



U.S. Department
of Transportation

Federal Transit Administration
Region II
1835 Market Street, Suite 1910
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
WV Division
154 Court Street
Charleston, WV, 25301
304-347-5928
304-347-5103 (fax)

September 30, 2019

Mr. Jimmy Wriston, P.E.
Deputy Commissioner of Highways
West Virginia Department of Transportation
1900 Kanawha Boulevard East
Building Five, Room 110
Charleston, West Virginia 25305-0430

Re: West Virginia Department of Transportation FY 2020-2025 Statewide Transportation Improvement Program

Dear Deputy Commissioner Wriston:

We are pleased to inform you that the joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) review of the West Virginia Department of Transportation (WV DOT) FY 2020-2025 Statewide Transportation Improvement Program (STIP) has been completed. In accordance with 23 CFR 450.218(c), the approval period for a new STIP shall not exceed four years. As a result, this joint FHWA/FTA approval of the West Virginia STIP applies to the period FY 2020 through FY 2023. FY 2024 and FY 2025 have been acknowledged as informational.

To approve the STIP document, including the Transportation Improvement Programs (TIP) contained by reference or directly in the STIP, the FHWA and FTA must make a determination that the STIP and each metropolitan TIP are based on a continuing, cooperative, and comprehensive planning process. This Planning Finding is based upon the extent that all projects in the STIP are based on a planning process in accordance with 23 U.S.C. 134 and 135, 49 U.S.C. 5303-5305, and subparts A, B, and C of 23 CFR Part 450.

This is the documented Planning Finding for the WVDOT FY 2020-2025 STIP, and all incorporated TIPs for the following Metropolitan Planning Organizations (MPO): Parkersburg- Belpre (WWW Interstate Planning Commission); Steubenville-Weirton (Brooke-Hancock-Jefferson Regional Council & Metropolitan Planning Commission); Charleston (Regional Intergovernmental Council); Wheeling (Bel-0-Mar Regional Council); Hagerstown/Eastern Panhandle (Hagerstown/Eastern Panhandle Metropolitan Planning Organization); Huntington-Ironton (KYOVA Interstate Planning Commission); Morgantown (Greater Morgantown Metropolitan Planning Organization); and Beckley (Fayette Raleigh Metropolitan Planning Organization).

Mr. Jimmy Wriston, P.E.

Page 2

Re: West Virginia Department of Transportation FY 2020-2025 Statewide Transportation Improvement Program

Based on the WVDOT and MPO self-certifications of their statewide and metropolitan transportation planning processes, review of self-certification supporting documentation, and our involvement in the State and Metropolitan planning processes. FHWA and FTA hereby find that the STIP is based on a transportation planning process that substantially meets the requirements of 23 U.S.C Sections 134 and 135, 49 U.S.C. Sections 5303-5035, and subparts A, B, and C of 23 CFR Part 450.

This STIP approval does not constitute a final commitment of Federal funds. Federal funding for projects included in the STIP is finalized when a request for project authorization is approved by FHWA or upon approval of a grant by FTA. Should amendments to this STIP become necessary, any highway amendments will be acted upon by FHWA and any transit amendments will be acted upon by FTA.

Any questions concerning this approval should be directed to Ms. Chandra Inglis-Smith, Planner, FHWA West Virginia Division, at (304) 347-5239, or Mr. Ryan Long, Community Planner, FTA Region III, at (215) 656-7051.

Sincerely,



Theresa Garcia Crews
Regional Administrator Federal
Transit Administration



Brian Hlogge
Division Administrator
Federal Highway Administration

cc: Ryland Muscick, Deputy State Highway Engineer
Bill Robinson, WV Division of Public Transit
Michael Paprocki, BHJ
Scott Hicks, Bel-0-Mar
Matthew Mullanex, HEPMPO
Chris Chiles, KYOVA
Bill Austin, Greater Morgantown MPO
Colt Sandoro, RIC
Randy Durst, WWW
John Tuggle, Fayette-Raleigh MPO

**2019 WEST VIRGINIA STIP PLANNING
FINDING ISSUED BY FTA AND FHWA FOR
STATEWIDE AND METROPOLITAN
TRANSPORTATION PLANNING PROCESSES**

To approve the STIP document, including TIPs contained by reference or directly in the STIP, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) must make a determination that each metropolitan TIP is based on a continuing, cooperative, and comprehensive planning process. In addition, this Planning Finding is based on statewide and metropolitan transportation planning processes that meet the intent and requirements of: 23 U.S.C. Sections 134 and 135; 49 U.S.C. Sections 5303-5306; and 23 CFR part 450 subpart A, B and C. This is the documented Planning Finding for the West Virginia FY 2020- 2025 STIP, and all the incorporated TIPs.

PLANNING PROCESS OBSERVATIONS AND SUGGESTED IMPROVEMENTS

The following strengths of the statewide and metropolitan transportation planning processes have been identified:

- Continued involvement and engagement in the metropolitan planning process.
- The WVDOT and MPO's have made advances in their public involvement techniques. Under the direction of the WVDOT, MPO's will now be following a scheduled 4-year update and review process for their Participation Plans.
- The WVDOT has made advances in the incorporation of the transit projects directly into the STIP for consistency with the highway projects.

The following areas of the statewide and metropolitan transportation planning processes have been identified for improvement by the next STIP update:

- The WVDOT needs to ensure the STIP is updated on a regular schedule well in advance of expiration. We recommend the WVDOT have a 2-3 year update cycle to minimize potential delay of federal funding.
- Update the STIP/TIP Operating Guidelines to reflect changes to the categorization of projects and use of project groupings. FHWA and FTA recommend that the WVDOT work with the MPOs, FHWA and FTA to ensure the STIP/TIP amendment and adjustment guidelines clearly identify and reflect the proposed changes associated with implementing groupable projects within the State.
- The STIP financial chart should be modified for clarity purposes, as well as to include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. As a public document, WVDOT should include a detailed narrative to accompany the financial table to assist the reader in understanding where the figures the WVDOT uses originate from, how the figures are calculated, and how funds carry over.

- Performance-based planning is a requirement of MAP-21 and the FAST Act. Full integration of targets, progress achieved/anticipated and coordination with the West Virginia Division of Highways (WVDOH) TAMP and the Division of Public Transit's TAM Group Plan into the STIP document is required. FHWA and FTA request WVDOT and the MPOs develop a process to identify how projects and investment priorities within the STIP/TIPs will achieve these performance targets.

The following areas of the statewide and metropolitan transportation planning processes have been identified for enhancement by the next STIP update:

- WVDOT should continue to assist the MPOs in the assessment and evaluation of the effectiveness of their Title IV plans and procedures.
- WVDOT should assist the MPOs to ensure public agencies and sub-recipients of federal funding have ADA Transition Plans or Policy's as required under the following statutes: Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164), and 28 CFR §35.150(d).
- WVDOT should explore a more comprehensive use of virtual Public Involvement techniques.