

KENTUCKY

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) For FY 2011-2014

ADMINISTRATIVE MODIFICATION #2010.057

I. Proposed Action:

The Kentucky Transportation Cabinet (KYTC) hereby requests the Federal Highway Administration (FHWA) to modify the FY 2011-2014 Statewide Transportation Improvement Program (STIP) to include Amendment No. 2 to the Ashland Area Metropolitan Planning Organization's FY 2009-2035 Metropolitan Transportation Plan (MTP) and the FY 2009-2013 Transportation Improvement Program (TIP).

Location:

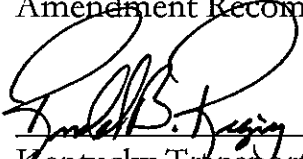
Ashland Area MPO

II. Scope of Activity:

Modify the STIP to include the projects on the attached listing that was approved by the Ashland Area MPO Policy Committee on February 24, 2011.

III. Administrative Modification Approval:

Amendment Recommended for Approval:



Kentucky Transportation Cabinet Date 3/21/11

Approval of Amendment:



Federal Highway Administration Date 3/23/11



Recommended by

RESOLUTION (FY 11-01)
OF THE POLICY COMMITTEE OF THE
ASHLAND AREA METROPOLITAN PLANNING ORGANIZATION
CONCERNING

AMENDMENT No. 2 OF THE 2009-2035 ASHLAND AREA METROPOLITAN
TRANSPORTATION PLAN (MTP)
AND
AMENDMENT No. 2 OF THE 2009-2013 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

Whereas, the Policy Committee is designated as the Metropolitan Planning Organization ("MPO") by the Governor of Kentucky acting through the Kentucky Transportation Cabinet and in cooperation with locally elected officials for the counties of Boyd and Greenup in the Commonwealth of Kentucky; and

Whereas, consistent with federal and state mandates, state environmental requirements, Ashland Area MPO/FIVCO ADD Participation Plan, dated July 2010, and other operating procedures, the MPO has, through its staff at FIVCO Area Development District, worked with local, state and federal jurisdictions and agencies in a continuing, cooperative and comprehensive planning process and has developed Amendment No. 2 to both the 2009-2035 Ashland Area Metropolitan Transportation Plan (MTP), and the Ashland Area 2009-2013 Transportation Improvement Program (TIP), as a short-range element of the Ashland Area 2005-2030 MTP, dated March 2009; and

Whereas, Boyd County is in nonattainment for the 8-hour ozone National Ambient Air Quality Standard (NAAQS), and Boyd County and a portion of Lawrence County are in nonattainment for the PM_{2.5} NAAQS; and

Whereas, Boyd County Kentucky is a part of a larger 8-hour ozone nonattainment area that includes counties in West Virginia, and a portion of Lawrence County, Kentucky and are part of a larger PM_{2.5} nonattainment area that includes counties or portions of counties in West Virginia and Ohio; and

Whereas, the designated 8-hour ozone and PM_{2.5} nonattainment areas are subject to transportation conformity requirements; and

Whereas, all metropolitan 8-hour ozone nonattainment areas were initially required to demonstrate conformity to the 8-hour ozone standard by June 15, 2005, and all metropolitan PM_{2.5} nonattainment areas are required to demonstrate conformity to the PM_{2.5} standard by April 5, 2006; and

Whereas, transportation plans and improvement programs in nonattainment areas are subject to the transportation conformity rules for 8-hour ozone and PM_{2.5} nonattainment areas as contained in 40 CFR Part 93 (revised July 2004, May 2005 and effectively revised with the passage of SAFETEA-LU); and

Whereas, the Ashland Area MPO/FIVCO ADD in cooperation with the Kentucky Transportation Cabinet, has conducted a detailed analysis to establish the air quality conformity for the 8-hour ozone and PM_{2.5} standards for the Ashland Area 2009-2035 MTP and for the Ashland Area 2009-2013 TIP; and

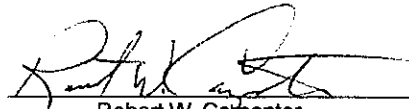
Whereas, the Ashland Area MPO/FIVCO ADD in cooperation with the Kentucky Transportation Cabinet has determined that there is conformity between the Ashland Area 2009-2035 MTP and for the Ashland Area MPO 2009-2013 TIP for the 8-hour ozone NAAQS with the Kentucky State Implementation Plan (SIP); and

Whereas, the Ashland Area MPO/FIVCO ADD in cooperation with the Kentucky Transportation Cabinet, Ohio Department of Transportation, West Virginia Department of Transportation and KYOVA Interstate Planning Commission has determined that there is conformity between the Ashland Area 2009-2035 MTP and for the Ashland MPO 2009-2013 TIP for the PM_{2.5} NAAQS with the Kentucky, Ohio and West Virginia SIPs; and

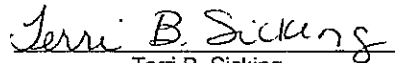
NOW, THEREFORE, BE IT RESOLVED:

1. That the Ashland Area MPO Policy Committee adopts Amendment No. 2 to the Ashland Area 2009-2035 MTP and the Amendment No. 2 to the 2009-2013 TIP which includes highway projects funded by state and federal funds; and that
2. The projects located in Greenup County are not regionally significant nor are they part of the 8-hour ozone or PM_{2.5} designation and therefore does not require air quality conformity; and that
3. The Boyd County projects 09-8400.00.00 and 09-993.00 will be open to traffic between the years 2009 and 2018 and will not move across analysis years and therefore no additional conformity determination will be required;

So, resolved this 24th day of February 2011.



Robert W. Carpenter
MPO Policy Committee Chairman



Terri B. Sicking
Ashland MPO, Director of Transportation



U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division

February 25, 2011

330 West Broadway
Frankfort, KY 40601
PH. (502) 223-6720
FAX (502) 223-6735

Ms. Sherry McDavid
Executive Director
Ashland Area Metropolitan Planning Organization
c/o FIVCO Area Development District
32 FIVCO Court

Dear Ms. McDavid:

The Kentucky Division Office of the Federal Highway Administration (FHWA) reviewed the following document

**Amendment 2 to the
2009-2035 Metropolitan Transportation Plan (MTP)
and
Amendment 2 to the
2009-2013 Transportation Improvement Program (TIP)
for the
Ashland Area Metropolitan Planning Organization
(MPO resolution approval date of February 24, 2011)**

and found that this amendment **included only exempt projects**. This amendment will not change the regional emissions analysis that was used to support the most recent conformity determination made on June 16, 2009. **Therefore a new air quality conformity determination is not required** under the Transportation Conformity Rule. If you have any questions, please contact me at (502) 223-6729.

Sincerely,

Bernadette S. Dupont
Transportation Specialist



**Ashland Area Metropolitan Planning Organization
(Boyd and Greenup Counties)**

**Amendment
For the
2009-2013 Transportation Improvement Program (TIP) and the 2009-2035 Metropolitan Transportation Plan (MTP)**

**TIP Amendment No. 2
MTP Amendment No. 2**

The Ashland Area Metropolitan Planning Organization (MPO) hereby amends the 2009-2013 Transportation Improvement Program (TIP) and the 2009-2035 Metropolitan Transportation Plan to include the following:

COUNTY	ID#	ROUTE	BEG/ END MP	IMPROVEMENT TYPE	DESCRIPTION	AMENDMENT(S)
BOYD	09-993.00	US-60	10.2/ 10.6	SAFETY-HAZARD ELIMINATION	US-60 @ HIGHLAND AVE., CONSTRUCT LEFT TURN LANES, INSTALL TRAFFIC SIGNAL, AND REALIGN INTERSECTION	1. "C" PHASE FROM 2008 TO 2013 2. OPEN TO TRAFFIC FROM 2010 TO 2013 3. FUNDING FROM OTHER TO FEDERAL (\$420,000)
BOYD	09-8400.00	US-60	0.2/ 4.02	CONGESTION MITIGATION	US-60 FROM I-64 AT INTERCHANGE 181 (MP 0.2) EXTENDING NORTHERLY TO THE KY-180 (MP 4.02) INTERSECTION AT CANNONSBURG CONSISTING OF 4 DRIVING LANES WITH WIDE DGA SHOULDERS	1. "R" PHASE YEAR FROM 2009 TO 2010 2. "C" PHASE – ADD 3. "C" PHASE YEAR: 2012 4. "C" FUNDING AMOUNT: \$20,000,000 5. "C" FUND TYPE: SP
GREENUP	09-1073.00	KY-244	0.053/ 0.153	BRIDGE REPLACEMENT	REPLACE BRIDGE ON KY-244 (MP 0.103) OVER CSX RAILROAD; 0.05 MILES NE OF JCT US-23 (MATCH=TOLL CREDIT)	1. "D" PHASE – ADD 2. "D" PHASE YEAR: 2011 3. "D" FUNDING TYPE: BRX 4. "D" FUND AMOUNT: FEDERAL = \$230,000 / OTHER = \$0 5. OPEN TO TRAFFIC: 2015
GREENUP	09-1078.00	CS-1023.00	0.071/ 0.171	BRIDGE REPLACEMENT	REPLACE BRIDGE ON CS-1023 (MP 0.121) OVER TOWN BRANCH; 100' SOUTH JCT KY- 2541 (MATCH = TOLL CREDITS)	1. "D" PHASE – ADD 2. "D" PHASE YEAR: 2012 3. "D" FUNDING TYPE: BRZ 4. "D" FUND AMOUNT: FEDERAL = \$110,000 / OTHER = \$0 5. OPEN TO TRAFFIC: 2016

CONTINUED**Ashland Area Metropolitan Planning Organization
(Boyd and Greenup Counties)****Amendment
For the****2009-2013 Transportation Improvement Program (TIP) and the 2009-2035 Metropolitan Transportation Plan (MTP)****TIP Amendment No. 2
MTP Amendment No. 2**

COUNTY	ID#	ROUTE	BEG/ END MP	IMPROVEMENT TYPE	DESCRIPTION	AMENDMENT(S)
GREENUP	RTP-1	N/A	N/A	RECREATIONAL TRAILS PROGRAM (RTP – 2010)	CONSTRUCT ½ MILE TRAIL, 3-4 FT. WIDE WITH GRAVEL SURFACE FOR WALKING AND BIKING. THE TRAIL WILL BE CONSTRUCTED AROUND A POND LOCATED IN THE INDUSTRIAL PARK. PROJECT INCLUDES SIGNAGE.	<ol style="list-style-type: none"> 1. NEW PROJECT 2. FUND TYPE: REC. TRAIL PROGRAM (RTP) 3. FUNDING: FED=\$25,000 / LOCAL MATCH=\$25,000 (PROPERTY) / TOTAL=\$50,000 4. RTP YEAR: 2010
BOYD/ GREENUP	N/A	N/A	N/A	N/A	N/A	<ol style="list-style-type: none"> 1. REPLACE TABLE 4 IN THE TIP AND TABLE 12 IN THE MTP WITH A TABLE CONTAINING VARIOUS POTENTIAL GROUPED PROJECTS THAT ARE AIR QUALITY CONFORMITY EXEMPT (SEE ATTACHMENT) 2. ADD A NARRATIVE DESCRIPTION OF THE NEW GROUPED PROJECTS TABLE TO THE TIP AND TO SECTION 5 OF THE MTP (SEE ATTACHMENT) 3. ADD SECTION 10 TO THE MTP TO INCLUDE A DISCUSSION OF LIVABILITY PRINCIPLES (SEE ATTACHMENT)

This amendment addresses project updates located in the Ashland Area MPO which are classified as Amendments as defined in the Ashland Area MPO Participation Plan (July 2010) along with general changes to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). Project information was taken from the Kentucky Statewide Transportation Improvement Program (STIP) Fiscal Years 2011-2014 dated September 2010 and reconciled to ensure accuracy. All funding changes are consistent with the fiscally constrained STIP, and therefore the TIP remains fiscally constrained. Air Quality Conformity is based on previous emissions determination, thus required no further analysis.

*Terri Sicking
MPO Planner
February 1, 2011*

**TABLE 4
 GROUPED PROJECTS
 2009-2035 ASHLAND AREA METROPOLITAN TRANSPORTATION PLAN**

MTP #	DESCRIPTION (All projects are located in Boyd or Greenup County)	ILLUSTRATIVE ANNUAL AMOUNT ¹
BG-114	HSIP – High Cost Safety Improvements	\$100,000
BG-115	HSIP – Low Cost Safety Improvements	\$50,000
BG-116	HSIP – Lane Departure Resurfacing Improvements	\$100,000
BG-117	HSIP – Lane Departure Roadway Section Improvements	\$100,000
BG-118	HSIP – Drive Smart Safety Corridor	\$50,000
BG-119	HSIP – Older Driver	\$25,000
BG-120	HSIP – High Risk Rural Roads	\$100,000
BG-112	HSIP – Other Projects – Exempt	\$50,000
BG-121	Median Guardrail/Cable Projects	\$100,000
BG-122	Rail Crossing Protection / Separation	\$75,000
BG-100	Intersection Improvements for Safety or Efficiency	\$50,000
BG-106	Other Highway Safety Improvements	\$50,000
BG-124	Traffic Signal System Improvements	\$50,000
BG-103	Highway Signing	\$10,000
BG-101	Pavement Resurfacing, Restoration, and Rehabilitation	\$100,000
BG-125	Pavement Markers and Markings	\$100,000
BG-107	Bridge Replacement (no additional travel lanes)	\$500,000
BG-126	Bridge Rehabilitation (no additional travel lanes)	\$100,000
BG-127	Bridge Inspection	\$25,000
BG-128	Bridge Painting	\$50,000
BG-109	Activities which do not involve or lead directly to construction	\$25,000
BG-104	Transportation Enhancement Activities	\$50,000
BG-131	Commuter Ridesharing Programs	\$10,000
BG-108	Bicycle and Pedestrian Facilities	\$25,000
BG-133	Purchase of New Buses (to replace existing vehicles or for minor expansion)	\$100,000
BG-134	Rehabilitation of Transit Vehicles	\$25,000
BG-135	Transit Operating Assistance	\$125,000
BG-136	Transit Passenger Shelters and Information Kiosks	\$10,000
BG-137	Construction or Renovation of Transit Facilities	\$50,000

¹Refer to text for definition of Illustrative Project Funds

Grouped Projects

Transportation planning regulations applicable to the development and content of MTP's allow that projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. Such projects are usually non-controversial and produce negligible impacts - other than positive benefits for safety, traffic operations, or preservation. These projects could include transit projects such as purchasing new buses, rehabilitating transit vehicles, and making improvements to transit facilities which would typically be funded through the Federal Transit Administration under programs such as the Section 5307 Urbanized Area Formula Program. Typically, these types of projects are not generated by the planning process; they are usually initiated by traffic operations or maintenance functions to correct existing problems or deficiencies, or they are the result of successful grant applications by local governments or entities. KYTC identifies many of these types of projects as "Z-Variou" in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the MTP or TIP. Individual projects from grouped project categories will be incorporated into the MTP and/or TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such MTP and TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Ashland Area MPO are shown in TIP Table 4. The list of grouped projects utilized was compiled by a coordinated effort of the KYTC and the Ashland Area MPO. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. These projects are air quality conformity exempt according to Title 40, Part 93, Subparts 126, 127, and 128 of the Code of Federal Regulations and may be open to traffic at any time between 2009 and 2035. MTP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

With respect to financial constraint for grouped projects, it should be understood that the dollar amounts shown in the Grouped Projects Table are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the KYTC (on an annual or ongoing basis), the KYTC will forward the project to the MPO for inclusion in the TIP and MTP (if applicable) - with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

TABLE 12
GROUPED PROJECTS
2009-2035 ASHLAND AREA METROPOLITAN TRANSPORTATION PLAN

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BG-119	HSIP – Older Driver	\$25,000
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BG-112	HSIP – Other Projects – Exempt	\$50,000
BG-121	Median Guardrail/Cable Projects	\$100,000
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Section 10

Livability Principles

On June 16, 2009, the U.S. Department of Transportation, the U.S. Department of Housing and Urban Development, and the U.S. Environmental Protection Agency announced an Interagency Partnership for Sustainable Communities and set forth six 'livability principles' to coordinate policy. The principles were adopted to help the agencies guide the allocation of funds to communities that manage their financial and physical resources in a manner that creates a dynamic environment that is efficient in its function, livable for its residents, enduring in its viability and results in a sense of well being of its citizens. The principles are:

1. *Provide more transportation choices.*

Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

2. *Promote equitable, affordable housing.*

Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

3. *Enhance economic competitiveness.*

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.

4. *Support existing communities.*

Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

5. *Coordinate and leverage federal policies and investment.*

Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

6. *Value communities and neighborhoods.*

Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods – rural, urban or suburban.

Livability in transportation is defined as connecting the quality, location, and modal composition of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safe streets. This includes addressing road safety and capacity issues through better planning and design, maximizing and expanding new technologies such as intelligent transportation systems (ITS) and using travel demand management approaches to system planning and operations. It also includes developing high quality public transportation to foster an overall community design and public/private investments which offer residents and workers the full range of transportation choices. And, it involves fully integrating the modal pieces - bikeways, pedestrian facilities, transit services, and roadways - into a truly intermodal, interconnected system.

Incorporation of the Livability Principles into the Ashland Area Metropolitan Transportation Plan is not a mandate of current highway funding legislation or a planning regulations requirement, but the Ashland Area MPO acknowledges that the concepts of livability and sustainability are integrated within the goals and objectives which have guided the MPO's decision-making and overall transportation vision. Although the published principles are new, they are reflective of a continual desire of the community's leadership to plan for a sustainable future for the Ashland MPO area and are inherently incorporated into the planning for its growth and development.