01939 04	NHPP0010183	2019	NHPP	$35,000	$7,000	$4,000	$24,000	$	$24,000				
US35/I-64 I/C - NITRO I/C (D/B)(6-LN)	U340 64 04137 00	NHPP0641348	2020	NHPP	$96,050	$9,605	$17,289	$69,156	$	$69,156				
PLANNED AC CONVERSIONS PER YEAR											**$12,028**		**$147,904**	

*** OH SHARE SHOWN AS STATE FUNDS FOR WELLSBURG**

PROJECTED ADVANCE CONSTRUCTION PROJECTS AND CONVERSIONS FOR FFY 2016 - 2021 STIP AS OF 10-1-2015

PROJECT NAME	STATE PROJECT #	FEDERAL PROJECT #	INITIAL AUTH FFY	FUND TYPES	TOTAL COST ($000'S)	TOTAL STATE * $	ORIGINAL FED $ AUTH	ORIGINAL A.C.	AC CONVERTED TO DATE	REMAINING OR PLANNED AC As of 09/17/2015	2018		2019	
											AC CONV	AC BALANCE	AC CONV	AC BALANCE
MULLENS CONN-E CO 12/1	X355-121-16.65 02	ACNH-0121(016)TC	2015	NHPP	$51,133	$2,500	$8,457	$40,176	$20,000	$20,176	$13,457	$0		
WV 869-MASON CO 78 (GRADE & DRAIN)	U340 35 01901 00	NHPP0035202	2015	NHPP, STP. CMAQ	$197,129	$39,426	$12,720	$144,983	$36,300	$108,683	$48,328	$0		
INWOOD BYPASS	X302 51 00518 00	STP0051035DTC	2016	STP-TC	$15,581	$	$7,660	$7,921	$	$7,921				
MINERAL WELLS-PETTYVILLE	U354 14 00869 00	STP0014113D	2016	STP	$11,600	$2,320	$3,000	$6,280	$	$6,280				
WHEELING SUSPENSION BR (PAINT & LIGHT)	S335 251 00006 00	STP0251053D	2016	STP	$8,000	$1,600	$3,200	$3,200	$	$3,200				
WELLSBURG BR (DESIGN/BUILD) (OH SHARE 34.4%)*	X305 2/23 00000 00	ACST0223010	2016	STP	$103,148	$44,740	$6,738	$51,669	$	$51,669	$13,476	$24,716	$13,476	$11,240
KERENS-US 219 CONN (GRADE & DRAIN) D/B	X342 H 04021 02	NHPP0484316	2016	NHPP	$135,151	$	$33,060	$102,091	$	$102,091	$33,060	$35,971	$33,060	$2,911
US 219 CONN-WV 72 I/C (GRADE & DRAIN) D/B	X342 H 04021 04	NHPP0484321	2016	NHPP	$50,296	$	$7,996	$42,300	$	$42,300	$18,300	$0		
MELISSA-HUNTINGTON RD (UPGRADE TO 4 LN)	U306 10 01336 00	STP0010216D	2016	STP	$12,300	$2,460	$4,920	$4,920	$	$4,920				
KANAWHA FALLS BR (RENOVATE)	S310 13 00002 00	STP0013030D	2017	STP-OFF	$16,600	$3,320	$2,650	$10,630	$	$10,630	$9,520	$1,110	$1,110	$0
MULLENS CONN - W HELEN (PAVE)	X355 121 01665 04	NHPP0121???	2017	NHPP	$56,363	$11,273	$10,020	$35,070	$	$35,070	$20,040	$15,030	$15,030	$0
WV 869-MASON CO 78 (PAVE)	U340 35 01901 03	NHPP0035211	2017	NHPP, CMAQ	$70,140	$14,028	$8,016	$48,096	$	$48,096	$16,032	$32,064	$16,032	$16,032
WV 72 I/C-PARSONS (GRADE & DRAIN) D/B	X342 H 04021 05	NHPP0484323	2017	NHPP	$118,980	$	$33,000	$85,980	$	$85,980	$39,600	$46,380	$39,600	$6,780
CORRIDOR G-RHL BLVD CONN (UPGRADE TO 5LN)	U320 601 00000 03	STP0601004D	2017	STP,PM 2.5,CMAQ	$28,250	$5,650	$6,600	$16,000	$	$16,000	$8,000	$8,000	$8,000	$0
KERENS-WV 72 I/C (PAVE SEC 02 & 04)	X342 H 04021 06	NHPP0484326	2018	NHPP	$45,635	$	$10,500	$35,135	$	$35,135	$0	$35,135	$21,000	$14,135
BACK CHANNEL BR (RENOVATE)	S335 70 00005 02	NHPP0701204D	2018	NHPP	$10,800	$1,080	$4,860	$4,860	$	$4,860	$0	$4,860	$4,860	$0
I-70 BR @ FULTON EB (REPLACE)	S335 70 00126 07	NHPP0701193	2018	NHPP	$9,000	$900	$4,050	$4,050	$	$4,050	$0	$4,050	$4,050	$0
VA LINE-CHARLES TOWN RD (UPGRADE TO 4 LN)	U319 340 00000 00	NHPP0340061	2018	NHPP	$40,000	$8,000	$6,384	$25,616	$	$25,616	$0	$25,616	$12,768	$12,848
ELM GROVE BR EB (RENOVATE)	S335 70 00524 02	NHPP0701206D	2019	NHPP	$17,046	$1,705	$7,671	$7,671	$	$7,671			$0	$7,671
WV 72 I/C-PARSONS (PAVE SEC 05)	X342 H 04021 07	NHPP0484327	2019	NHPP	$21,186	$	$4,600	$16,586	$	$16,586			$0	$16,586
RHL BLVD CONN-US 60 (UPGRADE TO 5 LANES)	U320 601 00000 02	STP0601003D	2019	STP	$27,000	$5,400	$4,000	$17,600	$	$17,600			$0	$17,600
CARTER BR-BROOKS ST I/C (C&P)	S320 64 05754 00	NHPP0642164D	2019	NHPP, NHPP-EXEMPT	$17,500	$1,750	$7,000	$8,750	$	$8,750			$0	$8,750
WV 17 CONNECTOR (4 LN UPGR & BRIDGE)	S323 10 01939 04	NHPP0010183	2019	NHPP	$35,000	$7,000	$4,000	$24,000	$	$24,000			$0	$24,000
US35/I-64 I/C - NITRO I/C (D/B)(6-LN)	U340 64 04137 00	NHPP0641348	2020	NHPP	$96,050	$9,605	$17,289	$69,156	$	$69,156				
PLANNED AC CONVERSIONS PER YEAR											**$219,813**		**$168,986**	

*** OH SHARE SHOWN AS STATE FUNDS FOR WELLSBURG**

PROJECTED ADVANCE CONSTRUCTION PROJECTS AND CONVERSIONS FOR FFY 2016 - 2021 STIP AS OF 10-1-2015

PROJECT NAME	STATE PROJECT #	FEDERAL PROJECT #	INITIAL AUTH FFY	FUND TYPES	TOTAL COST ($000'S)	TOTAL STATE * $	ORIGINAL FED $ AUTH	ORIGINAL A.C.	AC CONVERTED TO DATE	REMAINING OR PLANNED AC As of 09/17/2015	2020		2021	
											AC CONV	AC BALANCE	AC CONV	AC BALANCE
MULLENS CONN-E CO 12/1	X355-121-16.65 02	ACNH-0121(016)TC	2015	NHPP	$51,133	$2,500	$8,457	$40,176	$20,000	$20,176				
WV 869-MASON CO 78 (GRADE & DRAIN)	U340 35 01901 00	NHPP0035202	2015	NHPP, STP. CMAQ	$197,129	$39,426	$12,720	$144,983	$36,300	$108,683				
INWOOD BYPASS	X302 51 00518 00	STP0051035DTC	2016	STP-TC	$15,581	$	$7,660	$7,921	$	$7,921				
MINERAL WELLS-PETTYVILLE	U354 14 00869 00	STP0014113D	2016	STP	$11,600	$2,320	$3,000	$6,280	$	$6,280				
WHEELING SUSPENSION BR (PAINT & LIGHT)	S335 251 00006 00	STP0251053D	2016	STP	$8,000	$1,600	$3,200	$3,200	$	$3,200				
WELLSBURG BR (DESIGN/BUILD) (OH SHARE 34.4%)*	X305 2/23 00000 00	ACST0223010	2016	STP	$103,148	$44,740	$6,738	$51,669	$	$51,669	$11,240	$0		
KERENS-US 219 CONN (GRADE & DRAIN) D/B	X342 H 04021 02	NHPP0484316	2016	NHPP	$135,151	$	$33,060	$102,091	$	$102,091	$2,911	$0		
US 219 CONN-WV 72 I/C (GRADE & DRAIN) D/B	X342 H 04021 04	NHPP0484321	2016	NHPP	$50,296	$	$7,996	$42,300	$	$42,300				
MELISSA-HUNTINGTON RD (UPGRADE TO 4 LN)	U306 10 01336 00	STP0010216D	2016	STP	$12,300	$2,460	$4,920	$4,920	$	$4,920				
KANAWHA FALLS BR (RENOVATE)	S310 13 00002 00	STP0013030D	2017	STP-OFF	$16,600	$3,320	$2,650	$10,630	$	$10,630				
MULLENS CONN - W HELEN (PAVE)	X355 121 01665 04	NHPP0121???	2017	NHPP	$56,363	$11,273	$10,020	$35,070	$	$35,070				
WV 869-MASON CO 78 (PAVE)	U340 35 01901 03	NHPP0035211	2017	NHPP, CMAQ	$70,140	$14,028	$8,016	$48,096	$	$48,096	$16,032	$0		
WV 72 I/C-PARSONS (GRADE & DRAIN) D/B	X342 H 04021 05	NHPP0484323	2017	NHPP	$118,980	$	$33,000	$85,980	$	$85,980	$6,780	$0		
CORRIDOR G-RHL BLVD CONN (UPGRADE TO 5LN)	U320 601 00000 03	STP0601004D	2017	STP,PM 2.5,CMAQ	$28,250	$5,650	$6,600	$16,000	$	$16,000				
KERENS-WV 72 I/C (PAVE SEC 02 & 04)	X342 H 04021 06	NHPP0484326	2018	NHPP	$45,635	$	$10,500	$35,135	$	$35,135	$14,135	$0		
BACK CHANNEL BR (RENOVATE)	S335 70 00005 02	NHPP0701204D	2018	NHPP	$10,800	$1,080	$4,860	$4,860	$	$4,860				
I-70 BR @ FULTON EB (REPLACE)	S335 70 00126 07	NHPP0701193	2018	NHPP	$9,000	$900	$4,050	$4,050	$	$4,050				
VA LINE-CHARLES TOWN RD (UPGRADE TO 4 LN)	U319 340 00000 00	NHPP0340061	2018	NHPP	$40,000	$8,000	$6,384	$25,616	$	$25,616	$12,848	$0		
ELM GROVE BR EB (RENOVATE)	S335 70 00524 02	NHPP0701206D	2019	NHPP	$17,046	$1,705	$7,671	$7,671	$	$7,671	$7,671			
WV 72 I/C-PARSONS (PAVE SEC 05)	X342 H 04021 07	NHPP0484327	2019	NHPP	$21,186	$	$4,600	$16,586	$	$16,586	$13,800	$2,786	$2,800	-$14
RHL BLVD CONN-US 60 (UPGRADE TO 5 LANES)	U320 601 00000 02	STP0601003D	2019	STP	$27,000	$5,400	$4,000	$17,600	$	$17,600	$8,800	$8,800	$8,800	$0
CARTER BR-BROOKS ST I/C (C&P)	S320 64 05754 00	NHPP0642164D	2019	NHPP, NHPP-EXEMPT	$17,500	$1,750	$7,000	$8,750	$	$8,750	$7,000	$1,750	$1,750	$0
WV 17 CONNECTOR (4 LN UPGR & BRIDGE)	S323 10 01939 04	NHPP0010183	2019	NHPP	$35,000	$7,000	$4,000	$24,000	$	$24,000	$24,000	$0		
US35/I-64 I/C - NITRO I/C (D/B)(6-LN)	U340 64 04137 00	NHPP0641348	2020	NHPP	$96,050	$9,605	$17,289	$69,156	$	$69,156	$0	$69,156	$17,289	$51,867
PLANNED AC CONVERSIONS PER YEAR											**$125,217**		**$30,639**	

*** OH SHARE SHOWN AS STATE FUNDS FOR WELLSBURG**

10. PUBLIC INVOLVEMENT

As part of the development of a new FFY 2016- 2021 STIP, the WVDOT conducted extensive public involvement. The WVDOT posted the Preliminary Draft STIP project listing and the associated funding tables and charts on its website on October 5th. To help heighten public awareness regarding the formulation of a new Draft STIP and gather input on its content, the WVDOT conducted a series of 11 Public Workshops throughout the State between October 6th and November 3, 2015. Individual workshops were held in both metropolitan and non-metropolitan areas of the State at the following locations: Elkins, Weston, Parkersburg, Beckley, Martinsburg, Wheeling, Logan, Bluefield, Huntington, Morgantown and Charleston. During the course of the 11 Public workshops, a total of 129 individuals registered the attendance sheets provided. During these workshops individual were provide one-on-one opportunities to discuss their issues with WVDOT personnel. Notification of these meetings was conducted through not only traditional Legal Notices, but also supplemental press releases and via posts to the agency's social media sites. Public comments could be submitted, at the public workshops, via standard mail after the meeting, via e-mail or directly from the website. In general, the attendance at workshops located in metropolitan areas of the State was typically greater than those outside. During the comment period, which extended to November 17th, the WVDOH received a total of 35 written public comments regarding the content of the Preliminary Draft STIP.

- Ten of the comments received were specifically directed at having the Engineering, Right of Way and Construction phases be added to the program to address alignment and safety issues on WV 2 in New Cumberland. The subject project is currently in the Design Report phase (U215-2-6.20), but at the time of the Preliminary Draft STIP's development the 300 series project had not been programmed. Preliminary findings from the Design Report were presented to the public on May 29, 2014. The Draft report indicated that two of the alternatives examined (Alt 4 and Alt 5) would best address the geometric issues in the area. Due to the cost savings of alternative #4, it was recommended as the preferred alternative by the Agency. Public comments received from the May 29, 2014 public meeting, indicated a strong preference for Alternative #5. Due to the differing preferences, additional environmental work in the form of a survey of historic properties and potential archaeological sites was initiated to provide more information for selecting a preferred alternative. While in is fully anticipated that the 300 series project will be programmed, the environmental survey work is not anticipated to be complete until June 2016. As such, Executive Management of the WVDOH believes that it would not be appropriate to move forward with the programming of a 300 series project until the preferred alternative has been clearly identified. Therefore, no additional action needs to be taken at this time in regards to the comments received.
- Nine of the comments received referenced the need for increased funding for bicycle and pedestrian facilities to be incorporated into the Draft STIP. Multiple requests referenced a query from FHWA's Fiscal Management Information System (FMIS) that reflected only 0.7% of federal transportation dollars were used for bicycle pedestrian facilities and that the value should correlate with the percentage of cyclists and pedestrians involved in traffic fatalities, which they

indicated to be 5.7%. The WVDOH continues to place a strong emphasis on improving the safety of the traveling public regardless of mode. The WVDOH believes that virtually every project implemented has some element of safety involved, which by extension frequently affects pedestrians and cyclists. The WVDOH also believes that while most projects implemented by the WVDOH are not developed as standalone cyclist or pedestrian initiatives, many include ancillary components to do affect both that are not captured by FMIS data. Some examples would include Traffic Signals, Improved Signing and Lighting as well as ADA compliance items in conjunction with resurfacing. Given these facts, the WVDOH does not believe that any modification to its Preliminary Draft STIP was needed to address these comments.

- The remaining 16 comments covered a variety of topics from, identifying support for projects contained in the Preliminary Draft STIP, to complaints regarding potholes, to questions regarding project timelines for specific projects. Requests for additional information submitted as part of the public comment process or as action items from the public workshops were either addressed by central office staff or forwarded to District staff if more appropriate. The Agency believes the program of projects contained in the Preliminary Draft STIP adequately addresses roadway surface through a significant investment in pavement preservation. Much of the pavement preservation work the will be conducted from FFY 2016-2021 remains unidentified at this time and in the form of allocations. Projects will continue to be identified and added to the program on an ongoing basis. Comments received endorsing the Agency's proposed mix of projects required no further action.

11. PLANNING FINDINGS

11.1 GENERAL

West Virginia's FFY 2014 – 2019 STIP was approved by FHWA and FTA on January 13th 2014. The joint approval letter from FHWA and FTA also contained a series of planning findings that identified a number of items for improvement and enhance by the next STIP update.

THIS SECTION WILL BE PROVIDED WITH THE FINAL DOCUMENT