

Fayette/Raleigh Metropolitan Planning Organization

Transportation Improvement Program FY 2020-2023

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TABLE OF CONTENTS

Introduction	3
Purposes and Procedures	4-5
TIP Content	5
MAP-21 Planning Factors	6-7
Priorities	7
Financial Feasibility	7
Explanation of Acronyms	8-10
TIP Schedule and Process	11
Public Transit Financial Capacity Analysis	12
Highway Improvement Project List	21-32
Public Transit Improvement Project List	33
FRMPO Policy Board Adopting Resolution	34

INTRODUCTION

The following Transportation Improvement Program document will serve as the Transportation Improvement Program (TIP) 2020-2023. As a condition of receiving Federal capital or operating assistance for transportation planning, improvements or operations, the Beckley, WV urbanized area must maintain a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area. The Transportation Improvement Program (TIP) is a multi-modal transportation document required by the US Department of Transportation to fulfill the objectives of the Metropolitan Transportation Planning Process. For the purposes of conducting regional comprehensive transportation planning and implementing transportation improvements, the Beckley, WV urbanized area extends to the county lines of both Fayette and Raleigh County.

The FY 2020-2023 Transportation Improvement Program (TIP) for the Beckley, West Virginia Metropolitan Area includes transit and highway improvement or maintenance preservation projects to be implemented in FY 2020 through FY 2023. It is prepared in cooperation with the US Department of Transportation's Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the West Virginia Department of Transportation (WVDOT), the New River Transit Authority (NRT) and local communities. The fiscal year is defined as that which is followed by the State of West Virginia and the Fayette/Raleigh Metropolitan Planning Organization (FRM) and begins on July 1 and ends on June 30.

In July 2012 the President of the United States signed into law a new transportation planning bill known as Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 established new provisions to the metropolitan planning process that are designed to establish a transparent, accountable, decision making framework for the MPO to identify multi-modal capital investment and project priorities. In December 2015, the Fixing America's Surface Transportation Act (FAST) was passed which continues

and expanded the performance-based planning and programming (PBPP) initiatives for metropolitan transportation planning introduced in MAP-21. Both the MAP-21 and FAST Act include provisions regarding the preparation of the TIP and the program's content. These provisions include project selection, project prioritization, a financial plan which is to demonstrate that funding can reasonably be expected to be available, and an opportunity for public comment prior to final approval.

PURPOSE AND PROCEDURES

The primary purpose of FRMPO's Transportation Improvement Program (TIP) is to provide a mechanism for enabling local input into the use of federal funds for surface transportation projects, determine regional transportation priorities and demonstrate a short-range transportation vision for the region.

Projects included in FRMPO's FY 2020-2023 TIP are approved by the committees providing input into FRMPO's decision-making process. The Technical Advisory Committee (TAC) monitors the activities of FRMPO's transportation planning staff and reviews the technical procedures and standards for conducting the process. Members of the public, as well as private transit operators, are also given an opportunity to provide input into the TIP. This is accomplished by means of a public notice published in the local newspaper and a public comment period.

Recommendations of the TAC regarding the TIP are approved or disapproved for presentation to the FRMPO Policy Board, which is responsible for the overall policy, guidance, and direction for the Metropolitan Transportation Planning Process in the Beckley, West Virginia Urbanized Area. Its voting membership, twelve (12) in number, consists of the mayors and county commissioners of each of the municipalities and counties in the urbanized area, a representative of the New River Transit Authority, representatives of Regions 1 and 4 Planning and Development Councils, and a representative of the West Virginia Department of Transportation. The members approve or disapprove any projects presented to them and have the authority to

propose any projects they believe should be included in the TIP or recommend changing priorities. However, any changes are subject to approval by the West Virginia Department of Transportation. The FRMPO Policy Board makes the final decision on the document to be submitted to the WVDOT. Projects that are deemed non-groupable and thus ineligible to be adjusted into the TIP via administrative modification will go through the amendment process. This process can be seen in the “FRMPO TIP/TIP AMENDMENTS SCHEDULE AND PROCEDURES” table on page 18. Amendments to the TIP are made at least quarterly in compliance with the schedule prescribed by the WVDOT.

TIP CONTENT

Improvements to be included in the TIP originate from WVDOT project lists, NRT's capital program, and FRMPO's Long Range Transportation Plan (LRTP). The TIP includes all highway and transit projects which received federal funding within Fayette and Raleigh counties, as required by federal transportation planning regulations.

Procedures for Grouping Projects

On 7-24-2017 the FRMPO Policy Board adopted the use of “Groupable Projects”, where eligible for determining fiscal constraint their TIP. Most States utilize this process as provided in federal regulations and the use of groupable projects is supported by our FHWA office, the WVDOT, the West Virginia MPO Association.

Under the provisions of project grouping, projects that meet the Groupable Projects criteria are placed in the appropriate group (See groups below). If there are currently no projects for the MPO in one or more of the groups, the groups would still be in the TIP for use as future projects are added to the MPO area. Groupable projects are listed and shown in the MPO's TIP with the same amount of information that was previously displayed. The difference is that, since these projects are generally more preservation based, smaller in size and scope or have been vetted through a competitive process, groupable projects do not need formal action from the Policy Board. When new a groupable project is identified in the MPO's area, the MPO is notified of the proposed adjustment to their TIP and sent the corresponding project information. At the next

scheduled meeting, the project is presented to the Policy Board as an adjustment to their TIP.

This procedure covers many to most of the projects that previously required TIP amendments. The streamlined process allows the MPO staff and WVDOT staff to work on the front end helping to plan future projects and provide input into the project selection process. The Groupable Projects process also expedites delivery of the project by not having to wait on the next scheduled MPO meeting or having to have an emergency MPO meeting to meet potential deadlines and helps the Agency's involved to deliver the area's program more efficiently, reduce the amount of staff time preparing TIP amendment documents.

To this end:

- The WVDOH and the MPOs would conduct annual coordination meetings with the respective District(s) within the MPO's geographical area;
- The MPOs would invite the WVDOH District personnel to its Technical Advisory Committee meetings;
- The WVDOH would include the MPOs in the solicitation of asset management type projects for consideration for funding;
- The WVDOH would share information of WVDOH asset management methodologies;
- The WVDOH would notify the MPO of any Intent to Apply for Transportation Alternatives and Recreational Trails funding; and
- The WVDOH will provide the data related project for an administrative adjustment to the TIP.

Groupable Projects: *

Group	Description
Maintenance and System Preservation - Bridge Program	Bridge Maintenance, Rehabilitation, and Replacement; inspections -such as bridge overlays/sealing, clean and paint, deck expansion joints.
Maintenance and System Preservation - Pavement	Pavement Maintenance, Rehabilitation and Reconstruction, Resurfacing.
Maintenance and System Preservation -Other	Other Maintenance, Rehabilitation, and Replacement (non-pavement) items such as lighting, guardrail, retaining walls, slides, signal and sign renovation and/or replacements.
Operational Improvements - Miscellaneous	Localized mobility; striping and signing; lighting, signals, signage, non- capacity adding work.
Bike and Pedestrian and Community Development	Non-traditional transportation projects with Transportation Alternative funding and/or Recreational Trail funding.
Emergency Relief (ER) Projects**	Emergency projects due to storm events
Technical Support	Non-capital program projects such as: research, bridge inspections, agency funded positions, etc.

** Projects that are not regionally significant, environmental document type of CE, non-capacity adding, exempt from air quality analysis*

*** If core FHWA funds are used*

Administrative modifications are tracked by FRMPO staff and made available to appropriate committees through electronic communication and/or a written memorandum. Since administrative modifications do not require FRMPO Policy Board approval, no notice is required to be given to the FRMPO Policy Board or the public prior to approval. They shall, however, be presented to the TAC for its review and comment.

All non-groupable projects, in general, are those that are considered regionally significant, capacity adding or in excess of \$10 million. Any project not considered groupable shall be reviewed by the TAC with recommendations made to the Policy Board to either approve or disapprove the project to be included in the TIP. The Policy Board shall then vote to approve or disapprove the project(s). In review of any

proposed project to be added to the TIP, the FRMPO may request that project to be subject to Policy Board approval. Upon completion of this process, all projects to be amended into the TIP shall be noted through a resolution signed by the Policy Board chairman and submitted to the WVDOH for official inclusion into the TIP/STIP. (Please see the “FRMPO TIP/TIP AMENDMENTS SCHEDULE AND PROCEDURES” table at the end of this document for further details.

MAP-21 and FAST Act PLANNING FACTORS

MAP-21 requires FRMPO to consider the following eight factors when conducting transportation planning. The eight factors were considered to the extent allowable in the development of the TIP and the FRMPO 2040 Long Range Transportation Plan (LRTP). Several projects and programs directly and indirectly influence certain factors listed below:

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and non-motorized users;
- 3) Increase the security of the transportation system for motorized and non-motorized users;
- 4) Increase accessibility and mobility to people and freight;
- 5) Protect and enhance the environment, provide energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- 6) Enhance the integration and connectivity of transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation; and
- 8) Emphasize the preservation of the existing transportation system.

MAP-21 and the FAST Act place emphasis on incorporating performance management into transportation planning and programming processes. National performance goals have been established for 7 key areas, and states are required to establish performance targets in support of these national goals. Projects in the 2020-2023 TIP address transportation needs in one or more of these key areas, which are:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement & Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

PERFORMANCE MEASURES

Currently, the FRM has coordinated/collaborated with WVDOT to determine and establish performance measures to track in each of the key areas, as well as, to quantify baseline goals for each measure. FRM has adopted the State DOT's Targets as mentioned above via resolution dated 7-11-2019. A mechanism with the WVDOT shall be established to report the targets and annual values upon request of FHWA and FTA. FRM will continue working with its partners to establish and refine performance measures that support the national performance areas.

Transit Asset Management

Under the requirements of MAP-21, the FTA Transit Asset Management Final Rule was published July 26, 2016 in the Federal Register and became effective October 1, 2016. The final rule established minimum Federal requirements for transit asset management that include:

- Establishing Transit Asset Management (TAM) Performance Targets
- Coordinating the Performance Targets with the State DOT and MPOs
- Develop of Transit Asset Management Plans (TAMP)
- Reporting of asset inventories, conditions, and performance measures through the National Transit Database

The above requirements apply to all recipients of Federal financial assistance under 49 U.S.C. Chapter 53 who own, operate, or manage public transportation capital assets. Transit Asset Management (TAM), is a model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit networks in a 'State of Good Repair' (SGR).

The FTA is implementing TAM using a two-tiered approach in order to reduce TAM requirements for agencies operating smaller fleets. They are defined as such:

- Tier I: A Tier I provider is a recipient who owns, operates, or manages 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or who operates rail transit.
- Tier II: A Tier II provider is a recipient who owns, operates, or manages 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode; a sub-recipient under the 5311 Rural Area Formula program; a sub-recipient under the 5310 Seniors and Individuals with Disabilities program who operates an open-door service; or any American Indian tribe.

The New River Transit Authority (NRTA) is classified as a Tier II provider. As such, the following statewide performance targets are as follows:

Category	Class	2018 Actual*	2019 Targets
Rolling Stock	12 Year / 500K Miles	92%	94%
	10 Year / 350K Miles	79%	82%
	7 Year / 200K Miles	74%	76%
	5 Year / 150K Miles	85%	86%
	4 Year / 100K Miles	82%	83%
Facility	Admin, Maintenance, Storage	89.75%	90%
	Transfer Center	89.75%	90%
Equipment	Support Vehicles	67%	73%
	Maintenance-Equip	67%	73%

* The National Transit Database (NTD), administered by FTA

Safety Performance Measures

On March 15, 2016, The FHWA published the Safety Performance Management Measures (Safety PM) Final Rule in the Federal Register, with an effective date of April 14, 2016. Safety Performance Management is part of the overall FHWA Transportation Performance Management (TPM) program. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages for:

1. Number of Fatalities;
2. Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 Million VMT; and
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

The safety targets adopted by the Fayette/Raleigh MPO can be found in the table below:

Safety Performance Measures 2017 HSIP	Targets
Number of Fatalities	281.6
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.37
Number of Serious Injuries	1341.0
Rate of Serious Injuries per 100 Million VMT	6.327
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	94.1

Pavement and Bridge Condition Performance Measures

On January 18, 2017, FHWA published the Pavement and Bridge Conditions Performance Measures (PM) Final Rule in the Federal Register, with an effective date of May 20, 2017. The PM establishes measures for State DOTs to carry out the National Highway Performance Program (NHPP) and to assess the condition of pavements on the non-Interstate National Highway System (NHS); pavements on the Interstate System; and bridges carrying the NHS, including on- and off-ramps connected to the NHS.

The Pavement PM established four performance measures:

1. Percent of Interstate pavements in Good condition
2. Percent of Interstate pavements in Poor condition
3. Percent of non-Interstate NHS pavements in Good condition
4. Percent of non-Interstate NHS pavements in Poor condition

The Bridge PM established two performance measures:

1. Percent of NHS bridges by deck area classified as in Good condition

2. Percent of NHS bridges by deck area classified as in Poor condition

The Pavement and Bridge Condition Performance targets adopted by the Fayette/Raleigh MPO can be found in the table below:

Performance Measures	Baseline	2-Year Target	4-Year Target
Pavements of the Interstate System in Good Condition (%)	73.40%	N/A	75.0%
Pavements of the Interstate System in Poor Condition (%)	0.10%	N/A	4.0%
Pavements of the Non-Interstate NHS in Good Condition (%)	40.9%	40.0%	45.0%
Pavements of the Non-Interstate NHS in Poor Condition (%)	1.2%	5.0%	5.0%
NHS Bridges Classified as in Good Condition (%)	13.9%	14.0%	16.0%
NHS Bridges Classified as in Poor Condition (%)	11.9%	10.0%	10.0%

System Performance / Freight / CMAQ Performance Measures

On January 18, 2017, The FHWA published the System Performance/Freight/CMAQ Performance Measures (PM) Final Rule in the Federal Register, with an effective date of May 20, 2017. The PM establishes measures for State DOTs and MPOs will use to report on the performance of the Interstate and non-Interstate NHS to carry out the NHPP; freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile emissions for the purpose of carrying out the Congestion Mitigation and Air Quality (CMAQ) Improvement Program.

The System Performance/Freight/CMAQ PM established six performance measures:

1. Percent of reliable person-miles traveled on the Interstate
2. Percent of reliable person-miles traveled on the non-Interstate NHS
3. Percent of Interstate system mileage providing for reliable truck travel time

4. Total emissions reductions by applicable pollutants under the CMAQ program*
5. Annual hours of peak hour excessive delay per capita*
6. Percent of non-single occupancy vehicle travel*

**Measure does not apply to FRM*

The System and Freight Performance targets adopted by the FRM can be found in the table below:

Measure	2017 (Baseline)	2019 (Two-Year)	2021 (Four-Year)
Person Miles Traveled on the Interstate That are Reliable (%)	99.80%	98.00%	96.00%
Person Miles Traveled on the non-Interstate NHS That are Reliable (%)	91.90%	N/A	87.00%
Truck Travel Time Reliability Index	1.21	1.25	1.30

PRIORITIES

The WVDOT manages all metropolitan and rural area projects programmed in the TIP. Projects in the region’s TIP are developed in cooperation with the WVDOT. In general, WVDOT advances projects through planning activities conducted by WVDOT at the statewide level and the MPO. Project information and detail is then provided to FRM for consideration and inclusion in the regions TIP. The FRM then works with the local government officials, organizations, special interests and the general public to develop the local TIP. The entire process is conducted using a metropolitan area planning process that is coordinated, cooperative and comprehensive, otherwise known as the 3C Planning Process.

Candidate projects in Fayette and Raleigh Counties are identified and proposed by the WVDOT. The projects are developed and presented by WVDOT and they have the final responsibility for selecting, financing, and managing all projects. The FRMPO planning activities in cooperation with the local governments may help to identify and provide

supporting documentation for the transportation projects programmed. Projects proposed through the FRM planning process are considered by WVDOT on a statewide basis and programmed at the discretion of the WVDOT.

FINANCIAL FEASIBILITY

Based on presently known federal-aid apportionments, allocations, obligation authority and other available sources of funding, all highway projects listed in the TIP have been programmed by the WVDOH and can reasonably be expected to be funded as programmed within the time frame of the TIP. Transit projects are based on future Section 5307 and 5310 (formula) funding at current levels and Section 5309 (discretionary) funding which can reasonably be anticipated. Programmed federal funding by type and fiscal year is shown on the following table:

EXPLANATION OF ACRONYMS

Apportioned Map-21 Program Codes		
Program Description	Federal Share ²	Local Share
National Highway Performance Program (NHPP)	80%	20%
National Highway Performance Program (NHPP) Exempt	80%	20%
Surface Transportation Program (STP) Flex	80%	20%
STP - Urbanized Areas with Population Over 200K	80%	20%
STP - Areas with Population Over 5K to 200K	80%	20%
STP - Areas with Population 5K and Under	80%	20%
STP Off-System Bridge	80%	20%
Special Rule for Areas of Less Than 5,000 Population	80%	20%
Highway Use Tax Evasion Projects	80%	20%
On-the-Job Training	80%	20%
Denali Access System	80%	20%
Highway Safety Improvement Program (HSIP)	90%	10%
Railway-Highway - Hazard Elimination	90%	10%
Railway-Highway - Protective Devices	90%	10%
Congestion Mitigation & Air Quality Improvement (CMAQ)	80%	20%
CMAQ Flexible Funding	80%	20%
Projects to Reduce PM 2.5 Emissions	80%	20%
Metropolitan Planning Program	80%	20%
Transportation Alternatives Program (TAP) Flex	80%	20%
TAP - Urbanized Areas with Population Over 200K	80%	20%
TAP - Areas with Population Over 5K to 200K	80%	20%
TAP - Areas with Population 5K and Under	80%	20%
Recreational Trails Program (RTP)	80%	20%
Return of 1% for RTP Administration	80%	20%
State RTP Administration	80%	20%
RTP Educational Programs	80%	20%
State Planning and Research (SPR)	80%	20%
Research, Development, and Technology Transfer (RD&T)	80%	20%
Certain Safety Projects (GRC)	100%	0%
Innovative Project Delivery - Increased Federal Share	Up to 100%	-
Section 154 Penalties - Use for HSIP Activities	100%	0%
Section 164 Penalties - Use for HSIP Activities	100%	0%
Redistribution of Certain Authorized Funds	80%	20%

Apportioned FAST Act Program Codes		
Description	Federal Share	Local Share
National Highway Performance Program (NHPP)	80%	20%
NHPP Exempt	80%	20%
Surface Transportation Block Grant (STBG) Program Flex	80%	20%
STBG Program - Urbanized Areas With Population Over 200K	80%	20%
STBG Program - Areas with Population Over 5K to 200K	80%	20%
STBG Program - Areas with Population 5K and Under	80%	20%
STBG Program Off-System Bridge	80%	20%
Special Rule for Areas of Less Than 5,000 Population	80%	20%
Transportation Alternatives (Section 133(h)) Flex	80%	20%
Transportation Alternatives (Section 133(h)) - Urbanized Areas with Population Over 200K	80%	20%
Transportation Alternatives (Section 133(h)) - Areas with Population Over 5K to 200K	80%	20%
Transportation Alternatives (Section 133(h)) - Areas with Population 5K and Under	80%	20%
Transportation Alternatives (Section 133(h)) - Areas > 200k STBG Program Eligibilities	80%	-
Recreational Trails Program (RTP)	80%	20%
Return of 1% for RTP Administration	80%	20%
State RTP Administration	80%	20%
RTP Educational Programs	80%	20%
Highway Use Tax Evasion Projects	80%	20%
On-the-Job Training	80%	20%
Denali Access System	80%	20%
Border State Infrastructure	80%	-
Highway Safety Improvement Program (HSIP)	90%	10%
High Risk Rural Roads Special Rule	90%	10%
Railway-Highway - Hazard Elimination	90%	10%
Railway-Highway - Protective Devices	90%	10%
Congestion Mitigation & Air Quality Improvement (CMAQ)	80%	20%
Projects to Reduce PM 2.5 Emissions	80%	20%
CMAQ Flexible Funding	80%	20%
Metropolitan Planning Program	80%	20%
National Highway Freight Program (NHFP)	80%	-
Freight Intermodal & Rail Projects	80%	-
State Planning and Research (SPR)	80%	20%
Research, Development, and Technology Transfer (RD&T)	80%	20%
Section 154 Penalties - Use for HSIP Activities	100%	-
Section 164 Penalties - Use for HSIP Activities	100%	-
Redistribution of Certain Authorized Funds	80%	20%

Phase of Work:

PR	-	Preliminary Review
PE	-	Preliminary Engineering
CP	-	Contract Plans
RW	-	Right-of-Way
CN	-	Construction
FS	-	Feasibility Study
EIS	-	Environmental Impact Statement
DR	-	Design Report

Project Type

The TIP is divided into highway and transit elements. The West Virginia Division of Highways classifies projects according to the following system, with prefixes attached to the project number:

T	-	Technical Support
U	-	Improvements
X	-	System Expansion
E	-	Emergencies
S	-	Service Life

Agency

FRM	-	Fayette/Raleigh Metropolitan Planning Organization
NRTA	-	New River Transit Authority
WVDOT	-	West Virginia Department of Transportation

Project Carryover

C/O	-	Carryover
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FRMPO TIP/TIP AMENDMENTS SCHEDULE AND PROCEDURES

SCHEDULE	ACTIVITY
30 days before FRMPO Policy Board meeting	FRMPO staff requests draft TIP amendment project data from WV DOH Planning Division
15 days before FRMPO Policy Board meeting	Publication of legal notice in the Beckley Register-Herald notifying public of new TIP document or TIP amendments which initiates the public comment period.
5 days before FRMPO Policy Board meeting	Publication of legal notice in the Beckley Register-Herald notifying public of the upcoming FRMPO Policy Board meeting.
Prior to FRMPO Technical Advisory Committee (TAC) meeting	Proposed TIP/TIP amendments or adjustments will be presented to FRMPO Policy Board for adoption at quarterly FRMPO Policy Board meeting
Prior to the day of the FRMPO Policy Board Meeting	Proposed TIP/TIP amendments or adjustments will be presented to FRMPO Policy Board for adoption at quarterly FRMPO Policy Board meeting
Following FRMPO Policy Board meeting	A signed resolution adopting the TIP or TIP Project amendments list is submitted to the WVDOT Secretary for approval
Approximately 30 days after TIP or TIP amendments adoption	Notice of approval of new FRMPO TIP or TIP amendments is distributed by WVDOT Secretary to FRMPO, FHWA, and FTA
Approximately 30 days after TIP or TIP amendments adoption	Notice is issued by WVDOH that FRMPO TIP Amendments have been added to the Statewide Transportation Improvement Program (STIP) project list

PUBLIC TRANSIT FINANCIAL CAPACITY ANALYSIS

The NRTA's local match for FTA dollars is comprised of contributions from the municipal and county governments within the urbanized area in conjunction with contributions of NRTA's partner and service provider, Raleigh County Community Action Association, Inc. NRTA is currently seeking out opportunities to expand upon and stabilize its funding to ensure long term success. NRTA expects federal funding levels to remain at current levels. NRTA's financial stability over the period of FRMPO's TIP is expected to remain sustainable.



Performance Measure*	MPO	COUNTY	OBLIG_DATE	FED_FY	FEDERAL FUND PROGRAM	ProgramType	GROUPABLE
PM3	FRMPO	FAYETTE	28-Aug-21	2021	NRT	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM3	FRMPO	FAYETTE	28-Aug-21	2021	NRT	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM3	FRMPO	FAYETTE	21-Dec-21	2022	NRT	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PMS	FRMPO	FAYETTE	28-Apr-20	2020	NRT	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM3	FRMPO	RALEIGH	28-Aug-21	2021	OTHER	LOCALIZED MOBILITY IMPROVEMENT PROGRAM	NOT GROUPABLE - BOND PROJECT
PM2	FRMPO	FAYETTE	28-Aug-21	2021	OTHER	BRIDGE PROGRAM	NOT GROUPABLE - BOND PROJECT
PM2	FRMPO	FAYETTE	28-Aug-21	2021	OTHER	BRIDGE PROGRAM	NOT GROUPABLE - BOND PROJECT
PM3	FRMPO	FAYETTE	28-May-21	2021	TAP	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM1	FRMPO	FAYETTE	28-Jul-21	2021	NHPP	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM3	FRMPO	FAYETTE	01-Jun-21	2021	DF	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM3	FRMPO	FAYETTE	28-Aug-21	2021	DF	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM3	FRMPO	FAYETTE	28-Aug-21	2021	DF	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM3	FRMPO	FAYETTE	28-Dec-21	2022	TAP	LOCALIZED MOBILITY IMPROVEMENT PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM3	FRMPO	FAYETTE	28-Jul-21	2021	TAP	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT

PM3	FRMPO	RALEIGH	3/5/2020 A	2021	DF	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM3	FRMPO	RALEIGH	28-Sep-21	2021	DF	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM1	FRMPO	RALEIGH	28-Aug-21	2021	OTHER	LOCALIZED MOBILITY IMPROVEMENT PROGRAM	NOT GROUPABLE - BOND PROJECT
PM3	FRMPO	FAYETTE	28-Apr-21	2021	STP	ADA RAMP IMPROVEMENT PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM3	FRMPO	FAYETTE	28-Apr-22	2022	TAP	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM2	FRMPO	FAYETTE	28-Jun-21	2021	STP-OFF	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM2	FRMPO	FAYETTE	28-Nov-21	2022	STP-OFF	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM3	FRMPO	FAYETTE	28-Sep-22	2022	NRT	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM2	FRMPO	RALEIGH	28-Jan-22	2022	NHPP	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM2	FRMPO	RALEIGH	28-Jan-22	2022	NHPP	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM2	FRMPO	RALEIGH	28-Aug-23	2023	NHPP	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM2	FRMPO	RALEIGH	28-Dec-21	2022	STP	RESURFACING PROGRAM	GROUPABLE - RESURFACING
PM1	FRMPO	RALEIGH	28-Dec-21	2022	NHPP	TRAFFIC PROGRAM	GROUPABLE - TRAFFIC
PM1	FRMPO	RALEIGH	28-Dec-21	2022	NHPP	TRAFFIC PROGRAM	GROUPABLE - TRAFFIC
PM1	FRMPO	RALEIGH	28-Sep-22	2022	NHPP	TRAFFIC PROGRAM	GROUPABLE - TRAFFIC
PM1	FRMPO	RALEIGH	28-Sep-22	2022	NHPP	TRAFFIC PROGRAM	GROUPABLE - TRAFFIC
PM1	FRMPO	RALEIGH	28-May-22	2022	NHPP	TRAFFIC PROGRAM	GROUPABLE - TRAFFIC
PM1	FRMPO	RALEIGH	28-May-22	2022	NHPP	TRAFFIC PROGRAM	GROUPABLE - TRAFFIC
PM3	FRMPO	FAYETTE	28-Apr-22	2022	STP	ADA RAMP IMPROVEMENT PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT

PM2	FRMPO	FAYETTE	28-Oct-21	2022	STP	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM2	FRMPO	FAYETTE	28-May-22	2022	STP	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM2	FRMPO	FAYETTE	28-Dec-21	2022	STP	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM2	FRMPO	FAYETTE	28-Aug-22	2022	STP	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM2	FRMPO	FAYETTE	28-Mar-22	2022	TAP	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM2	FRMPO	FAYETTE	28-Apr-23	2023	STP	RESURFACING PROGRAM	GROUPABLE - RESURFACING
PM3	FRMPO	RALEIGH	28-Apr-23	2023	NRT	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM1	FRMPO	FAYETTE	11-Jan-21	2021	STP	TRAFFIC PROGRAM	GROUPABLE - TRAFFIC
PM1	FRMPO	FAYETTE	28-Feb-22	2022	STP	TRAFFIC PROGRAM	GROUPABLE - TRAFFIC
PM1	FRMPO	FAYETTE	28-Feb-23	2023	STP	TRAFFIC PROGRAM	GROUPABLE - TRAFFIC
PM3	FRMPO	RALEIGH	28-Oct-22	2023	NHPP	ADA RAMP IMPROVEMENT PROGRAM	GROUPABLE - COMMUNITY DEVELOPMENT
PM2	FRMPO	FAYETTE	28-Nov-22	2023	STP	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM2	FRMPO	FAYETTE	28-Apr-23	2023	STP	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM2	FRMPO	FAYETTE	28-Oct-22	2023	NHPP	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM2	FRMPO	FAYETTE	28-Jan-23	2023	NHPP	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM1	FRMPO	FAYETTE	28-Jan-22	2022	STP	TRAFFIC PROGRAM	GROUPABLE - TRAFFIC
PM1	FRMPO	FAYETTE	28-Jan-23	2023	STP	TRAFFIC PROGRAM	GROUPABLE - TRAFFIC
PM2	FRMPO	FAYETTE	28-Jul-24	2024	STP	BRIDGE PROGRAM	GROUPABLE - BRIDGE
PM2	FRMPO	FAYETTE	4/28/2024	2024	STP	ADA RAMP IMPROVEMENT PROGRAM	GROUPABLE - BRIDGE
PM2	FRMPO	ALL	8/28/2022	2022	NHPP		GROUPABLE
PM2	FRMPO	ALL	8/28/2022	2022	STBG		GROUPABLE

PM3	FRMPO	RALEIGH	4/28/2022	2022	CON	NOT GROUPABLE
PM3	FRMPO	RALEIGH	4/28/2022	2022	CON	NOT GROUPABLE
PM3	FRMPO	RALEIGH	2/28/2023	2023	CON	NOT GROUPABLE

Fayette/Raliegh Metropolitan Planning Organization
 Transportation Improvement Program
 FY 2019 - 2023

ROUTE	STATE_PROJ_NO	FED_PROJ_NO	PHASE	PROJ_NAME
NA999	U389 ARCTR 1 00	NRT2017168D	ENG	ARC POWER S WV BIKE TRL N
NA999	U389 ARCTR 1 00	NRT2017169D	ROW	ARC POWER S WV BIKE TRL N
NA999	U310 BABSP 1 00	NRT2017176DTC	CON	BABCOCK STATE PARK
NA	U310BABCO100	NRT2016346DTC	ENG	BABCOCK STATE PARK TRAIL EQUIP
US019	X341 ZWAY 622 02	NFA2417038	CON	BEAVER-S EISENHOWER DR (DESIGN/BUILD) (TPK BOND)
WV016	S310 016 03057 00	NFA2417008D	CON	BIG CREEK BRIDGE (TPK BOND)
CO015	S310 015 01610 00	NFA2417003D	CON	MAHAN BRIDGE (TPK BOND)
NA999	U310 MTHOP 2 00	TAP2015293D	CON	MT HOPE STREETSCAPE
PF019	T610 19 01538 00	NHPP0019498D	ENG	NEW RIVER GORGE BR 6 YR BR INSP
WV016	U310 01600 001 00	FLAP0016270D	ENG	NEW RIVER REC TRAIL
WV016	U310 01600 001 00	FLAP0016271D	ROW	NEW RIVER REC TRAIL
WV016	U310 01600 001 00	FLAP0016272D	CON	NEW RIVER REC TRAIL
WV016	U310 16 00002 00	TAP2019217DTC	CON	OAK HILL CONNECTOR TRAIL
NA999	U310 OAKHI 7 00	TAP2018255DTC	ENG	OAK HILL EAST END PED UPGRADE

NA999	U341 PINEY 1 00	FLAP2016058DTC	ENG	PINEY CREEK TRAIL
NA999	U341 PINEY 1 00	FLAP2016059D	CON	PINEY CREEK TRAIL
US019	X341 ZWA/Y 1 02	NFA2417037	CON	SHADY SPRINGS TO BEAVER (TPK BOND)
CO061/27	U310 61/27 00000 00	STP127001D	CON	THIRD AVE + 9
NA999	U310 19 2336 00	TAP2016355DTC	CON	WHITE OAK RAIL TRAIL LIGHTING
CO021/04	U310 02104 00180 00	STBG0214026D	ROW	2ND AVE BRIDGE
CO021/04	U310 02104 00180 00	STBG0214027D	CON	2ND AVE BRIDGE
NA999	U389 ARCTR 1 00	NRT2017170D	CON	ARC POWER S WV BIKE TRL N
US019	S341A 19 059 00	NHPP0019493D	ENG	CORRIDOR L BR NO 2 EB & WB
US019	S341A 19 059 00	NHPP0019494D	ROW	CORRIDOR L BR NO 2 EB & WB
US019	S341A 19 059 00	NHPP0019495D	CON	CORRIDOR L BR NO 2 EB & WB
WV307	S341 307 00198 00	STP0307002D	CON	DANIELS - GRANDVIEW RD
WV003	S341 3 3559 00	NHPP0003280D	CON	HARPER RD TRAFFIC SIGNALS +7
WV003	S341 3 3559 00	NHPP0003280D	CON	HARPER RD TRAFFIC SIGNALS +7
WV041	S341 41 000 00	NHPP0041086D	CON	JOHNSTOWN RD TRAFFIC SIGNALS +1
WV041	S341 41 000 00	NHPP0041086D	CON	JOHNSTOWN RD TRAFFIC SIGNALS +1
US019	S341 19 2352 00	NHPP0019484D	CON	MAPLE FORK RD TRAFFIC SIGNAL
US019	S341 19 2352 00	NHPP0019484D	CON	MAPLE FORK RD TRAFFIC SIGNAL
CO031	U310 31 00000 00	STP0031054D	CON	MEADOW BRIDGE ADA RAMPS + 3

CO015	S310 015 01361 00	STP0015106D	ROW	MILBURN BRIDGE
CO015	S310 015 01361 00	STP0015107D	CON	MILBURN BRIDGE
CO015	S310 015 01273 00	STP0015109D	ROW	PAINT CREEK ARCH
CO015	S310 015 01273 00	STP0015110DBC	CON	PAINT CREEK ARCH
NA999	U310 SMITH 2 00	TAP2017153DTC	CON	SMITHERS MICHIGAN AVE STREETSCAPE
WV016	S310 16 02925 00	STP0016287D	CON	BELVA RD
NA999	U341 BURN 2 00	NRT2016344D	CON	BURNING ROCK TRAILS 2016
NA999	S389 RECAL 21 00	STP2021018D	CON	D-9 RECALL STRIPING
NA999	S389 RECAL 22 00	STP202101?D	CON	D-9 RECALL STRIPING
NA999	S389 RECAL 23 00	STP202101?D	CON	D-9 RECALL STRIPING
WV003	U341 3 3600 00	NHPP0003291D	CON	HARPER RD ADA RAMPS +3
US060	S310 60 2618 00	STP0060358D	ENG	HICO BR
US060	S310 60 2618 00	STP0060358D	ROW	HICO BR
US019	S310 19 00098 00	NHPP0019502D	ENG	PAX AVE BRIDGES
US019	S310 19 00098 00	NHPP0019503D	CON	PAX AVE BRIDGES
NA999	S389 STRIP 22 00	STP2020028D	CON	ROADWAY STRIPING (D9)
NA999	S389 STRIP 23 00	STP2020028D	CON	ROADWAY STRIPING (D9)
US060	S310 60 2618 00	STP0060358DBC	CON	HICO BR
WV061	U310610075500	STP0061416D	CON	JONES AVE ADA RAMPS +2
NA999	T699NBIS2300	NHST2023022D	ENG	FY 23 SF BR INSPECT- STATEWIDE
NA999	T699NBIS2302	NHST2023024D	ENG	FY 23 SF BR INSPECT-TRAINING

I064	S341641249500	NFA2717020	CON	AIRPORT RD-GLADE CREEK (TPK BOND)
US019	X341ZWAY62202	NFA2417038	CON	BEAVER-S-EISENHOWER DR (DESIGN/BUILD) (TPK BOND)
US019	X341ZWA/Y102	STBG2417037	CON	SHADY SPRING TO BEAVER (TPK BOND)

TYPE_OF_WORK	FED_DOLRS	TOTAL_PHAS_DOLRS	BMP	MILES
DESIGN/CONST REC TRAIL NETWORK	45000	150000	0	0
DESIGN/CONST REC TRAIL NETWORK	30289	100963	0	0
TRAIL IMPROVEMENTS	272654	272654	0	0
EQUIPMENT PURCHASE	37,700	37,700		
ZWAY SEGMENT 8	0	72000000	0	1.86
REPLACE BRIDGE	0	1200000	30.57	0.03
REPLACE BRIDGE	0	1500000	16.1	0.02
CONST SIDEWALK	67119	83899	0	0
6 YR BR INSP	1200000	1500000	15.38	0.57
ACCESS TO REC ACTIVITIES	16000	20000	0	0.01
ACCESS TO REC ACTIVITIES	71636	89545	0	0.01
ACCESS TO REC ACTIVITIES	242150	302687	0	0.01
CONSTRUCT PED WALKWAY	200000	200000	0	0
DESIGN SIDEWALK	200000	200000	0	0

CONST TRAIL	25000	25000	0	0
CONST TRAIL	226937	283671	0	0
WIDEN & REALIGN SEG 1	0	3500000	0	4.36
DESIGN/BUILD ADA RAMPS	986400	1233000	0	6.39
DESIGN INSTALL LIGHTING	144000	144000	0	0
CONST NEW BRIDGE	4000	5000	1.8	0.01
CONST NEW BRIDGE	560000	700000	1.8	0.01
DESIGN/CONST REC TRAIL NETWORK	218695	728984	0	0
REHAB	120000	150000	0.58	0.02
REHAB	40000	50000	0.58	0.02
REHAB	1200000	1500000	0.58	0.02
RESURF	480000	600000	1.98	2.61
REPLACE TRAFFIC SIGNALS	960000	1200000	0	0.08
REPLACE TRAFFIC SIGNALS	960000	1200000	0	0.08
REPLACE TRAFFIC SIGNAL	336000	420000	0	0.02
REPLACE TRAFFIC SIGNALS	336000	420000	0	0.02
REPLACE TRAFFIC SIGNAL	144000	180000	0	0.01
REPLACE TRAFFIC SIGNALS	144000	180000	0	0.01
DESIGN/BUILD ADA RAMPS	928800	1161000	0	2.42

REPLACE BRIDGE	83280	104100	13.61	0.01
REPLACE BRIDGE	2383000	2383000	13.61	0.01
REPLACE BRIDGE	61920	77400	12.73	0.01
REPLACE BRIDGE	1771000	1771000	12.73	0.01
DESIGN/CONST SIDEWALK	250000	250000	0	0
RESURFACE	1011200	1264000	29.25	2.87
MAINT, CONST, EQUIP	120000	150000	0	0
PAVEMENT MARKINGS(PAINT)	205688	293840	0	0
PAVEMENT MARKINGS(PAINT)	162000	231400	0	0
PAVEMENT MARKINGS(PAINT)	162000	231400	0	0
DESIGN/BUILD ADA RAMPS	734400	918000	36	5.52
REHAB SUBSTRUCTURE	288000	360000	26.18	0.05
REHAB SUBSTRUCTURE	100000	125000	26.18	0.05
C&P	8000	10000	0.97	0.11
C&P	664000	830000	0.97	0.11
INST PVMT MARK(PAINT)	638978	1141032	0	0
INST PVMT MARK(PAINT)	638978	1141032	0	0
REHAB SUBSTRUCTURE	3000000	3000000	26.18	0.05
ADA IMPROVEMENT PROGRAM	698,400	873,000		
BRIDGE INSPECTION BY SF	160000	200000	0	0
BRIDGE INSPECTION TRAINING	200000	250000	0	0

INTERSTATE RECONSTRUCTION	2000000	20000000	124.95	4.54
ZWAY SEGMENT 8	5959000	59770459	0	1.86
WIDEN & REALIGN SEG 1	3900000	35000000	0	4.36

ROHRER

School & Commercial Bus Sales

April 11, 2019

New River Transit Authority
360 Prince Street
Beckley, WV 25801

RE: Contract PTR19*02

Good Afternoon:

Rohrer Bus Sales is pleased to present a proposal for a Class B unit off of PTR19*02. Specifications and floorplan are located on the following pages. Please see pricing and acceptance signature below:

Class B	\$77,625.00
Angel Trax Camera System IPO Pro Vision	No Charge
Upgrade to 90K BTU A/C	\$1,564.00
Sub Total	\$79,189.00
Total for 2 Units	\$158,378.00

Please Sign Below to Initiate Order:

New River Transit Authority:

Date: 4/11/2019

Thanks,

Andrew Clawson

Regional Manager

1.800.735.3900 x 4152

804.357.1145 Cell

717.957.4884 Fax

aclawson@rohrerbus.com

1515 State Road, P.O. Box 100, Duncannon, Pennsylvania 17020-0100 • OFFICE 717.957.2141 • TOLL FREE 800.735.3900 •

FAX 717.957.4884

rohrerbus.com

RESOLUTION

Adoption of the 2020-2023 Transportation Improvement Program (TIP)

WHEREAS, The Fayette/Raleigh Metropolitan Planning Organization has been designated as the Metropolitan Planning Organization for Beckley, West Virginia by the Governor of West Virginia; and

WHEREAS, The Fayette/Raleigh Metropolitan Planning Organization has adopted a 2020-2023 Transportation Improvement Program (TIP) and 2040 Long Range Transportation Plan (LRTP); and

WHEREAS, The West Virginia Department of Transportation has requested an update to the 2020-2023 TIP and the 2040 LRTP; and

WHEREAS, The FY 2020-2023 TIP is consistent with the 2040 Fayette/Raleigh Metropolitan Planning Organization's Long-Range Transportation Plan; and

WHEREAS, The project information was available for public review and received no comments.

NOW, THEREFORE, BE IT RESOLVED, that the Fayette/Raleigh Metropolitan Planning Organization adopts the attached project list as the updated 2020-2023 TIP to the 2040 LRTP pending no comments are received during the open comment period.

So resolved this 28th day of February 2022.



William Hannabass, Chairman
Fayette/Raleigh Metropolitan Planning Organization