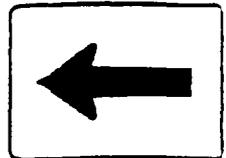
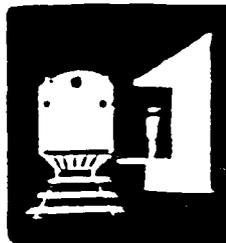
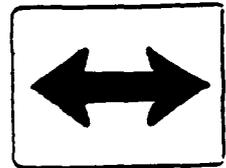
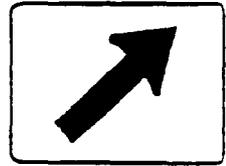
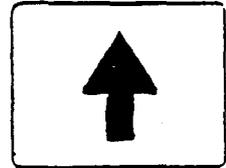
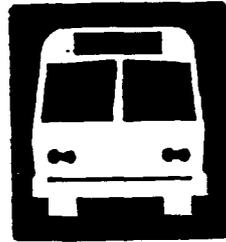

**Transportation Improvement Program
FY 1997-2000**



**Wood-Washington-Wirt
Interstate Planning Commission
FY 1997-2000
Transportation Improvement Program**

Prepared by:
Wood-Washington-Wirt Interstate Planning Commission

In Cooperation with:
Federal Highway Administration
Federal Transit Administration
West Virginia Department of Transportation
Ohio Department of Transportation
Local Governments

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I. Introduction

The Transportation Improvement Program, or TIP, required under the provisions of Title 23, U.S.C., and the Federal Transit Act, as amended through June 1992, includes projects consistent with the Long Range Transportation Plan for the study area. This plan was adopted by the Wood-Washington-Wirt Interstate Planning Commission and is reaffirmed annually.

Projects presented in this TIP are to provide for transportation needs during the fiscal years of 1997-2000 for Wood County in West Virginia, and portions of Washington County, Ohio, including the Townships of Dunham, Fearing, Marietta, Muskinghum, Newport, Warren and the Cities of Belpre and Marietta. Wirt County, West Virginia, is no longer a part of the study area. When the Census Bureau excluded Wirt County from the Metropolitan Statistical Area (MSA), it was also excluded as part of the study area. The official name of the organization, however, did not change. The identified projects are intended to make efficient use of existing highways as well as provide new facilities. Mass transit projects are also identified which provide for continued assistance, support and improvements for the Mid-Ohio Valley Transit Authority, or MOVTA, Easy Rider System in Parkersburg/Vienna, West Virginia, and Community Action Bus Lines in Washington County, Ohio.

With regard to the Clean Air Act Amendments (CAAA) of 1990, the Wood County portion of the study area was redesignated as a maintenance area in September, 1994 while Washington County's status remained in attainment of all CAAA regulations. This redesignation signifies that a conformity determination must be made on the TIP and long range plan based on the emissions budget identified in the maintenance plan. The conformity determination is included with this documentation.

To satisfy the public input requirements during the development of the preliminary TIP, WWW advertised in the local newspapers for public input. During a thirty day comment period a preliminary draft document was prepared which took into consideration any suggestions or comments received. The preliminary draft document included an additional thirty day comment period. Upon completion of the thirty day comment period a final TIP was prepared. The final TIP was subject to a fifteen day comment period prior to document approval from the Policy Board.

II. Existing Conditions

The Wood-Washington-Wirt region is centered around the two twin cities of Parkersburg-Belpre and Marietta-Williamstown. Although these two major urban concentrations are apart from each other, they are important within the W-W-W Transportation study area. The W-W-W region is one of the major industrial areas of the Mid-Ohio Valley. These factors emphasize its strategic market position and the importance of transportation to the area.

A. Highway Facilities

The existing major highway system—including collectors, arterials, and freeways—is the framework of the total roadway network which caters to the needs of private automobiles, trucks, and buses for intra- and inter-urban movements of people and goods.

1. Wood County, West Virginia

Four main arteries (focusing on Parkersburg) and one freeway serve the county. Interstate 77, West Virginia Routes 2 and 68, and West Virginia Route 14 are generally in north-south direction, while US 50 extending into Parkersburg, and WV Route 47 extends in an easterly direction. In addition to these roadways, there is a loosely connected, inadequate and inefficient circuitous transportation system whose location is dictated by the topography. In the four incorporated areas of Williamstown, Vienna, Parkersburg and North Hills, there is a closed network of streets with frequent interconnections to the major system. Only Parkersburg is well connected to other parts of the region by the radial connectors. The lack of improved intersecting circumferential routes is an apparent deficiency.

2. Washington County, Ohio

Within the study area in Washington County, Ohio, the important south-north links are I-77 and Ohio SR 7. The major east-west Routes include SR 550 and US 50. Township routes form the balance of the transportation network and provide the intra- and inter-regional travel. Belpre is connected with its service area via Ohio

SRs 618 and 339 to the west and north, respectively. State Route 60 connects Marietta with rural portions of the county to the north.

3. Bridge Crossings

The Parkersburg-Marietta Metropolitan Area is served by four Ohio River bridge crossings. Parkersburg and Belpre are linked by a 4-lane bridge from Parkersburg's urban core to the intersection of Washington Boulevard and Main Street in Belpre. A private facility, the two-lane Memorial Toll Bridge, joins north Parkersburg and four-lane Ohio Route 7 and US Route 50 Belpre by-pass.

The Marietta-Williamstown area is joined by a two lane structure which was opened to traffic in November, 1992. The structure connects SR 7/60 (Green Street) in Marietta with SR 31 in Williamstown. East of Williamstown, the four-lane I-77 bridge crosses the Ohio River and provides access to the Ohio Route 7 and the City of Marietta.

The City of Vienna gains its principal access to Ohio from either of the two Parkersburg spans to the south or the Williamstown Bridge to the north. The village of North Hills is landlocked and gains access to the river through Parkersburg.

Major spans in the area other than the Ohio River crossings are four bridges linking north and south Parkersburg and two bridges connecting Marietta with the Harmar section of the city.

The cities of Parkersburg and Marietta have concentrated efforts on the replacement of bridges within their corporate limits. In Marietta, planning efforts continue with the replacement of the Putnam Street Bridge over the Muskinghum River, which connects downtown Marietta to the Harmar District. Additional efforts are being made toward the proposed new bridge north of Marietta. Consultants are currently preparing environmental studies on the proposed location. In Parkersburg, replacement of the East Street bridge over the Little Kanawha River on WV Alt. 14 has begun. Construction is scheduled for FY-97. A renovation project for Parkersburg's 5th Street Bridge is also anticipated.

B. Mass Transit

Two transit systems are in operation within the WWW region. The Mid-Ohio Valley Transit Authority (MOVTA) operates the "Easy Rider" bus system which serves the Cities of Parkersburg and Vienna, West Virginia, and Community Action Bus Lines (CABL) which provides fixed-route service to Marietta, Ohio and once-a-week suburban service to Belpre, Ohio.

MOVTA depends on FTA 5307 (Section 9) Federal funds to supplement fare box receipts and local public funds in covering capital purchases and operating expenses of the Easy Rider System. CABL utilizes FTA 5311 (Section 18) monies for capital purchases and to offset a portion of the future operating deficits incurred by the system. Both agencies have responded to the Americans with Disabilities Act and have prepared a Paratransit Plan as required.

In addition, WWW-IPC, in conjunction with MOVTA and CABL, will comply with the Americans with Disabilities Act through monitoring and coordination between the agencies.

III FY 97-2000 TIP Development Process

A. Project Selection and Prioritization

Projects identified in the TIP were selected by the West Virginia and Ohio Departments of Transportation and local governmental officials in cooperation with the MPO. The projects as identified are consistent with the current Long Range Transportation Plan for the study area. Projects selected for inclusion in the TIP are based on financial feasibility and the priority of the project at the local level. Prioritization is accomplished through a coordinated effort between WVV and the local units of government and based on community development goals for improving the transportation system within the local jurisdictions. Those projects demonstrating regional significance, preservation of existing transportation facilities, congestion relief and overall benefits to social, economic energy and environment issues are evaluated as priority projects.

The priority of projects is based on the readiness to proceed. Readiness is an indication of the importance of a project to the implementing agency. It also recognizes the complexity of a project due to such things as environmental problems or public controversy. Projects ready to sell for construction are obligated before other projects which are not progressing as anticipated.

Upon request of an implementing agency, a project is considered for placement on the TIP. Several factors must be considered, including 1) priority; 2) consistency with the Transportation Plan; and 3) availability of funding.

The projects identified in this TIP have been prioritized by fiscal year and have been developed in cooperation with the implementing agencies. Actual project lists can be reviewed in the pages that follow.

The following projects have been identified by WVV as potential projects in the Long Range Plan and should be evaluated for inclusion in the TIP as funding becomes available.

Wood County Projects

- A. Reconstruct intersection of Lakeview Drive and Murdoch Avenue (WV 14) to eliminate offsets.
- B. Widen Emerson Avenue from Rosemar Road to Murdoch Avenue for center turn lane, five lanes from WV Avenue to 36th Street. Realign 35th, 36th, Dudley and WV Avenue.
- C. Rechannelize entrance to Park Shopping Center at north end of traffic circle to a “channelized T” for two way operation.
- D. Widen Rayon Drive to provide standard width (twelve foot) lanes from WV 14 to WV 95.
- E. Grand Central Mall-construct new access road connecting 36th Street with Grand Central Mall.
- F. Construct a new connector between Murdoch Avenue and Ohio Avenue to provide a direct link between Emerson Avenue and the Memorial Bridge.
- G. Widen College Parkway (Wood County) from Lakeview Drive to Rosemar Road.
- H. Redesign and realign main entrance to Grand Central Mall and Grand Central Plaza.
- I. Relocate access to Willowbrook Acres via access to Masonic Temple Road.
- J. Construct a bike/walkway trail from Point Park in Parkersburg to the Grand Central Mall in Vienna. (Potential Enhancement Project)
- K. Continuation of Riverfront Park trail from Grand Central Mall to Jackson Park in Vienna. (Potential Enhancement Project)
- L. Landscaping and lighting to enhance proposed tourist information center at the Williamstown I-77 interchange.

Washington County Projects

- A. Provide connection with proposed Corridor D crossing west of Belpre with existing US 50.
- B. Lancaster Street-widen pavement, minor realignment and stabilize slip zones from SR 7 to Fairview Avenue.
- C. Widen Colegate Drive to 24 feet with stabilized berms from Muskingum Drive to Dale Street.
- D. Widen pavement to four lanes on Third Street from Green Street to Washington Street.

- E. Conduct a feasibility study for a "bypass" of Marietta utilizing the proposed North Muskingum River Crossing.
- F. Conduct a feasibility study to widen SR7 to 4 lanes with center turn lane from the end of the 4 lane east of I-77 to Kardex Corporation.
- G. Marietta Riverfront Improvement-extension of the levy walkway and construction of boat docking facilities. (Potential Enhancement project)
- H. Land acquisition for a box car museum in the Harmar section of Marietta (Potential Enhancement project).

B. Development of the FY 97-2000 TIP

Projects identified in the Transportation Improvement Program were developed in conjunction with the West Virginia and Ohio Departments of Transportation and has followed the previously approved Public Participation Procedures. The TIP is for Fiscal Years 1997-2000 and includes highway and transit projects. Projects identified beyond FY 2000 may be included for informational purposes only and appear on separate forms. As required, the FY 97-2000 TIP demonstrates that the region's transportation system maintenance and preservation needs are being met. A majority of the funds identified in the TIP are utilized for system maintenance needs. In order to monitor project progress, projects from the previous TIP (FY 96-99) that have begun implementation are noted below. These projects do not appear on the FY 97-2000 TIP.

Wood County

<i>Project Number</i>	<i>Description</i>	<i>Status</i>
U292-2-222.70 NH-0002(220)	Feasibility study for WV 2 and WV 68 improvements from Parkersburg to Chester.	Study completed 2/95.
S354-50-1.03 NH-0050(112)E	Parkersburg: US 50 (7 th Street) - from WV 14 Truck Route to CO 50/23. Resurface, remove O/L, add left turn lane.	Construction began 8/95. Scheduled for completion 5/96.
S354-A14-1.56 BR-5782(004)E	Parkersburg: Replace East St. Bridge over the Little Kanawha River.	Construction began 7/95. Scheduled for completion 10/96.

S354-14/4-1.41 STP- 0144(001)EQ	Wood County: Install guardrails on Butcher Bend Rd. 0.02 mi E of CO 14/10 to 0.19 mi E of CO 14/10.	Construction completed 9/95.
U354-NOR/TH 2.00 STP- 0095(040)EQ`	Wood County: From Wood Co. Line to I- 77 underpass - acquire materials for the North Bend Rail Trail.	Work began 9/95. Scheduled for completion by end of FY 96.

Washington County

<i>Project Number</i>	<i>Description</i>	<i>Status</i>
PID 14561	Marietta: Putnam St. from Fourth St. to Seventh St. - Historic Enhancement project to repair brick street, including lighting, sidewalks, benches and planters.	Sold 2/96.
PID 14154	Between Marietta and Belpre: Resurfacing and spot guardrail replacement on CR3 from SR7 to SR339.	Sold 8/95.
PID 12855	Between Reno and Newport: Respectively at 0.43 mi S, 1.09 mi S, and 0.05 mi N of CR47. Bridge replacement.	Scheduled for sale 5/22/96 (FY 96).
PID 15162	Marietta: Eastern Corp. Limit, from 0.45 mi E of I-77 overpass to 0.52 mi E of I- 77 overpass. Bridge rehabilitation, including deck and parapet replacement, bearing refurbishing, cleaning and painting.	Sold 2/96.

Fiscal Year 1996 included transit projects for the Mid-Ohio Valley Transit Authority (MOVTA) and Community Action Bus Lines (CABL). Projects included continuing operating assistance for both systems as well as capital assistance to replace one bus for CABL. In addition, Specialized Transportation Program (formerly Section 16) projects were identified. Projects included capital assistance for the purchase of one van in Wood County, W.Va., and one van in Washington County, Ohio. Development of the FY 97-2000 TIP continued to identify capital and operating assistance for MOVTA and CABL.

As projects are implemented and removed from the TIP, or as changes occur in funding status, the priority of certain projects is likely to change. In Washington County the

following adjustments were made in the development of the FY 97-2000 TIP. These adjustments resulted in a change in priority from the previous year's TIP.

<i>Project Number</i>	<i>Description</i>	<i>Status</i>
PID 13180	0.03 mi N of Marietta Corp. Limit. Emergency replacement of an existing culvert and bridge.	FY 96-99 TIP identified the project in FY 97. Due to the emergency nature of the project it was moved from FY 97 to FY 96. The scope of the project also changed from replacement to rehabilitation.
PID 5129	Marietta: Intersection of Gilman and Putnam Sts. Replace 780 ft bridge over the Muskingham River.	Construction phase moved from FY 97 to FY 98.
PID 14153	Marietta: from 0.04 mi W of Pearl St. to west end of Washington St. Bridge. Resurfacing Fort Harmar Dr.	Construction moved from FY 97 to FY 99 due to lack of STP (MPO) funds.
PID 15008	Marietta: Construction of a closed loop interconnected traffic signal system; 10 different locations.	Engineering plans moved from FY 98 to FY 2000 due to lack of STP (MPO) funds.
PID 12785	Belpre: Begins 2.30 mi E of SR 339 and ends at SR 618 Junction - City of Belpre; Begins 0.15 mi E of US 50 ramp ends SR 7 - City of Belpre; Begins at US 50 ends 0.64 mi N of US 50 - City of Belpre; 4-lane resurfacing with joint repair, guardrail, lighting, signing, R/W fence, slip stabilization, drainage improvement and bridge repair.	Moved from FY 2000 to FY 97.
PID 14155	WAS CR 446: Begins at SR 676 and ends at Marietta Corp. Limit. Widening, minor realignment, resurfacing, and construction of retaining wall.	Construction phase moved from FY 97 to FY 98.

In Wood County the development of the US Route 50 - Corridor D project continues to be a priority project. Other priorities include the Emerson Ave. Cut-Through Project, connecting Emerson Ave. with the Memorial Toll Bridge approach, improvements to the Mineral Wells I-77 Interchange, renovation of the Fifth Street Bridge, as well as various projects to

maintain and preserve the existing transportation system. In Washington and Wood Counties the continued support for the transit systems continues to be a priority, including capital and operating assistance.

C. Maintaining the Existing Transportation System

As in previous years, the FY 97-2000 TIP is dedicated to maintaining the existing transportation system. This dedication is evident with approximately \$43 million in federal funds allocated to highway and transit projects throughout the study area during the TIP period. Approximately \$2 million of those federal funds have been identified for the continued operation of the transit systems in Washington County, Ohio, and Parkersburg and Vienna, West Virginia. These funds can be directly attributed to operation and maintenance of the existing system. Only one new capacity project has been identified in the TIP. The US Route 50 (Corridor D) project represents a significant financial commitment for the completion of the corridor system through Parkersburg. However, specific funding allocations and funding sources have not been identified.

In addition to federal funds, other funding sources can be identified that contribute to implementing projects in the study area. A survey of local units of government revealed that approximately \$11 million is allocated for operation and maintenance of the street system throughout the study area. The survey results can be reviewed in the Appendix. In addition to local funds available for street projects, local governments have provided \$3 million in local dedicated taxes and other funds during the TIP period for the continued operation of the transit system.

In conclusion, it is believed that a significant financial commitment has been made to adequately preserve the existing transportation system.

IV. Glossary of Abbreviations

During the development of the TIP a number of abbreviations are used which have specific references. Those references are defined as follows:

Agencies

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ODOT	Ohio Department of Transportation
WV DOT	West Virginia Department of Transportation
WWW	Wood-Washington-Wirt Interstate Planning Commission
MOVTA	Mid-Ohio Valley Transit Authority
CABL	Community Action Bus Line (Washington County)

Federal Funding Types

		<i>Federal</i>	<i>Local</i>
IM	Interstate Maintenance	90%	10%
NH	National Highway System	80%	20%
BR	Bridge Replacement	80%	20%
BH	Bridge Rehabilitation	80%	20%
STP	Surface Transportation Program	80%	20%
NHST	Combined Fund; National Highway System & Surface Transportation Funds	80%	20%
RS	Rural Secondary	75%	25%
RRS	Railroad Highway Hazard Elimination	90%	10%
RRP	Railroad Crossing Protection	90%	10%
ARC	Appalachian Regional Commission	80%	20%
CHD	Appalachian Highway-Special Reference for Corridor D (Pending)	100%	
CM	Congestion Mitigation	80%	20%
TEA	Enhancement Funds (STP)	80%	20%
G	Indicates 100% federal share (following any of the above references)		
APL	Appalachian Local Access	80%	20%
RRST	Railroad Surface Transportation	90%	10%
NRT	National Recreational Trail	100%	
733	Ohio Reference for Local Share		
002	Ohio Reference for State Share		
5307	FTA Urbanized Area Formula Program (Formerly Section 9)	80%	20%
5310	FTA Elderly Persons with Disabilities Program (Formerly Section 16/Specialized Transportation Program)	80%	20%
5311	FTA Non-Urbanized Area Formula Program (Formerly Section 18)	80%	20%

Highway Route Designation

R	County Route
I,IR	Interstate Route
SR	State Route (also WV)
TR	Township Route
US	United States Route

Phase of Work

P,PE	Plans, Preliminary Engineering
R,RW	Right-of-Way
C,CN	Construction
PR	Preliminary Report
CL	Corridor Location
EIS	Environmental Impact Statement
FS	Feasibility Study

Other Abbreviations

Mi,M	Mile
LF	Linear Feet
I/S	Intersection
EIS	Environmental Impact Statement
SB	Southbound
NB	Northbound
WB	Westbound
EB	Eastbound
O/L	Overlay
ST	State

Clean Air-Neutral Projects-Exempt from Conformity Analysis

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

Clean Air-Analysis Required

- * Indicates projects requiring clean air analysis

West Virginia Projects
Fiscal Years 1997-2000

Wood-Washington-Wirt Interstate Planning Commission
Transportation Improvement Program

Project ID	County Route Section	Length (mi)	Location and Description	Total Cost (000's)	Type of Federal Funds	Phase of Work	Federal (or State/Local) Fund Use (000's) by Fiscal Year				Resp Agency	Clean Air
							1997	1998	1999	2000		
A354-D-0.00 PEND-0282(???)	Wood [1] US 50 Corridor D in Pburg	0.60	Ohio State Line to WV 892. Construct 4-lane bridge over Ohio River.	55,761	NA	CP RW CN	1,172	. 23	. 54,566		State	*
A354-D-0.65 PEND-0282(???)	Wood [1] US 50 Corridor D in Pburg	2.50	WV 892 to WV 68 4LN. Construct 4-lane highway.	23,610	NA	CP RW CN	838	. 3,095	. 19,677		State	*
A354-D-4.24 PEND-0282(???)	Wood [1] US 50 Corridor D in Pburg	6.90	WV 68 4LN to I-77. Construct 4-lane highway.	87,845	NA	CP RW CN	1,659	. 14,928	. 70,888		State	*
S354-14-13.22 BH-5781(006)	Wood WV 14 Fifth St Bridge	0.17	Renovation of Fifth St Bridge over Little Kanawha River, 0.34 mi N of WV 95.	3,865	BH	CP RW CN	300 150		. 3,415		State	16
S354-47-0.56 BH-5776(002)E	Wood WV 47 Corning Glass Br	0.04	Renovation of Corning Glass Bridge over Worthington Creek, 0.56 mi E of US 50.	600	BH	CP RW	30 15				State	16
S354-77-160.35 IM-0773(259)E	Wood I-77 Rockport Hill Bridge	0.03	Replace deck and renovate the Rockport Hill Bridge over CO 21/31, 1.32 mi S of CO 21.	1,614	IM	CN		1,557			State	16
S354-77-161.66 IM-0773(261)E	Wood I-77 Rockport Interchange Br	0.03	Replace deck and renovate the Rockport Interchange Br over CO 21.	932	IM	CN		875			State	16

West Virginia Projects
Fiscal Years 1997-2000

Wood-Washington-Wirt Interstate Planning Commission
Transportation Improvement Program

Project ID	County Route Section	Length (mi)	Location and Description	Total Cost (000's)	Type of Federal Funds	Phase of Work	Federal (or State/Local) Fund Use (000's) by Fiscal Year				Resp Agency	Clean Air
							1997	1998	1999	2000		
S354-77-168.37 IM-0773(250)E	Wood I-77 S Tygart Creek Br	0.05	Replace deck, renovate, clean and paint the South Tygart Creek Bridge over Tygart Creek, 1.66 mi S of WV 14.	2,580	IM	CN	2,507				State	16
S354-77-169.45 IM-0773(263)E	Wood I-77 N Tygart Creek Br	0.06	Replace deck, renovate, clean and paint the North Tygart Creek Bridge over Tygart Creek, 0.58 mi S of WV 14.	1,739	IM	CN	1,666				State	16
S354-77-170.03 IM-0773(275)E	Wood WV 14	0.00	Replace deck and renovate the I-77 interchange bridge at Mineral Wells.	660	IM	CP CN	60		600		State	16
S354-77-173.22 IM-0773(273)E	Wood I-77	0.03	Replace deck on I-77 interchange bridge over WV 95/Camden Ave.	880	IM	CP CN	80		800		State	16
S354-77-173.72 IM-0773(257)	Wood I-77 Little Kanawha River Bridge	0.13	Replace deck and renovate the Little Kanawha River Bridge over the Little Kanawha River and the CSX railroad, 0.10 mi N of WV 95.	1,816	IM	CN			1,700		State	16
S354-77-186.88 IM-0773(233)	Wood I-77 Williamstown-Mar Bridge	0.49	Renovation of the I-77 Bridge over the Ohio River & CO 1 at WV/Ohio Line.	11,858	IM	CN	11,500				State	16
S354-A14-0.00 STP-0014(038)EQ	Wood WV 14 Pike St	0.92	Pike St from WV 14 (Blizzard Dr) to 0.92 mi N of WV 14. Resurface, drainage work, and pave shoulder.	1,611	STP	CN	1,611				State	15

**West Virginia Projects
Fiscal Years 1997-2000**

**Wood-Washington-Wirt Interstate Planning Commission
Transportation Improvement Program**

Project ID	County Route Section	Length (mi)	Location and Description	Total Cost (000's)	Type of Federal Funds	Phase of Work	Federal (or State/Local) Fund Use (000's) by Fiscal Year				Resp Agency	Clean Air
							1997	1998	1999	2000		
S354-S68/0.29 NH-0068(058)E	Wood WV 68 Ohio & Garfield Avenues	1.37	WV 68 Southbound from Memorial Toll Bridge to 4th St. Resurface (1.5"), remove O/L, replace curb, joints.	375	NH	CN	300				State	15
U354-14/-11.03 STP-0014(042)EQ	Wood WV 14 Pike St	0.00	Addition of a left turn lane on Pike St at the intersection of CO 32 (Gihon Rd) and CO 21/14 (Rayon Dr).	250	STP	CP RW CN	75 175				State	6
S354-50/-17.50 CM-0050(121)E	Wood US 50	0.10	Correct slide (rock buttress) on US 50 0.5 mi East of County 20.	431	CM	CN	418				State	NA
U354-31/-18.98 RRP-003(020)E	Wood WV 31 Highland Ave.	0.00	Williamstown: install signal at CSX Railroad crossing, 0.03 mi S of the Ohio River Bridge.	135	RRP	CN	132				State	11
U354-95/-1.34 STPG-0095(058)EQ	Wood WV 95 & CO 9	0.00	Installation of traffic signal at intersection of CO 9 (Marrrtown Rd) and WV 95.	95	STPG	CN	95				State	10
U354-95/-3.40 STP-0095(062)EQ	Wood WV 95 Camden Ave	0.80	Remove raised median, add center turn lane, resurfacing and joint repair on WV 95 (Camden Ave) from WV 14 to 0.15 mi West of CO 95/1.	516	STP	CN	413				State	15
S354-WOO/D-2 TEA-0096(017)EQ	Wood US 50 Harris- Staunton	0.07	7th Street Enhancement - Phase II. Replace sidewalk, install lighting and landscaping from Harris St to Staunton Ave.	431	STP	PR	431				City	26

West Virginia Projects
Fiscal Years 1997-2000

Wood-Washington-Wirt Interstate Planning Commission
Transportation Improvement Program

Project ID	County Route Section	Length (mi)	Location and Description	Total Cost (000's)	Type of Federal Funds	Phase of Work	Federal (or State/Local) Fund Use (000's) by Fiscal Year				Resp Agency	Clean Air
							1997	1998	1999	2000		
U354-NOR/TH-3 TEA-0096(016)EQ	Wood Rail Trail	0.00	North Bend Rail Trail. Construction of rest areas.	10	STP	CN	8				State	26
S354-77/-166.00 IM-0773(280)E	Wood I-77	2.99	Resurface I-77 from 0.40 mi S of CO 21/24 to 2 mi S of the Mineral Wells interchange.	1,200	IM	CN	1,200				State	15
S354-68/-14.66 NHST-0068(060)E	Wood WV 68 WV 892	2.67	WV 68 & WV 892 from 0.16 mi S of WV 68 to 0.15 mi N of CO 9 (Marrtown Rd.) Resurface and guardrail installation.	600	NHST	CN	480				State	15
S354-68/-19.07 NH-0068(059)E	Wood WV 68 Emerson Ave.	1.24	Resurface Emerson Ave. from 0.01 mi N of WV 14 (Murdoch Ave.) to 0.28 mi S of CO 14/16 (Rosemar Rd.)	300	NH	CN	240				State	15
FTA 5310 Capital Grant		0.00	Elderly and handicapped transportation capital expenditure.	150	5310	NA	30	30	30	30	State	30
FTA 5307 Operating Grant		0.00	Operating grant for Mid-Ohio Valley Transit Authority (MOVTA).	4,145	5307	NA	275	275	275	275	MOVTA	30
FTA Section 5307 Capital Grant		0.00	MOVTA - purchase of two replacement buses.	89	5307	NA	71				MOVTA	30

West Virginia - Transit Summary

Wood-Washington-Wirt Interstate Planning Commission
 Transportation Improvement Program 97-2000

Agency: MOVTA and Wood Co.
Fiscal Year: Beginning July 1, 1996

<i>Fiscal Year (Begin July 1)</i>	<i>Total Expenditures</i>			<i>Federal Funding</i>		
	<i>Capital*</i>	<i>Operating</i>	<i>Planning</i>	<i>Capital*</i>	<i>Operating</i>	<i>Planning</i>
1997	\$126,500	\$995,000	\$0	\$101,200	\$275,000	\$0
1998	\$37,500	\$1,050,000	\$0	\$30,000	\$275,000	\$0
1999	\$37,500	\$1,050,000	\$0	\$30,000	\$275,000	\$0
2000	\$37,500	\$1,050,000	\$0	\$30,000	\$275,000	\$0

* Includes anticipated FTA 5310 Funds and FTA 5307 Funds.

West Virginia - Transit Anticipated Operating Schedule

Wood-Washington-Wirt Interstate Planning Commission
 Transportation Improvement Program 97-2000

Agency: Mid-Ohio Valley Transit Authority (MOVTA)
Fiscal Year: Beginning July 1, 1996

<i>Fiscal Year (Begin July 1)</i>	<i>Recipient of Funds</i>	<i>Agency Resp. for Project Implementation</i>	<i>Operating Expenditures</i>	<i>Operating Revenues</i>	<i>Net Project Cost</i>	<i>Subsidy</i>			
						<i>Local Dedicated Tax</i>	<i>Local Other Funds</i>	<i>State</i>	<i>Federal</i>
1997	MOVTA	MOVTA	\$995,000	\$128,000	\$867,000	\$500,000	\$92,000	\$0	\$275,000
1998	MOVTA	MOVTA	\$1,050,000	\$133,000	\$917,000	\$500,000	\$142,000	\$0	\$275,000
1999	MOVTA	MOVTA	\$1,050,000	\$133,000	\$917,000	\$500,000	\$142,000	\$0	\$275,000
2000	MOVTA	MOVTA	\$1,050,000	\$133,000	\$917,000	\$500,000	\$142,000	\$0	\$275,000

- Notes:* 1. *Operating Expenditures - Operating Revenues = Net Project Cost = Subsidy*
 2. *Any unexpended funds from one fiscal year may be carried over to the following fiscal year.*

West Virginia - Transit Capital Improvements FY 1997

Wood-Washington-Wirt Interstate Planning Commission
 Transportation Improvement Program 97-2000

Fiscal Year: 1997

Beginning: July 01, 1996

Recipient of Funds	Agency Resp for Project Implementation	R	E	W	Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located In	
						FTA 5307	FTA 5310	Flex Fund		WVDOT	Other	Tax	Other	Year	Document Title
1 Handicapped Accessible Van				X	\$37,500		X		\$30,000				\$7,500		
MOVTA - Building Expansion and Renovation - Storage Facilities					\$89,000	X			\$71,200				\$17,800		

R = Replacement E = Expansion W = Wheelchair

West Virginia - Transit Capital Improvements FY 1998

Wood-Washington-Wirt Interstate Planning Commission
 Transportation Improvement Program 97-2000

Fiscal Year: 1998

Beginning: July 01, 1997

Recipient of Funds	Agency Resp for Project Implementation	R	E	W	Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located In	
						FTA 5307	FTA 5310	Flex Fund		WVDOT	Other	Tax	Other	Year	Document Title
1 Handicapped Accessible Van				X	\$37,500		X		\$30,000				\$7,500		

R = Replacement E = Expansion W = Wheelchair

West Virginia - Transit Capital Improvements FY 1999

Wood-Washington-Wirt Interstate Planning Commission
 Transportation Improvement Program 97-2000

Fiscal Year: 1999

Beginning: July 01, 1998

Recipient of Funds	Agency Resp for Project Implementation	R	E	W	Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located In	
						FTA 5307	FTA 5310	Flex Fund		WVDOT	Other	Tax	Other	Year	Document Title
1 Handicapped Accessible Van				X	\$37,500		X		\$30,000				\$7,500		

R = Replacement E = Expansion W = Wheelchair

West Virginia - Transit Capital Improvements FY 2000

Wood-Washington-Wirt Interstate Planning Commission
 Transportation Improvement Program 97-2000

Fiscal Year: 2000

Beginning: July 01, 1999

Recipient of Funds	Agency Resp for Project Implementation	R	E	W	Total Project Cost	Source of Federal Funding			Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located In	
						FTA 5307	FTA 5310	Flex Fund		WVDOT	Other	Tax	Other	Year	Document Title
1 Handicapped Accessible Van				X	\$37,500		X		\$30,000				\$7,500		

R = Replacement E = Expansion W = Wheelchair

Ohio Projects
Fiscal Years 1997-2000

Wood-Washington-Wirt Interstate Planning Commission
Transportation Improvement Program

Project ID	County Route Section	Length (mi)	Location and Description	Total Cost (000's)	Type of Federal Funds	Phase of Work	Federal (or State/Local) Fund Use (000's) by Fiscal Year				Resp Agency	Clean Air
							1997	1998	1999	2000		
PID 16279	WAS Front Street	0.533 km	Downtown Marietta: Front St between Green and Putnam Sts. Lighting, benches, replacement of curb, gutter, sidewalks. Enhancement project.	614	STP (733)	P R C P R C	491 (123)				City	NA
PID 5129	WAS Putnam St	0.30	Marietta: Intersection of Gilman and Putnam Sts. Replace a 780 foot bridge over the Muskingum River.	4,360	BR (733)	P R C P R C	48 (12)	3,200 (800)			County	NA
PID 16260	WAS CR4 00.00	2.96	Marietta: From western corporation line to CR 79. Resurfacing with stabilized berms, pavement marking.	291	STP (County) (733)	P R C P R C	232 59				County	NA
PID 14153	WAS 7 33.120	1.512 km	Marietta: from 0.04 mi W of Pearl St to west end of Washington St Bridge. Resurfacing Fort Harmar Dr.	241	STP (MPO) (002)	P R C P R C			193 (48)		State	NA

Ohio Projects
Fiscal Years 1997-2000

Wood-Washington-Wirt Interstate Planning Commission
Transportation Improvement Program

Project ID	County Route Section	Length (mi)	Location and Description	Total Cost (000's)	Type of Federal Funds	Phase of Work	Federal (or State/Local) Fund Use (000's) by Fiscal Year				Resp Agency	Clean Air
							1997	1998	1999	2000		
PID 15008	WAS 7 35.035	0.00	Marietta: Construction of a closed loop inter connected traffic signal system; 10 different locations.	521	STP (MPO) (733)	P R C P R C				32 (8)	City	NA
PID 14564	WAS 7 37.010	1.689 km	Marietta: Pike St from Seventh St to 0.04 mi S of Acme St, and Acme St from Pike St to Phillips St. Safety upgrade by widening to provide a 2 way left turn center lane, traffic signal, pavement reconstruction, resurfacing, pavement markings and signing.	1,422	STP (HES) (002) (733)	P R C P R C P R C	N N 1,279 N N (129) N N (13)				City	NA
PID 16239	WAS 7 65.569	0.200 km	North of Newport: Slip repair, including pavement replacement, rock buttress on riverbank, and ditch cleaning. [All State funding, no Federal]	463	(002)	P R C	(40) (423)				State	NA

Ohio Projects
Fiscal Years 1997-2000

Wood-Washington-Wirt Interstate Planning Commission
Transportation Improvement Program

Project ID	County Route Section	Length (mi)	Location and Description	Total Cost (000's)	Type of Federal Funds	Phase of Work	Federal (or State/Local) Fund Use (000's) by Fiscal Year				Resp Agency	Clean Air
							1997	1998	1999	2000		
PID 12785	WAS US 50 11.570 SR 618 7.04 SR 7 9.51 US 50 7.19	5.40	Begins 2.30 mi E of SR339 (Corp. Limit). Ends at SR618 Junction, City of Belpre; Begins 0.15 mi E of US50 ramp ends SR7 City of Belpre; Begins at US50 ends 0.64 mi N of US50 City of Belpre; 4-lane resurfacing with joint repair, guardrail, lighting, signing, R/W fence, slip stabilization, drainage improvement and bridge repair. 3.36 miles.	3,500	NH (002)	P R C P R C	(296)		2,547 (636)		State	NA
PID 15684	WAS 50 15.656	0.061 km	Belpre: US50 eastbound intersection with SR618. Install fully actuated traffic signal; minor changes to geometrics; improve pavement surface and drainage.	118	STP (State)	P R C	118				City	NA
PID 5244	WAS 124 04.23	0.113 km	Little Hocking: 0.26 mi N of CR26. Replace a 266' bridge over the Little Hocking River.	1,282	BR (002)	P R C P R C		924 (231)			State	NA
PID 14155	WAS CR446 0.000	0.66	Begins at SR676 and ends at Marietta Corp. Limit. Widening, minor realignment, resurfacing, and construction of retaining wall.	225	STP (County) (733)	P R C P R C				180 (45)	County	NA

Ohio Projects
Fiscal Years 1997-2000

Wood-Washington-Wirt Interstate Planning Commission
Transportation Improvement Program

Project ID	County Route Section	Length (mi)	Location and Description	Total Cost (000's)	Type of Federal Funds	Phase of Work	Federal (or State/Local) Fund Use (000's) by Fiscal Year				Resp Agency	Clean Air
							1997	1998	1999	2000		
PID 10496	WAS 821 0.59	2.59 km	0.75 mi N of SR60 to 0.85 mi S of I-77. Roadway widening, grading, resurfacing, install new drainage.	3,552	STP (State) (002)	P R C P R C	(350)	2,529 (633)			State	NA
		0.00	FTA 5310 (Specialized Transportation Program) Transit Capital Improvement	150	5310		30	30	30	30	State	NA
		0.00	FTA 5311 (Section 18) Community Action Bus Lines (CABL) Operating	1,220	5311		67	67	67	67	County	NA
		0.00	FTA 5311 (Section 18) CABL Capital Improvements	323	5311		36	132	52	0	County	NA

Ohio Projects
Fiscal Years 1997-2000

Wood-Washington-Wirt Interstate Planning Commission
Transportation Improvement Program

County Route Section	Statewide Line Items State FY 1997	Total Cost (000's)	Type of Federal Funds	Federal Share of Cost by Phase			Resp Agency
				PE	R/W	CONST	
All Systems Except Interstate	Rail Highway Crossing Safety	*	STP	*		*	State
All Systems	Highway Planning and Research	*	SPR PL STP	*			State
All Systems	Preparation of Individual Program Documents and Provide Guidance to LPAs	*	STP	*			State
All Systems	Rideshare Program	*	STP CMAQ	*			State
All Systems	Bridge Inspection	*	BR	*			State
All Systems	Right-of-Way Hardship and Protective Buying	*	NH STP		*		State
All Systems	National Recreation Trails	*	NRT	*	*	*	State
All Systems	Specialized Services Provided by Statewide/ Districtwide Consultant Contract	*	NH STP	*			State
All Systems	Ohio Department of Public Safety 402 Safety Program Activities	*	STP	*			State
All Systems	Transportation Enhancement Activities	*	STP			*	State
All Systems	Environmental Site Assessments	*	STP	*			State
All Systems	Operations Division Resurfacing	*	IM NH STP			*	State
All Systems	Other Operations Division Projects	*	IM NH STP			*	State

* Specific projects within MPO not yet known; see statewide line item entries in State Transportation Improvement Program (STIP) for projected funding data.

Ohio - Transit Summary

Wood-Washington-Wirt Interstate Planning Commission
 Transportation Improvement Program FY 97-2000

Washington County FTA 5310 (Specialized Transportation) Funds and FTA 5311 (Section 18) Funds

Agencies: Multiple Agencies
Fiscal Year: Beginning July 1, 1996

<i>Fiscal Year (Begin July 1)</i>	<i>Total Expenditures</i>			<i>Federal Funding</i>		
	<i>Capital*</i>	<i>Operating</i>	<i>Planning</i>	<i>Capital*</i>	<i>Operating</i>	<i>Planning</i>
1997	\$82,500	\$275,500	\$0	\$66,000	\$67,045	\$0
1998	\$202,500	\$289,000	\$0	\$162,000	\$67,045	\$0
1999	\$102,500	\$303,000	\$0	\$82,000	\$67,045	\$0
2000	\$37,500	\$318,000	\$0	\$30,000	\$67,045	\$0

* Includes all anticipated 5310 (Specialized Transportation) funds.

Ohio - Transit Anticipated Operating Schedule

Wood-Washington-Wirt Interstate Planning Commission
 Transportation Improvement Program FY 97-2000

Agency: Community Action Bus Lines (CABL)
Fiscal Year: Beginning July 1, 1996

<i>Fiscal Year (Begin July 1)</i>	<i>Recipient of Funds</i>	<i>Agency Resp. for Project Implementation</i>	<i>Operating Expenditures</i>	<i>Operating Revenues</i>	<i>Net Project Cost</i>	<i>Subsidy</i>			
						<i>Local Dedicated Tax</i>	<i>Local Other Funds</i>	<i>State</i>	<i>Federal</i>
1997	Washington Co.	CABL	\$275,500	\$15,000	\$260,500	\$0	\$110,805	\$82,650	\$67,045
1998	Washington Co.	CABL	\$289,000	\$15,500	\$273,500	\$0	\$119,755	\$86,700	\$67,045
1999	Washington Co.	CABL	\$303,000	\$16,000	\$287,000	\$0	\$129,055	\$90,900	\$67,045
2000	Washington Co.	CABL	\$318,000	\$17,000	\$301,000	\$0	\$138,555	\$95,400	\$67,045

Note: Operating Expenditures - Operating Revenues = Net Project Cost = Subsidy

Ohio - Transit Capital Improvements

FY 1997

Wood-Washington-Wirt Interstate Planning Commission
 Transportation Improvement Program FY 97-2000

Fiscal Year: 1997
 Beginning: July 01, 1996

Recipient of Funds	Agency Resp for Project Implementation	R	E	W	Total Project Cost	Source of Federal Funding				Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located In		
						Flex Fund	FTA				ODOT	Other	Tax	Other	Year	Doc Title	
Description of Improvement							5307	5309	5310	5311							
1 Handicapped Accessible Van				X	\$37,500				X		\$30,000					\$7,500	
CABL - Capital Improvement 10 seat plus 2 wheelchair positions, single wheel cutaway vehicle with wheelchair lift		X			\$45,000					X	\$36,000	\$4,500				\$4,500	

R = Replacement E = Expansion W = Wheelchair

Ohio - Transit Capital Improvements

FY 1998

Wood-Washington-Wirt Interstate Planning Commission
 Transportation Improvement Program FY 97-2000

Fiscal Year: 1998

Beginning: July 01, 1997

Recipient of Funds	Agency Resp for Project Implementation	R	E	W	Total Project Cost	Source of Federal Funding				Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located In	
						Flex Fund	FTA				ODOT	Other	Tax	Other	Year	Doc Title
Description of Improvement						5307	5309	5310	5311							
1 Handicapped Accessible Van				X	\$37,500			X		\$30,000				\$7,500		
CABL - Capital Improvement 22 seat plus 2 wheelchair positions, light transit vehicle with wheelchair lift		X			\$65,000				X	\$52,000	\$6,500			\$6,500		
CABL - Capital Improvement bus garage/storage facility			X		\$100,000				X	\$80,000	\$10,000			\$10,000		

R = Replacement E = Expansion W = Wheelchair

Ohio - Transit Capital Improvements

FY 1999

Wood-Washington-Wirt Interstate Planning Commission
 Transportation Improvement Program FY 97-2000

Fiscal Year: 1999

Beginning: July 01, 1998

Recipient of Funds	Agency Resp for Project Implementation	R	E	W	Total Project Cost	Source of Federal Funding				Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located In		
						Flex Fund	FTA				ODOT	Other	Tax	Other	Year	Doc Title	
							5307	5309	5310								5311
Description of Improvement																	
1 Handicapped Accessible Van				X	\$37,500			X		\$30,000				\$7,500			
CABL - Capital Improvement 22 seat plus 2 wheelchair positions, light transit vehicle with wheelchair lift		X			\$65,000				X	\$52,000	\$6,500			\$6,500			

R = Replacement E = Expansion W = Wheelchair

Ohio - Transit Capital Improvements

FY 2000

Wood-Washington-Wirt Interstate Planning Commission
 Transportation Improvement Program FY 97-2000

Fiscal Year: 2000
 Beginning: July 01, 1999

Recipient of Funds	Agency Resp for Project Implementation	R	E	W	Total Project Cost	Source of Federal Funding				Amount of Federal Funding	Amount of State Funding		Amount of Local Funding		Planning Documentation Located In		
						Flex Fund	FTA				ODOT	Other	Tax	Other	Year	Doc Title	
Description of Improvement							5307	5309	5310	5311							
1 Handicapped Accessible Van				X	\$37,500				X		\$30,000				\$7,500		

R = Replacement E = Expansion W = Wheelchair

**Federal Funding Summary (000's)
per Fiscal Year by Funding Category**

**WWW-IPC
TIP**

Wood County, West Virginia					
<i>Funding Category</i>	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>Total</i>
IM	17,013	2,432	2,600		\$22,045
NH	540				\$540
BR					\$0
BH	495		3,415		\$3,910
STP	2,808				\$2,808
RRP	132				\$132
CM	418				\$418
NHST	480				\$480
Pending *	3,664	18,046	145,131		\$166,841
Transit 5310	30	30	30	30	\$120
Transit 5307 (Operating)	275	275	275	275	\$1,100
Transit 5307 (Capital)	71				\$71
Total	\$25,926	\$20,783	\$151,451	\$305	\$198,465

* Project Pending - US50 (Corridor D)

Washington County, Ohio **					
<i>Funding Category</i>	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>Total</i>
NH			2,547		\$2,547
STP (MPO)			192	32	\$224
STP (State)	491	2,529			\$3,020
STP (County)	232			180	\$412
BR	48	4,124			\$4,172
STP (HES)	1,279				\$1,279
Transit 5310	30	30	30	30	\$120
Transit 5311 (Operating)	67	67	67	67	\$268
Transit 5311 (Capital)	36	132	52	0	\$220
Total	\$2,183	\$6,882	\$2,888	\$309	\$12,262

** Excludes statewide line item entries for which specific projects are not yet known.

X. Fiscal Constraint Analysis

The Wood-Washington-Wirt Interstate Planning Commission has developed the Transportation Improvement Program in cooperation with the West Virginia and Ohio Departments of Transportation. The conclusions made are based on information provided by the respective State Departments concerning funding availability.

WWW-West Virginia Portion of TIP

Based on presently known federal-aid obligation authority, all Title 23 projects in West Virginia appearing in the TIP have been programmed by the West Virginia Division of Highways and can reasonably be expected to be funded as programmed within the time frame of the TIP. Therefore, WWW has concluded that the W.Va. projects identified in the TIP are financially feasible.

WWW-Ohio Portion of TIP

Based on information provided by the Ohio Department of Transportation WWW has concluded that the Ohio projects identified in this TIP are financially constrained. An analysis of the Federal funds made available to the MPO has been prepared which shows that the projects as identified by fiscal year are financially feasible. The extra Federal funding needed to advance WAS 26-01.34 to sale was advanced to WWW by ODOT in FY 1996. The deficits shown through FY 97 and 98 reflect that advance. As a result of estimated new allocations, a positive balance would be realized in FY 99. One project has been identified in that fiscal year (WAS 7-33.13). However, funds obligated for that project exceed the available MPO balance. ODOT has committed to cover this deficit with an additional advance, if necessary, once actual project costs and future Federal allocations are known. The fiscal analysis can be reviewed on the following page.

Fiscal Constraint Analysis

<i>State Fiscal Year</i>	<i>MPO Balance</i>	<i>Obligations (Federal Funding Only)</i>
1997	(\$482,857) Fed fund balance carryover * \$190,000 New Allocation (STP/DSB) \$9,000 MA Allocation	
	Federal funds available (\$283,857) SFY 1997	no expenditures \$0 FY 97
1998	(\$283,857) Fed fund balance carryover * \$190,000 New Allocation (STP/DSB) \$9,000 MA Allocation	
	Federal funds available (\$84,857) SFY 1998	no expenditures \$0 FY 98
1999	(\$84,857) Fed fund balance carryover \$190,000 New Allocation (STP/DSB) \$9,000 MA Allocation	
	Federal funds available \$114,143 SFY 1999	\$192,000 WAS 7-33.12 Total FY 99 \$192,000 Obligation **
2000	(\$77,857) Fed fund balance carryover \$190,000 New Allocation (STP/DSB) \$9,000 MA Allocation	
	Federal funds available \$121,143 SFY 2000	\$32,000 WAS-7-35.035 Engineering Total FY 2000 \$32,000 Obligation

* Deficit reflects funds advanced for WAS 26-01.34.

** Funds obligated exceed MPO balance. ODOT has committed to cover the deficit with an advance, if necessary, once actual project costs and future federal allocations are known.

XI. Financial Capacity Assessment (Transit)

Mid-Ohio Valley Transit Authority (MOVTA)

In preparation of the FY 97-2000 Transportation Improvement Program the Wood-Washington-Wirt Interstate Planning Commission has analyzed the financial capacity of the Mid-Ohio Valley Transit Authority (MOVTA). This assessment was made in compliance with FTA Circular 7008.1, Urban Mass Transportation Financial Capacity Policy.

It is WWW's conclusion that MOVTA exhibits the financial capacity to carry out its proposed grant. This conclusion was reached following a thorough review of the Financial Capacity Analysis Indicators.

Community Action Bus Lines (CABL)

A formal financial capacity assessment of Section 18 systems is not required under FTA Circular 7008.1, Urban Mass Transportation Financial Capacity Policy. However, WWW has concluded that CABL has the financial capacity to carry out its proposed grant. This conclusion was based on all available information during the TIP development process.

XII. Public Participation Process

The following procedure is established to fulfill public participation and comment requirements for all transportation plans and transportation improvement programs developed by WWW. This procedure supersedes any previously approved process developed by the Interstate Planning Commission. In accordance with 23 CFR Part 450, WWW is modifying existing public involvement procedures so that citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties have a reasonable notice of and opportunity to comment on proposed plans and programs. As part of the metropolitan transportation planning process a proactive process has been developed which provides for complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and programs. Specific planning requirements in the development of a public involvement process are as follows:

- A minimum public comment period of 45 days before the public involvement process is initially adopted or revised.
- Provide timely information about transportation issues and processes to all interested parties affected by transportation plans, programs and projects within the MPO area.
- Provide reasonable public access to technical and policy information used in the development of plans and TIPs and open meetings where matters related to the Federal-aid highway and transit programs are being considered.
- Require adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to, approval of plans and TIPs.
- Demonstrate explicit consideration and response to public input received during the planning and program development processes.

- Seek out and consider the needs of those traditionally underserved by existing transportation systems, including, but not limited to, low-income and minority households.
- When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan), as a result of the public involvement process or the interagency consultation process required under the US EPA's conformity regulations, a summary, analysis, and report on the disposition of the comments shall be made part of the final plan and TIP.
- If the final transportation plan or TIP differs significantly from the one which was made available for public comment by the MPO, and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available.
- Public involvement process shall be periodically reviewed by the MPO in terms of its effectiveness in assuring that the process provides full and open access to all.
- These procedures will be reviewed by the FHWA and FTA as necessary for all MPOs, to assure that full and open access is provided to the MPO decision making processes.
- Metropolitan public involvement processes shall be coordinated with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs.

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

I. Public Participation Policy

- A. Prior to the development of the draft TIP and Long Range Transportation Plan a notice will be placed in the local newspapers requesting input and/or participation in the development of the documents. The notice will state the nature of the request with an input period of thirty (30) days from the date the notice was published. All comments and/or suggestions received will be documented and included in the preparation of the preliminary documents.
- B. (1) Upon completion of a draft Long Range Plan a public notice will be placed in the local newspapers stating that a preliminary document has been prepared. The notice will be published 15 days prior to a scheduled public meeting/"open house" and will state the date, times and place the document will be available for comment. The notice will also state that WWW will accept written comments up to 15 days after the scheduled public meeting/"open house". All comments and responses to comments will be made part of the planning documentation.
- B. (2) Upon completion of the draft Transportation Improvement Program (TIP) a public notice will be placed in the local newspapers stating that the preliminary document has been prepared and is available for public review and comment. The comment period will be thirty days from the date the notice was published. The notice will state the times and place the public can review the document. Any comments received during this period will be documented with an appropriate response and made part of the planning document.
- C. (1) Upon completion of the final draft Long Range Transportation Plan a public notice will be placed in the local newspapers stating that a final draft document has been prepared. The notice will be published 10 days prior to the scheduled public meeting/"open house" and will state the date, times and place the document to be available for comment. Any comments received during the meetings will be documented with a response and made part of the final document.
- C. (2) Upon completion of the final draft TIP a public notice will be placed in the local newspapers stating that the final draft TIP has been prepared and is available for public review and comment. The comment period will be 15 days from the date the notice was published. The notice will state the times and place the public can review the document. Any comments received will be taken into consideration prior to adoption of the final document.
- D. Upon completion of the final documents with explicit consideration given to all comments generated during the comment period, the WWW Policy Board will be requested to approve the documents by resolution at a Board meeting. The resolution will include an assurance that the Public Participation Policy was followed.

II. Additional Procedures

- 1. In addition to public notices in the local newspapers a mailing list of all known interested parties will be maintained by WWW staff. The list will include the WWW Policy Board and Technical Advisory Committee, private providers of transportation, affected public agencies, representatives of transportation agency employees and social service agencies (particularly those that serve low-income and

minority population). Persons or agencies on this list will be notified directly of any requests for comments.

2. The specified procedures in Section I allow WWW to meet the basic public input requirements. Any additional requirements identified by the State of Ohio or West Virginia will be followed and when possible coordinated with the states' public involvement processes.
3. All WWW Quarterly Board meetings will be considered open meetings and will be advertised 10 days prior to the meeting. This is to insure that the public has an opportunity to be informed on matters related to the Federal-aid highway and transit programs.
4. If any comments are received during the public involvement process or the interagency consultation process required under the US EPA's conformity regulations, a summary, analysis, and report on the disposition of the comments will be made part of the final plan and TIP.
5. On an annual basis WWW will review this policy to assure that the process provides full and open access to all. If any modifications are required, the revisions will be subject to a 45 day comment period prior to Policy Board approval.
6. In the event that modifications are required to the transportation plan or TIP as a result of new material issues, the revised document will be subject to the public involvement process as identified in C(1) and (2) of Section 1.

PUBLIC NOTICE

The Wood-Washington-Wirt Interstate Planning Commission (WWW) is beginning to prepare the Transportation Improvement Program (TIP) for Fiscal Years 1997-2000. The TIP lists all area transportation projects expected to be undertaken during the life of the TIP along with their anticipated funding sources. Anyone, including private sector providers wishing to present their views on the development of the TIP should contact WWW. Written comments must be received within (30) days. All comments received will be considered in the development of the TIP. Address comments to: WWW, P.O. Box 247, Parkersburg, WV 26102 or call 422-4993 ext. 125.

Dec. 1

JANICE RUBLE

being first duly sworn, says that the

"TRANSPORTATION IMPROVEMENT"

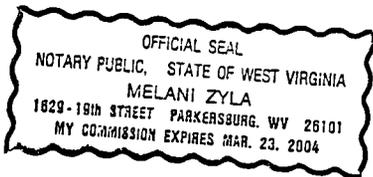
hereto attached was printed in the Parkersburg News a daily newspaper published in the City of Parkersburg, Wood County, West Virginia, and posted at the front door of the Court House for one successive weeks, the first publication and posting thereon being on the 1 day of December 19 95, and subsequent publication on the day of 19, the day of 19, the day of 19, and the day of 19.

Printer's Fee \$ 9.34
1 7/8 " x 103 = 128.75 words @ .0725 J. Ruble

Subscribed and sworn to before me this 1 day of December 19 95

Melani Zyla
Notary Public for Wood County, West Virginia

My commission expires 3-23-04



Parkersburg Printing Co. - 5/71

PUBLIC NOTICE

The attached notice was published in The Marietta Times, a newspaper of general circulation in Washington County, Ohio time(s). It was published (day) Friday (date) Dec. 1, 1995

If published more than once, it was published in ensuing consecutive weeks. In accordance with Ohio Revised Code, sworn affidavits from the publisher are not required after September 23, 1977.

Account # 469200 Transportation Improvement Pgm.

Printer's fees \$ 34.65 Due and payable upon receipt

The Wood-Washington-Wirt Interstate Planning Commission (WWW) is beginning to prepare the Transportation Improvement Program (TIP) for Fiscal Year 1997-2000. The TIP lists all area transportation projects expected to be undertaken during the life of the TIP along with their anticipated funding sources. Anyone, including private sector providers wishing to present their views on the development of the TIP should contact WWW. Written comments must be received within (30) days. All comments received will be considered in the development of the TIP. Address comments to: WWW, P.O. Box 247, Parkersburg, WV 26102 or call 422-4993, ext. 125.

Dec. 1, 1995-1T-Fri.

NOTICE OF TIP DEVELOPMENT

PUBLIC NOTICE
 The Wood-Washington-Wirt Interstate Planning Commission (WWW) has prepared a draft FY 97-2000 Transportation Improvement Program (TIP) for the study area. The TIP is a list of all transportation projects which are planned using federal funds during the TIP period. Projects identified in the TIP are for Wood County, West Virginia and portions of Washington County, Ohio.
 Copies of the draft TIP are available to the public at WWW offices located at 531 Market Street, Parkersburg, WV. Anyone wishing to comment on the proposed TIP is requested to do so by March 25, 1996 so that comments can be considered in the development of the final document.

Feb. 23 N

JANICE RUBLE
 being first duly sworn, says that the

"PUBLIC NOTICE"

hereto attached was printed in the Parkersburg News
 a daily newspaper published
 in the City of Parkersburg, Wood County, West Virginia and posted
 at the front door of the Court House for one
 successive weeks, the first publication and posting thereon being on
 the 23 day of Feb. 1996, and subse-
 quent publication on the day of 19 ,
 the day of 19 , the day of
 19 , and the day of 19 .

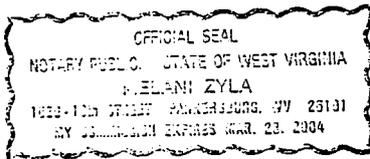
Printer's Fee \$ 9.34

173 " x 103 = 128.75 words @ .0725 J. Ruble

Subscribed and sworn to before me this 23 day of
February 1996.

Melani Zyla
 Notary Public for Wood County, West Virginia

My commission expires 3-23-04



Parkersburg Printing Co. - 5/71

The attached notice was published in The Marietta Times, a
 newspaper of general circulation in Washington County, Ohio
 (date) Feb. 23, 1996 time(s) Friday It was published (day) Friday,
 If published more than once, it was published in ensuing consec-
 utive weeks. In accordance with Ohio Revised Code, sworn affi-
 davits from the publisher are not required after September 23, 1977.
 Account # 469200 TIP Program
 Printer's fees \$ 34.65
 Due and payable upon receipt

PUBLIC NOTICE
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 Feb. 23, 1996-IT-Fri.

NOTICE OF DRAFT TIP

LEGAL ADVERTISEMENTS

PUBLIC NOTICE
The Wood-Washington-Wirt Interstate Planning Commission (WWW) has prepared a final draft FY 99-2000 Transportation Improvement Program (TIP) for the study area. The TIP is a list of all transportation projects that are planned using federal funds during the TIP period. Projects identified in the TIP are for Wood County, West Virginia and portions of Washington County, Ohio. Copies of the TIP are available to the public and can be obtained at WWW offices located at 531 Market Street, Parkersburg, WV. Anyone wishing to comment on the TIP is requested to do so by April 26, 1996 so that comments can be considered prior to final approval of the document.

April 8 N

JANICE RUBLE

being first duly sworn, says that the

"FINAL DRAFT"

hereto attached was printed in the Parkersburg News

a daily newspaper published in the City of Parkersburg, Wood County, West Virginia, and posted at the front door of the Court House for one successive weeks, the first publication and posting thereon being on the 8 day of April, 1996, and subsequent publication on the day of , 19 , the day of , 19 , the day of , 19 , and the day of , 19 .

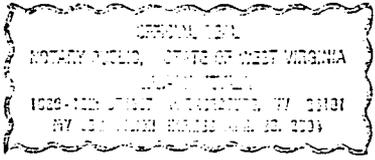
Printer's Fee \$ 9.34

178 " x 103 = 128.75 words @ .0725 *J. Ruble*

Subscribed and sworn to before me this 8 day of April, 1996.

Janice Ruble
Notary Public for Wood County, West Virginia

My commission expires 3-23-04



Parkersburg Printing Co. - 5/71

The attached notice was published in The Marietta Times, a newspaper of general circulation in Washington County, Ohio, 1 time(s). It was published (day) Monday, (date) April 8, 1996.
If published more than once, it was published in ensuing consecutive weeks. In accordance with Ohio Revised Code, sworn affidavits from the publisher are not required after September 23, 1977.
Account # 469200 FY99-2000 TIP Pgm.
Printer's fees \$ 34.65
Due and payable upon receipt

PUBLIC NOTICE
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Apr. 8, 1996-TT-Mon.

NOTICE OF FINAL TIP

Page reserved for future notices

XIII. Air Quality Conformity

The transportation air quality conformity circumstances for Wood County, W.Va., have not significantly changed since the previous Transportation Improvement Program (TIP). The previous TIP and the current Long Range Plan have been found to conform with the State Implementation Plan (SIP). Only projects which are exempt from air quality conformity analysis have been added to the new TIP. Therefore, this TIP is also found to conform to the SIP. A complete copy of the air quality conformity analysis from the previous TIP is included in the Appendix.

XIV. Appendix

RESPONSE TO COMMENTS

The Draft Transportation Improvement Program was made available for comment on February 23, 1996. During the comment period the following comments were generated from federal and state agencies. There were no comments generated from the general public. The comments were considered for incorporation in the document and were resolved as follows.

COMMENT: The federal operating funds available to the Community Action Bus Lines in Washington was incorrectly shown. Actual available funds total \$67,045 and should be reflected in each year of both the TIP and CABL's 4-year Capital and Operating Plan.

RESPONSE: The comment was made available to CABL to insure proper reference to actual available funds in their Capital and Operating Plan. The TIP was revised to correctly show actual federal funds available (\$67,045) to CABL for each fiscal year.

COMMENT: The Ohio portion of the WWW TIP fiscal constraint should be consistent with the February 27, 1996 IOC from the Division of Finance identifying the MPO federal funding capacity.

RESPONSE: The fiscal constraint analysis was revised per the February 27, 1996 IOC.

COMMENT: The WWW TIP should include a discussion to demonstrate that existing transportation facilities are being adequately operated and maintained by showing maintenance and operation funds, including local funding.

RESPONSE: Discussion regarding operation and maintenance has been included in the TIP. The discussion can be found in Section III of the document.

COMMENT: WWW should discuss the criteria used to select projects for the TIP in accordance with October 28, 1993 Metropolitan Planning Regulations.

RESPONSE: WWW revised the existing Project Selection and Prioritization section of the document to better describe the process.

COMMENT: The final TIP needs to have a prioritized list of projects for each of the first 3-years of the TIP.

RESPONSE: The projects identified in the TIP are prioritized by fiscal year. All projects within that fiscal year are considered priority projects.

Attached with this response are the actual comment letters received from the review agencies.

INTER-OFFICE COMMUNICATION

To: Larry Sutherland, Acting Administrator, Office of Planning

From: Pat Moore, Administrator, ~~Office~~ *PMM* of Public Transportation

Date: March 12, 1996

Subject: Wood-Washington-Wirt Interstate Planning Commission
Draft FY 1997-2000 TIP

=====

We have reviewed WWW's draft FY 1997-2000 TIP and have the following comment:

Pages 27,28, and 33 include Section 5311 funding for Community Action Bus Lines (CABL) in Washington County, Ohio. ODOT sent CABL a notice dated November 15, 1995 to reduce FTA operating assistance by 17.2% for CY 1997. Therefore, federal operating funds available to CABL for CY 1997 will be \$67,045. This adjusted amount should be reflected in each year of both the TIP and CABL's 4-year Capital and Operating Plan.

Please reflect the correct figures for the federal portion of funding on the above-mentioned pages of the final TIP.

PAM:JKW:LE*LF*

c: Moore - Workman - Harris - Frenton - File - Office File - Reading File

Post-It™ brand fax transmittal memo 7671		# of pages ▶ 5	
To	RANDY DURST	From	W. CLARKE
Co.	WWW	Co.	ODOT D.10
Dept.		Phone #	
Fax #	304-422-4998	Fax #	

3-18-96

INTER-OFFICE C

To: John Dowler, District Deputy Director #10

From: Larry F. Sutherland, Acting Administrator, Office of Planning

Date: March 8, 1996

Subject: WWW - Draft FY 1997-2000 Transportation Improvement Program

The Office of Planning has reviewed the subject document and is providing the following comments toward development of the final TIP:

Attached is a February 27, 1996 IOC from the Division of Finance identifying the MPO Federal funding capacity for developing the FY 1997-2000 MPO TIPS. The Ohio portion of the WWW TIP fiscal constraint should be consistent with this data.

§ 450.324(e) of the October 28, 1993 Metropolitan Planning Regulations require TIPs to demonstrate that existing transportation facilities are being adequately operated and maintained by showing maintenance and operation funds, including local funding. Attached is a copy of a good example of the discussion of operation and maintenance costs from the Akron and Dayton TIPs. The discussion in the WWW TIP should include a discussion similar to these.

§ 450.324(n) of the October 28, 1993 Metropolitan Planning Regulations require TIPs to identify the criteria and process for prioritizing projects including intermodal tradeoffs. WWW should discuss the criteria used to select projects for the TIP.

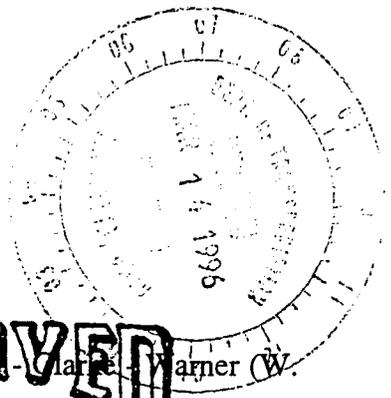
As a reminder, an MPO self-certification resolution and a resolution affirming consistency with the long range transportation plan need to accompany the final TIP submittal. One copy of the Final Draft TIPs are due in each of the ODOT District offices and each of the 16 Ohio MPOs and six copies in the ODOT Office of Planning by April 1, 1996 for the public involvement period beginning April 8, 1996.

Please forward this information to the MPO.

Attachments

LFS
LFS.ms
DAN.MTS
MTS

c: Rodrigo - Lunt - Mooney - P. Moore - McQuirt - Belmont - Clark - Warner (W. Virginia) - File - (Parkersburg - 602) - Reading File



RECEIVED

MAR 14 1996

OHIO DEPT. OF TRAN
DIST. 10 PLANNING & PROGRA

e Dowler w/o attach

INTER-OFFICE COMMUNICATION

To: John Dowler, District Deputy Director #10

From: Larry F. Sutherland, Acting Administrator, Office of Planning

Date: March 19, 1996

Subject: WWW - Draft FY 1997-2000 Transportation Improvement Program

The Federal Highway Administration has reviewed the subject document and is providing the following comments toward development of the final TIP.

Please forward this information to the MPO.

Attachment

LFS:ms
DAM:MTS

c: Rodrigo - Lunt - Mooney - P. Moore, w/att. - McQuirt - Selhorst, w/att. - Tsen - Clarke, w/att. - Warner (W. Virginia), w/att. - File - (Parkersburg - 602) - Reading File

Post-It™ brand fax transmittal memo 7671 # of pages ▶ 3

To	Rand Purst	From	Matt S
Co.	WV	Co.	
Dept.		Phone #	
Fax #	(304) 422-4998	Fax #	

Review Comments for WYW's FY 1997-2000 TIP:

1. The final TIP needs to have a prioritized list of projects for each of the first 3-years of the TIP. [450.324(d)]

Air Quality Conformity

In addition to the planning requirements identified in ISTEA this Transportation Improvement Program (TIP) is also subject to the 1990 Clean Air Act Amendments (CAAA). A TIP must conform with the State Implementation Plan (SIP) for complying with the Clean Air Act. Therefore, a conformity analysis must be done to verify that the TIP does indeed meet the requirements of the SIP.

Background

On January 6, 1992, Wood County, W.Va., was officially designated as a moderate non-attainment area for ozone. This designation was made as a result of monitored exceedances of the National Ambient Air Quality Standards (NAAQS) identified by the West Virginia Office of Air Quality and the US Environmental Protection Agency. Washington County is designated as attainment, therefore the CAAA requirements do not impact transportation planning in that portion of the study area.

Each state has an agency responsible for overseeing compliance with Clean Air regulations. In West Virginia it is the Office of Air Quality. They prepare, and from time to time amend, the State Implementation Plan. The SIP is an air quality management plan that provides measures for controlling all sources of air pollution. As the result of an amendment to the SIP the US EPA issued a final rule redesignating Wood County, W.Va. as attainment for ozone on September 6, 1994. Concurrently US EPA approved a maintenance plan for the Parkersburg area as an amendment to the State Implementation Plan (SIP).

Ozone is not directly emitted into the air. Rather it is formed when volatile organic chemicals (VOC) and nitrous oxides (NO_x) react in sunlight. Emissions of VOC and NO_x are considered precursors of ozone and, therefore, are regulated. Sources of VOC and NO_x are broken down into three categories - mobile, stationary, and area sources. Mobile sources include emissions from all vehicles on the road. Large measured sources such as industrial plants are considered stationary sources. Area sources include small unmeasured sources, off-road vehicles, lawnmowers, refueling, biogenic sources, etc. . .

The maintenance plan referenced above establishes a "budget" of emissions that can come from each of these sources while still meeting National Ambient Air Quality Standards. For TIP, of course, we are concerned with mobile emissions.

Maintenance Plan Requirements

This TIP must conform with the mobile source emission budget established in the Parkersburg/Wood County portion of the SIP maintenance plan. As shown in the table below emissions from all mobile sources in Wood County were 8.03 tons per day (tpd) of volatile organic chemicals and 6.94 tpd of nitrous oxide in 1990. By 1999 the figures must drop to 6.11 tpd of VOC and 6.35 tpd of Nox.

<i>Parkersburg, Wood County Status - Attainment (9/6/94)</i>				
	<i>1990</i>	<i>1993</i>	<i>1996</i>	<i>1999</i>
VOC	8.03	6.64	6.32	6.11
NOx	6.94	6.72	6.53	6.35

Table 1 - Wood County Air Quality Maintenance Budget

Results of Conformity Analysis

As required by the Clean Air Act a consultation process regarding transportation related air quality issues has been developed between WVV, WVDOT, and the West Virginia Office of Air Quality (WVOAQ). Through that process a procedure has been established for determining conformity with the State Implementation Plan (SIP).

Mobile source emissions rates are estimated by WVOAQ using a computer model known as MOBILE 5.0a. Emission factors are calculated considering the vehicle mix, age of fleet, average speeds, facility types, etc.

Total vehicle miles traveled (VMT) are forecast using the "latest planning assumptions," as required by 40 CFR 51.400(a). Due to the unavailability of data from the Census Transportation Planning Package, in a timely fashion, none of the planning assumptions have been updated recently. Planning assumptions will be updated when the CTPP becomes available. This data would then be utilized for conformity analysis of future Transportation Improvement Plans.

Given that a model is not available to adequately distribute the VMT the WVDOT and WVV have agreed to use a region-wide VMT and appropriate emission factors to calculate regional highway emissions. WVOAQ has accepted this approach as being consistent with the SIP emissions budget methodology. VMT growth will be projected from the 1990 baseline using the latest socio-economic forecasts.

Under this analysis only those projects which induce economic activity, extraordinary to on-going growth, are significant. Appalachian Corridor D (US Route 50) is the only project in the TIP which meets this criteria. Under this analysis there are no projects from a previously conforming TIP or plan which are now part of the base case as envisioned by Section 450.324(n)(4) of the October 28, 1993 Final Statewide and Metropolitan Planning Regulations.

Emission factors as supplied by WVOAQ are multiplied by the forecast VMT to determine the forecast emissions of each pollutant. Forecast emissions for VOC and NOx, as provided by the WVDOT, are contained in the following table.



**WOOD • WASHINGTON • WIRT
INTERSTATE PLANNING COMMISSION**

P.O. Box 247, 531 Market Street
Parkersburg, West Virginia 26101
(304) 422-4993 • FAX (304) 422-4998

Memorandum

FROM
TO

To: Local Government Members
From: Fred L. Rader, Community Development Director *Fred*
Date: March 19, 1996
Re: O & M data for Transportation Improvement Program

First, let me apologize for the short notice, but ODOT just notified us of the need for O & M data in the TIP.

At the bottom of this page is a very simple form, the data from which would allow us to meet the requirement for demonstrating that the existing transportation system is being adequately maintained. We must submit the TIP to ODOT and WVDOT on Monday. Therefore, it is imperative that we have your response by Friday. Please pass this on to the appropriate party, if necessary.

We are most interested in the total amount budgeted this fiscal year for transportation. This would include everything from pothole repair to snow removal, from mowing rights-of-way to repaving streets. If it is readily available we would also like to know how much of the total is for resurfacing/reconstruction. Any new construction adding capacity to the transportation system would not be part of the O & M expense and should be listed separately.

If you have any questions at all please call me (ext. 119) or Randy Durst (ext. 125). Thank you in advance for your cooperation and, again, I apologize for the short notice.

Name of Local Government:
Contact Person:
Total Operation & Maintenance Budget:
Resurfacing Portion of O & M:
Cost of New Capacity Construction:

*CITY OF BELPRE, OHIO
DICK THOMAS, MAYOR
\$ 385,670
\$ 110,000
— 0 —*



**WOOD • WASHINGTON • WIRT
INTERSTATE PLANNING COMMISSION**

P.O. Box 247, 531 Market Street
Parkersburg, West Virginia 26101
(304) 422-4993 • FAX (304) 422-4986

Attn: Fred Rader
Fred

Memorandum

To: Local Government Members
From: Fred L. Rader, Community Development Director
Date: March 19, 1996
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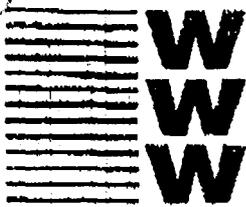
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If you have any questions at all please call me (ext. 119) or Randy Durst (ext. 125). Thank you in advance for your cooperation and, again, I apologize for the short notice.

Name of Local Government: City of Williamstown
Contact Person: Susan Wooddell, City Clerk
Total Operation & Maintenance Budget: \$83,227
Resurfacing Portion of O & M: \$62,000
Cost of New Capacity Construction: -0-



**WOOD • WASHINGTON • WIRT
INTERSTATE PLANNING COMMISSION**

P.O. Box 247, 531 Market Street
Parkersburg, West Virginia 26101
(304) 422-4993 • FAX (304) 422-4998

Memorandum

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If you have any questions at all please call me (ext. 119) or Randy Durst (ext. 125). Thank you in advance for your cooperation and, again, I apologize for the short notice.

Name of Local Government: City of Vienna
Contact Person: Tim Lemasters, Director of Public Works
Total Operation & Maintenance Budget: \$477,350
Resurfacing Portion of O & M: \$ 75,500
Cost of New Capacity Construction: Not applicable



**WOOD • WASHINGTON • WIRT
INTERSTATE PLANNING COMMISSION**

P.O. Box 247, 531 Market Street
Parkersburg, West Virginia 26101
(304) 422-4993 • FAX (304) 422-4998

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If you have any questions at all please call me (ext. 119) or Randy Durst (ext. 125). Thank you in advance for your cooperation and, again, I apologize for the short notice.

Name of Local Government: *CITY OF PARKERSBURG*

Contact Person: *ROBERT ESCHBACHER, P.W. DIRECTOR*

Total Operation & Maintenance Budget:	\$ <i>1,730,000</i>	+ \$ <i>1,172,727</i>	= \$ <i>2,902,727</i>
Resurfacing Portion of O & M:	\$ <i>300,000</i>	+ \$ <i>1,172,727</i>	= \$ <i>1,476,727</i>
Cost of New Capacity Construction:	<i>0</i>		

Note: CD = Federal Funding



**WOOD • WASHINGTON • WIRT
INTERSTATE PLANNING COMMISSION**

P.O. Box 247, 531 Market Street
Parkersburg, West Virginia 26101
(304) 422-4993 • FAX (304) 422-4998

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If you have any questions at all please call me (ext. 119) or Randy Durst (ext. 125). Thank you in advance for your cooperation and, again, I apologize for the short notice.

CALENDAR YEAR 1996

Name of Local Government: *WASHINGTON COUNTY*

Contact Person: *T. W. SUSNKA, COUNTY ENGINEER*

Total Operation & Maintenance Budget: *\$5,404,520*

Resurfacing Portion of O & M: *600,000 ± Does not include Federal funds or Issue II funds.*

Cost of New Capacity Construction: *509,000 ± Federal Funds*
335,000 Issue II Funds

MAR-20-96 WED 9:39 AM

3044224993

P. 2

FAX

Date: 3/22/96
 Number of pages including cover sheet. 0

To: Fred Rader
WWW

Phone: 102881
 Fax phone: 304-422-4998
 CC: _____

From: MARIETTA ENGINEERING DEPARTMENT

Bob Badger

Phone: 614-373-5495
 Fax phone: 614-376-6445

REMARKS: Urgent For your review Reply ASAP Please comment

NAME OF GOV'T: CITY OF MARIETTA, OHIO
 contact: Robert I. Badger, City Engineer
 Total O&M STREET BUDGET (1996) \$ ~~1,442,900~~ 1,442,900
 Resurfacing portion of O&M \$ 121,546
 Cost of New Capacity Construction \$ 541,004
 (not in total O&M)

Robert I. Badger