

**2009 – 2013**  
**Transportation Improvement Program**  
**for the**  
**Ashland Area MPO**

**March 2009**

*(Adopted at the March 19, 2009 MPO Policy Meeting – Resolution 2009-2)*

*(Available in Accessible Formats  
When Requested in Advance)*

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This report has been prepared in cooperation with or with financial assistance from all or several of the following public entities: Federal Transit Administration, Federal Highway Administration, Kentucky Transportation Cabinet, and local governments in the Ashland MPO Area. This financial assistance notwithstanding, the contents of this report do not necessarily reflect the official views or policies of the funding agencies. Accuracy of the information presented herein is the responsibility of the Ashland Area MPO/FIVCO Area Development District, based upon project information submitted by sponsoring agencies.

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## Ashland Area MPO History and Mission

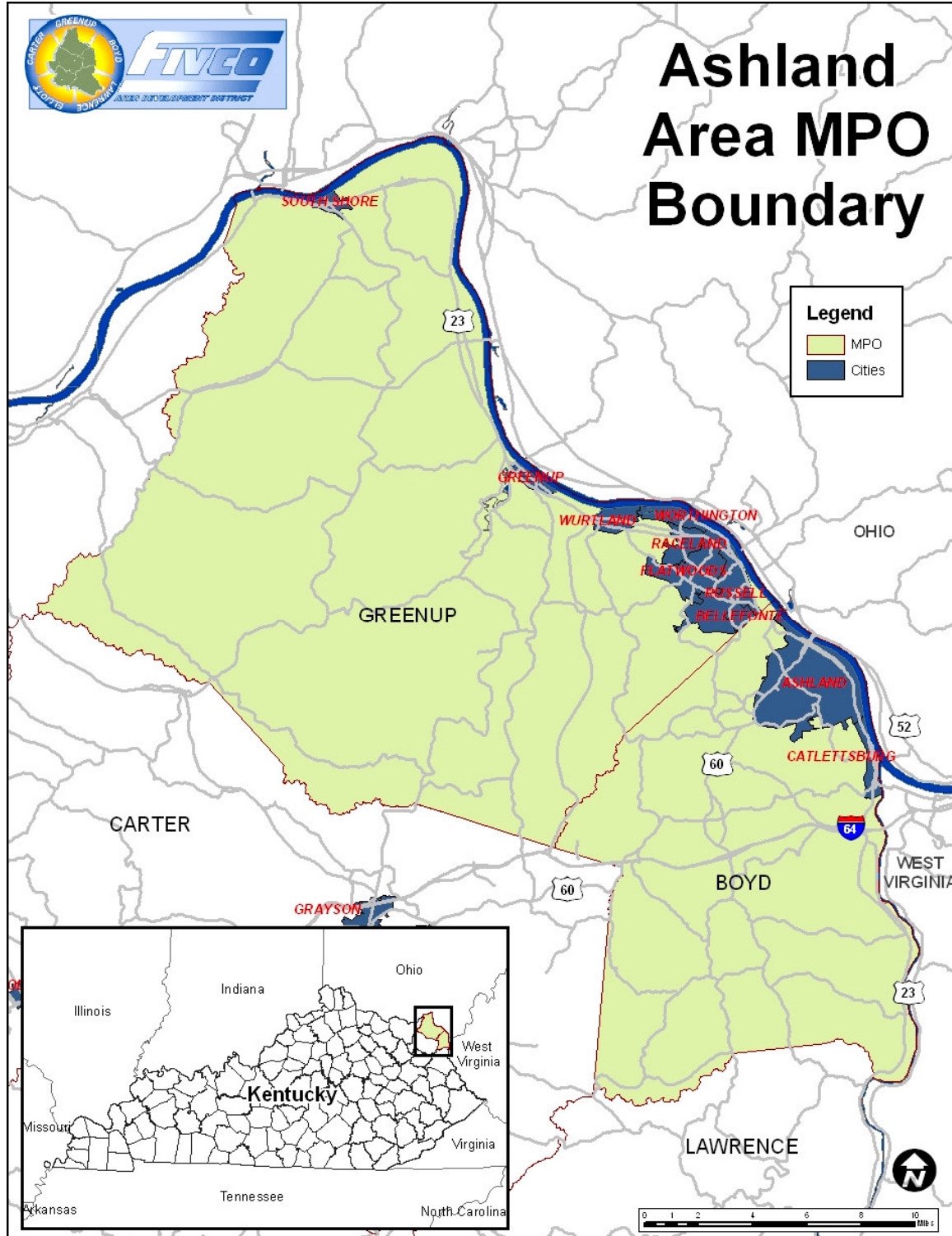
In May of 1988, the Governor designated FIVCO Area Development District as the staff agency for the Metropolitan Planning Organization (MPO) for the Kentucky portion of the Huntington, West Virginia-Ashland, Kentucky-Ironton, Ohio Urbanized Area. FIVCO established a Transportation Policy Committee that serves as the decision-making entity for the MPO. KYOVA Interstate Planning Commission previously served as MPO for this entire area, and remains as such for the urbanized portion of southeastern Ohio and western West Virginia. The Ashland MPO area of concern consists of Boyd County and Greenup County, Kentucky (**Figure 1**).

MPO's are designated entities, which coordinate and direct transportation planning efforts in the nation's urbanized areas. An urbanized area is defined as an area with the total population greater than 50,000. The federal government requires MPO's to develop transportation plans, transportation improvement programs (with annual elements), and overall work programs, and to base such products on a "3c" (comprehensive, continuing, cooperative) planning process. The basic mission of the local MPO is to meet the federal requirements for both product and procedure, while focusing its efforts on the attainment of area highway and transit system needs.

The Ashland Area MPO/FIVCO Area Development District has two staff members assigned to carry out the Ashland Area's Metropolitan Planning Organization responsibilities under the direction of FIVCO's Director of Transportation. Additionally, an experienced administrative staff is available to assist the planners. Together, the MPO staff and the Technical Coordinating Committee (TCC), works under the direction of the MPO Transportation Policy Committee (TPC), the decision-making group comprised of four local elected officials, one of which also represents the local transit system, and a representative of the Kentucky Transportation Cabinet (KYTC) as voting members. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) serve as ex-officio members. The staff and TCC are responsible for providing technical advice and information to the TPC, which in turn provides final authority and approval to staff generated work programs and plans. Another link in the MPO organizational chain is the community-at-large. The community provides the MPO staff with a better understanding of local transportation values, goals, and objectives. The MPO responds by offering technical information and explanation of programs to individuals and groups throughout the Ashland Area. (**See Appendix B for Committee List**).

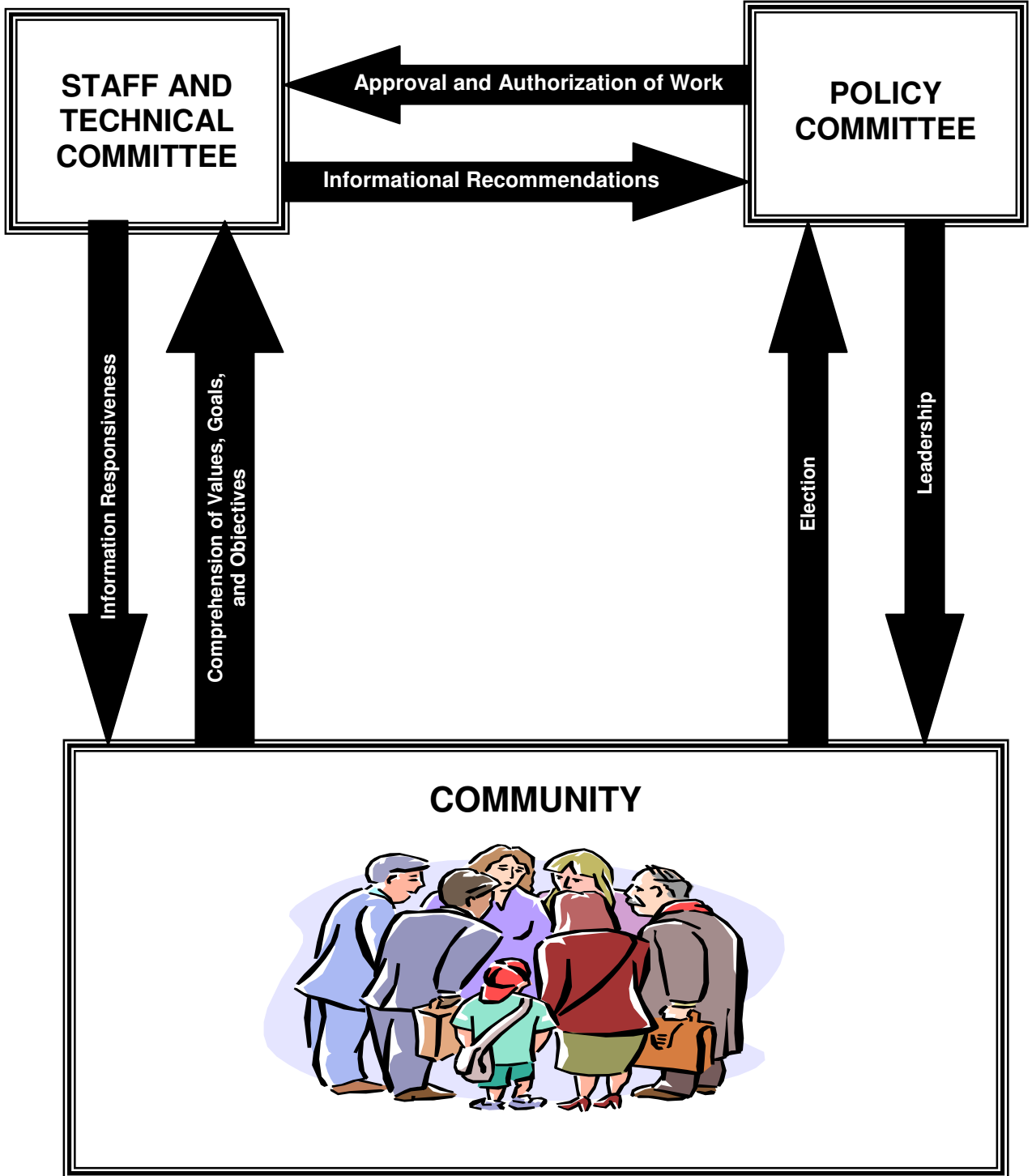
Interrelationships among the various organizational components of the Ashland Area MPO are illustrated in **Figure 2**.

Figure 1: Ashland MPO Boundary



**Figure 2**

**Interrelationships among the organizational components of the Ashland Area MPO**



## **TIP Purpose and Process**

### **Overview**

The FIVCO Area Development District is the staff agency for the Metropolitan Planning Organization (MPO) for the Ashland Area, which includes Boyd County and Greenup County, Kentucky. The Transportation Improvement Program (TIP) is the funding mechanism for transportation projects requesting federal dollars in the Ashland Area. All MPO's are required by the Safe, Accountable, Flexible, Equity Act: A Legacy for Users (SAFETEA-LU) to produce a TIP and update it at least every four years. The Transportation Improvement Program contains a list of all surface transportation projects requesting the use of federal funds found in SAFETEA-LU. All TIP projects are consistent with the 2009-2035 Ashland Metropolitan Transportation Plan. Following SAFETEA-LU regulations, local jurisdictions working through the Ashland Area Metropolitan Planning Organization (MPO) Transportation Technical Coordinating Committee and Transportation Policy Committee determine how the area's transportation system evolves.

The Transportation Improvement Program is required to be fiscally constrained. The Kentucky Transportation Cabinet (KYTC) submits projects to the Ashland Area MPO for inclusion in the TIP based on the fiscally constrained Statewide Transportation Improvement Program (STIP).

### **Purpose of the TIP**

The Transportation Improvement Program (TIP) is a short-range program of highway and transit projects in the Ashland Metropolitan Planning Organization area and is prepared by the Ashland Area MPO/FIVCO Area Development District staff in cooperation with state and local agencies. The basic purpose of the TIP is to provide the mechanism for scheduling federal funds for surface transportation projects, indicate regional priorities, and demonstrate a short-range transportation vision for the area. The Ashland Metropolitan Planning Organization area, as shown in **Figure 1** includes Boyd County and Greenup County, Kentucky. A secondary purpose of the TIP is to provide information about other transportation projects in the urbanized area that are exempt from the TIP approval process such as projects that do not utilize federal funds.

### **The TIP Process**

The development of the TIP is the responsibility of the Ashland Area Metropolitan Planning Organization and provides an opportunity for local officials to determine priorities and spending for federal highway and transit funds. A transportation project located in the Ashland Area, ozone and PM<sub>2.5</sub> nonattainment and maintenance areas must be included in the TIP prior to receiving federal funds. TIP projects must be included in the area's 20-year Metropolitan Transportation Plan (MTP), and are proposed for the TIP by local elected officials, transit operating officials, and/or state highway agencies. The TIP is reviewed and endorsed at least every four years by Ashland Area Metropolitan Planning Organization Transportation Policy Committee (TPC) and may be modified through the TIP amendment process. The Metropolitan Planning Organization TPC includes the County Judges Executives of Boyd and Greenup County, the Mayor of the City of Russell, the Mayor of the City of Ashland (who also represents the city owned transit system), and a representative from the Kentucky Transportation Cabinet. After TPC endorsement, the TIP is submitted to the Kentucky Transportation Cabinet (KYTC) for approval. After KYTC approval it is submitted to the Federal Highway Administration and Federal Transit Administration for federal review. Once approved by the federal agencies the TIP is incorporated into the STIP.

### **Project Priority**

Prioritization of federally funded projects is accomplished through meetings of local jurisdictions and the Ashland MPO/FIVCO Area Development District staff who discuss project merits. Recommendations are forwarded to the Transportation Policy Committee where they rate the projects to best serve the region. Project review meetings are held on an as needed basis where projects are reviewed for both technical and non-technical merits. Local planning agencies work together to organize a regional project priority listing during the state's Unscheduled Project Prioritization Process every two years. The Ashland Area MPO Transportation Coordinating Committee recommends the prioritized list of projects to the Transportation Policy Committee who then reviews and endorses the list.

### **SAFETEA-LU Planning Factors**

SAFETEA-LU requires that each metropolitan area consider the following eight factors when conducting transportation planning. These factors have been considered to the extent allowable in the development of the Transportation Improvement Program and the 2009-2035 Metropolitan Transportation Plan. Several projects and programs will directly and indirectly impact 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.

The projects in the TIP are a subset of the FY 2009-2035 Long-Range Transportation Plan, which were reviewed and evaluated on many criteria including the eight planning factors from SAFETEA-LU.

### **Project Endorsement**

As required by SAFETEA-LU, all projects requesting the use of federal transportation funds must be included in the TIP and endorsed by the Ashland Area MPO Transportation Policy Committee. A Comprehensive Project List (**Table 1 – Boyd County and Table 2 – Greenup County and Table 3 – Miscellaneous Projects**) will be utilized to included roadway projects, transit projects, bicycle and pedestrian projects, and other transportation related projects. **Table 3** highlights Miscellaneous Projects. **Table 4** illustrates the Z-Variety Projects. Individual Project Information Forms (**Appendix A**) augment the Comprehensive Project List. The project form also provides project visualization and indicates whether the project is capacity adding. Additionally, all projects are implemented by the Kentucky Transportation Cabinet, therefore; are consistent with the Statewide Regional ITS Architecture.

TABLE 1: BOYD COUNTY PROJECT LIST ASHLAND AREA MIPO 2009-2013 TRANSPORTATION IMPROVEMENT PROGRAM															
County	Item #	Route	Begin/ End Milepoint	Length	Current/ Future Lanes	Sponsor Agency	Description	Fund/Scheduling Information						Regionally Significant	
								Fund Type	Phase	Year	Funding Source	Amount	Open to Traffic Date		Improvement Type
BOYD	09-129.00*	NEW	N/A	N/A	0/2	KYTC	ASHLAND CORRIDOR STUDY FROM I-64 TO DOWNTOWN ASHLAND (PREVIOUSLY CALLED THE ASHLAND URBAN PENETRATOR)	SP	D-A	2007	Federal	\$1,000,000	Non 6YP	Y	N/A
								TOTAL PROJECT COST		Other	\$1,000,000				
BOYD	09-191.02	N/A	N/A	N/A	N/A	KYTC	ASHLAND RIVERFRONT DEVELOPMENT PROJECT IN ASHLAND	HPP	C-E	2008	Federal	\$5,707,000	N/A	N/A	N/A
								TOTAL PROJECT COST		Other	\$1,426,750				
BOYD	09-191.03	N/A	N/A	N/A	N/A	KYTC	ASHLAND RIVERFRONT DEVELOPMENT PROJECT IN ASHLAND	HPP	C-E	2009	Federal	\$2,657,000	N/A	N/A	N/A
								TOTAL PROJECT COST		Other	\$864,250				
BOYD	09-593.00	US-60	10.2/10.6	0.400	2/2	KYTC	US-60 @ HIGHLAND AVE. CONSTRUCT LEFT TURN LANES, INSTALL TRAFFIC SIGNAL, AND REALIGN INTERSECTION	HES	C-E	2008	Federal	\$420,000	2011	Y	N/A
								TOTAL PROJECT COST		Other	\$420,000				
BOYD	09-1050.00	KY-752	5.076/ 5.176	0.100	2/2	KYTC	REPLACE BRIDGE & APPROACHES AT DURBIN CREEK, 0.8 MILE WEST OF NEW US-23	R-E	2008	Federal	\$1,110,250	2010	Y	N/A	
								TOTAL PROJECT COST		Other	\$27,553				
								U-E	2008	Federal	\$108,160				
								TOTAL PROJECT COST		Other	\$27,040				
BOYD	09-1054.00	KY-168	2.65/2.75	0.100	2/2	KYTC	REPLACE BRIDGE OVER KEYS CREEK 2.51 MILE NW OF JCT US-23	R-E	2009	Federal	\$231,525	2011	Y	N/A	
								TOTAL PROJECT COST		Other	\$57,881				
								U-E	2009	Federal	\$140,608				
								TOTAL PROJECT COST		Other	\$35,152				
BOYD	09-2018.00	I-64	185.66/ 191.382	5.7	4/4	KYTC	PAVEMENT REHAB W/INTERMEDIATE OVERLAY INCLUDING CUT SLOPE CORRECTION AND SLIDE REPAIRS ON I-64	C-E	2010	Federal	\$760,408	2010	Y	N/A	
								TOTAL PROJECT COST		Other	\$190,102				
								D-A	2007	Federal	\$340,000				
								TOTAL PROJECT COST		Other	\$85,000				
TOTAL PROJECT COST		Federal	\$29,120,000												
TOTAL PROJECT COST		Other	\$7,280,000												
TOTAL PROJECT COST		Federal	\$36,545,000												

TABLE 1: BOYD COUNTY PROJECT LIST ASHLAND AREA MPO 2009-2013 TRANSPORTATION IMPROVEMENT PROGRAM															
County	Item #	Route	Begin/ End Milepoint	Length	Current/ Future Lanes	Sponsor Agency	Description	Fund/Scheduling Information						Regionally Significant	
								Fund Type	Phase	Year	Funding Source	Amount	Improvement Type		Open to Traffic Date
BOYD	09-5011.00*	KY-538	4.019/ 6.683	2.700	2/2	KYTC	LANDSLIDE REPAIR ON KY-538 FROM 0.8 MILE SOUTHEAST JCT KY-3294, EAST TO JCT US-23.	D-E	2010	Federal	\$0	Safety / Slide Repair	Non 6YP	Y	N/A
										Other	\$60,000				
								R-E	2011	Federal	\$0				
										Other	\$120,000				
		U-E	2011	Federal	\$0			Other	\$60,000						
		C-E	2012	Federal	\$0			Other	\$240,000						
							TOTAL PROJECT COST				\$480,000				
BOYD	09-8201.00*	KY-766	.612/.622	0.1	2/2	KYTC	Reconstruct intersection on KY-766 at Dawson Lane (includes funding for 09-8302 from 2006 6YP)	U-E	2010	Federal	\$0	Safety - I-change channelization project	2012	Y	N/A
										Other	\$562,400				
								C-E	2012	Federal	\$0				
										Other	\$1,349,800				
							TOTAL PROJECT COST				\$1,912,200				
All projects are: <ol style="list-style-type: none"> <li>1. Located in the MPO</li> <li>2. Located within the MSA</li> <li>3. In PM2.5 area</li> <li>4. In 8-hr area</li> </ol>															
*This project is still part of the Six-Year Plan, but it is illustrative only and not part of the federal fiscally constrained TIP.															

**TABLE 2: GREENUP COUNTY PROJECT LIST  
ASHLAND AREA MPO  
2009-2013 TRANSPORTATION IMPROVEMENT PROGRAM**

County	Item #	Route	Begin/ End Milepoint	Length	Current/ Future Lanes	Sponsor Agency	Description	Fund/Scheduling Information						Improvement Type	Open to Traffic Date	AQ Analysis	Regionally Significant
								Fund Type	Phase	Year	Funding Source	Amount					
GREENUP	09-108.00*	KY-8S	0.042	0.600	2/2	KYTC	CLEAN & PAINT THE CARL D. PERKINS BRIDGE CARRYING KY-8S OVER THE OHIO RIVER BETWEEN SOUTH SHORE, KENTUCKY & PORTSMOUTH, OH (ANTICIPATED PARTICIPATION FOR OHIO \$300,000)	SP	C-E	2010	Federal Other	\$0 \$2,710,000	Bridge Painting	2011			
							TOTAL PROJECT COST					\$2,710,000					
GREENUP	19-1038.00	KY-2541	1.196	0.100	2/2	KYTC	MAIN STREET BRIDGE & APPROACHES AT LITTLE SANDY RIVER 2 MILES SOUTH OF US-23.	BRX	C-E	2010	Federal Other	\$2,924,740 \$731,185	Bridge Replacement	2011			
							TOTAL PROJECT COST					\$3,655,925					
GREENUP	09-1059.00	KY-7	9.780	0.100	2/2	KYTC	REPLACE BRIDGE & APPROACHES ON KY-7 OVER LEFT FORK BEECHY CREEK 2.5 MILES NORTH JCT. KY-827.	BRO	C-E	2009	Federal Other	\$281,225 \$70,306	Bridge Replacement	2010			
							TOTAL PROJECT COST					\$351,531					
GREENUP	09-1060.00	KY-7	11.670	0.100	2/2	KYTC	REPLACE BRIDGE & APPROACHES ON KY-7 OVER PLUM FORK 4.4 MILES NORTH JCT., KY-827	BRO	C-E	2009	Federal Other	\$674,940 \$168,735	Bridge Replacement	2010			
							TOTAL PROJECT COST					\$843,675					
									R-E	2009	Federal Other	\$66,800 \$21,700					
									U-E	2009	Federal Other	\$33,750 \$8,438	Bridge Replacement	2012			
									C-E	2011	Federal Other	\$498,850 \$124,713					
									TOTAL PROJECT COST			\$774,251					
									R-E	2010	Federal Other	\$0 \$510,000					
									U-E	2010	Federal Other	\$0 \$175,000	Safety Improvement	2011			
									C-E	2010	Federal Other	\$0 \$1,300,000					
									TOTAL PROJECT COST			\$1,985,000					
GREENUP	09-8407.00*	KY-750	0.000	0.114	2/2	KYTC	RECONSTRUCT FROM KY-3105 TO US-23 IN RACELAND.	SP	U-E	2010	Federal Other	\$0 \$175,000	Safety Improvement	2011			
									C-E	2010	Federal Other	\$0 \$1,300,000					
									TOTAL PROJECT COST			\$1,985,000					

\*This project is still part of the Six-Year Plan, but is illustrative only and not part of the fiscally constrained TIP.

- All projects are:
1. Located in the MPO
  2. Located in the MSA
  3. In PM2.5 area
  4. Not in 8-hr area

**TABLE 3: MISCELLANEOUS/OTHER PROJECT LIST  
ASHLAND AREA MPO  
2009-2013 TRANSPORTATION IMPROVEMENT PROGRAM**

County	Item #	Route	Sponsor Agency	Description	Fund/Scheduling Information				Improvement Type	Open to Traffic Date	AQ Analysis	Regionally Significant
					Fund Type	Year	Funding Source	Amount				
GREENUP	TE-1	N/A	KYTC	TRANSPORTATION ENHANCEMENT PROJECT TO CONTINUE RESTORATION ON THE MCCONNELL HOUSE (TOURISM CENTER) IN GREENUP COUNTY, USING HOUSE AS MATCHING FUNDS.	TE	2010	Federal	\$240,000				
							Other	\$60,000				
					TOTAL PROJECT COST				\$300,000			
GREENUP	SB-1	N/A	KYTC	AWARDED TO SOUTHERN AND EASTERN KENTUCKY TOURISM DEVELOPMENT ASSOCIATION (SEKTA) FOR INTERPRETIVE AND TRAILHEAD MARKERS AND STORYTELLERS	Scenic Byway	2010	Federal					
							Other					
					TOTAL PROJECT COST				\$5,667			
BOYD	SB-2	N/A	KYTC	AWARDED TO SOUTHERN AND EASTERN KENTUCKY TOURISM DEVELOPMENT ASSOCIATION (SEKTA) FOR INTERPRETIVE AND TRAILHEAD MARKERS AND STORYTELLERS	Scenic Byway	2009	Federal					
							Other					
					TOTAL PROJECT COST				\$5,667			
<p>Note: Table 3 projects are illustrative funded and not part of the federal fiscally constrained TIP</p>												
<p>Boyd County Projects</p> <ol style="list-style-type: none"> <li>1. Located in the MPO</li> <li>2. Located in the MSA</li> <li>3. In PM2.5 area</li> <li>4. In 8-hr area</li> </ol>												
<p>Greenup County Projects:</p> <ol style="list-style-type: none"> <li>1. Located in the MPO</li> <li>2. Located in the MSA</li> <li>3. In PM2.5 area</li> <li>4. Not in 8-hr area</li> </ol>												

**TABLE 4**  
**ASHLAND AREA 2009-2013 TRANSPORTATION IMPROVEMENT PROGRAM**  
**Z-VARIOUS PROJECTS**

(Cost = estimated annual expenditures)\*

TIP ID#	COUNTY	PROJECT DESCRIPTION	COST ESTIMATE	FUDNING TYPE
BG-100	Boyd/Greenup	General Operations projects eligible for resurfacing, restoration and rehabilitation utilizing National Highway Funds	\$200,000	NHS
BG-101	Boyd/Greenup	General Operations projects eligible for resurfacing, restoration and rehabilitation utilizing Interstate Maintenance Funds	\$600,000	IM
BG-102	Boyd/Greenup	General rail/highway protection improvements program projects	\$200,000	REHAB
BG-103	Boyd/Greenup	General statewide pavement marker/markings program projects	\$200,000	NHS
BG-104	Boyd/Greenup	Projects utilizing Transportation Enhancement Funds	\$62,500	TE
BG-105	Boyd/Greenup	Congestion Mitigation & Air Quality Projects	\$125,000	CMAQ
BG-106	Boyd/Greenup	Projects utilizing Safety Funds	\$125,000	SAFETY
BG-107	Boyd/Greenup	Projects utilizing Bridge Replacement Funds for bridge projects that are regionally significant	\$250,000	BRIDGE
BG-108	Boyd/Greenup	General category for bicycle and pedestrian projects	\$62,500	STP
BG-109	Boyd/Greenup	Projects utilizing Safe Routes to School Funds	\$200,000	SRTS
BG-110	Boyd/Greenup	Projects utilizing Scenic Byway Funds	\$62,500	SCENIC BYWAY
BG-111	Boyd/Greenup	Projects utilizing Recreational Trail Funds	\$62,500	REC TRAILS
BG-112	Boyd/Greenup	Projects utilizing Highway Safety Improvement Program – Exempt Funds	\$0	HSIP
BG-113	Boyd/Greenup	Projects utilizing Highway Safety Improvement Program – Non-Exempt Funds	\$0	HSIP

*Sponsor for all projects: KYTC*

*Open to Traffic Date: C-2009-2035*

*\*Amounts of funds available for various general maintenance, rail/highway protection, operations, pavement marking and Transportation Enhancement funds will be amended as the information from FHWA and KYTC becomes available.*

## TRANSIT

### **Transit Improvements**

Transit projects requesting federal funds must be included in the TIP and endorsed by the Ashland Area MPO. The Ashland Bus System (ABS) provides statements of capital and operating expenditures and revenues, contribution sources and subsidy amounts, use of the local Mass Transit Trust Fund projected operating statement and the Transit Capital Assistance as depicted in **Table 5**. These statements are included in the TIP as required by the Federal Transit Administration and to provide the public an opportunity to review the financial plans of the ABS.

Reflected in this report is the latest available information as provided by the Ashland Bus System.

The ABS' ridership increase (FY 2008) can be largely attributed to the rise in gasoline prices as well as to the purchase of a new Trolley bus which is being used to service the new Downtown Loop Route. A couple of other fixed routes were streamlined into one route which has been a more efficient use of the buses. The ABS is proceeding with negotiations to obtain approval for route expansion into other immediate areas outside their current travel areas. The ABS intends to promote this growth by continued advertising and improved bus services. The ABS is predicting replacement of several buses within the next several years.

### **Explanation of FTA Funding Categories**

#### **Transit**

Federal grants for public transportation programs are authorized by the Federal Transit Act Amendments of 1991.

#### **Section 5307-FTA (formerly Section 9)**

Section 5307 is a formula-apportioned aid program for planning and capital assistance in urbanized areas. The KYTC is responsible for project priority statewide.

**Table 5: Ashland Bus System Operating Assistance & Transit Capital Assistance FY 2008-2020**

FY	Funding Source	Funding Unit	Cost (s)				
			Replacement Bus	Preventative Maintenance	Paratransit	Other Capital	Operating Assistance
08-09	5307	Federal	\$56,000	\$12,000	\$60,754	46,824	\$398,000
		State	\$7,000	\$1,500	\$7,572	5,853	
		Local	\$7,000	\$1,500	\$7,572	5,853	\$398,000
09-10	5307	Federal	\$204,360	\$15,000	\$63,603		\$417,900
		State	\$25,545	\$1,875	\$7,950		
		Local	\$25,545	\$1,875	\$7,950		\$417,900
10-11	5307	Federal	\$28,000	\$18,000	\$66,783		\$438,795
		State	\$3,500	\$2,250	\$8,348		
		Local	\$3,500	\$2,250	\$8,348		\$438,795
11-12	5307	Federal	\$216,000	\$21,000	\$70,122		\$460,735
		State	\$27,000	\$2,625	\$8,765		
		Local	\$27,000	\$2,625	\$8,765		\$460,735
12-13	5307	Federal		\$75,000	\$73,628		\$483,771
		State		\$9,375	\$9,204		
		Local		\$9,375	\$9,204		\$483,771
12-14	5307	Federal		\$75,000	\$77,309		\$507,960
		State		\$9,375	\$9,664		
		Local		\$9,375	\$9,664		\$507,960
14-15	5307	Federal	\$64,000	\$24,000	\$81,175		\$533,358
		State	\$8,000	\$3,000	\$10,147		
		Local	\$8,000	\$3,000	\$10,147		\$533,358
15-16	5307	Federal	\$32,000	\$27,000	\$85,234		\$560,026
		State	\$4,000	\$3,375	\$10,654		
		Local	\$4,000	\$3,375	\$10,654		\$560,026
16-17	5307	Federal	\$144,000	\$30,000	\$89,495		\$588,027
		State	\$18,000	\$3,750	\$11,187		
		Local	\$18,000	\$3,750	\$11,187		\$588,027
17-18	5307	Federal		\$75,000	\$93,970		\$617,429
		State		\$9,375	\$11,746		
		Local		\$9,375	\$11,746		\$617,429
18-19	5307	Federal	\$228,000	\$33,000	\$95,669		\$648,300
		State	\$28,500	\$4,125	\$12,334		
		Local	\$28,500	\$4,125	\$12,334		\$648,300
19-20	5307	Federal	\$70,000	\$36,000	\$103,602		\$680,715
		State	\$8,750	\$4,500	\$12,950		
		Local	\$8,750	\$4,500	\$12,950		\$680,715

### Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 requires transit systems to offer accessible fixed route service for people with disabilities. The ADA also mandates that transit systems provide complementary paratransit service for those who cannot use accessible fixed route service because of their disability.

In addition to the Ashland Bus System's (ABS) fixed route transit service, special services for elderly and disabled persons are offered. ABS provides priority seating to the handicapped and disabled. Additionally, reduced fares are available for those aged 62 or older and for those with disabilities. Special lift-equipped van service is available to qualified handicapped persons. Riders are required to call the day before service is needed to schedule their pick-up time and place. Service is available during normal operating hours.

## Air Quality Conformity

### Conformity Analysis

There are no project changes in Kentucky that impact conformity. All regionally significant projects, even those that are not federally funded, are included in the regional analysis. These projects are listed in the Ashland Area MPO and KYOVA PM<sub>2.5</sub> Joint Conformity documents found in **Appendix E**.

As noted, the only new capacity adding project in the Ashland Area is project 09-8400 to widen US-60 from 2 lanes to 4 lanes from the I-64 at interchange 181 northerly to KY-180 at Cannonsburg. The project is slightly less than 4 miles in length and has been included in the travel demand model.

The Ashland Area regional emissions analysis includes the Kentucky donut areas and the KYOVA emissions analysis includes the donut areas in West Virginia and Ohio. These results indicate that the Ashland Area MTP meets the requirements of conformity under the 8-hour ozone standard and both the Ashland Area MTP and the HIATS MTP meet the requirements of conformity under the PM<sub>2.5</sub> standard. Therefore, the FY 2009-2013 Ashland Area Transportation Improvement Program (TIP) is found to conform based on the conformity of the Ashland Area Metropolitan Planning Organization's FY 2009-2035 Metropolitan Transportation Plan (MTP). All projects in the TIP are included in the MTP and expected completion dates are consistent with those in the MTP. Documentation of the conformity analysis and findings can be found in the FY 2009-2035 Ashland Area MTP. A copy of the conformity finding and documentation is included in **Appendix C**.

The project listings in **Tables 1-4** include an indication of which projects are regionally significant and included in the regional emissions analysis for the Ashland Area MTP. Included below in **Table 6** illustrates exempt projects as defined by 40 CFR 93.126 and 93.127.

*Note: Greenup County is no longer in the air quality non-attainment or maintenance area; therefore not listed below.*

**Table 6: Exempt Project List**

County	Project Number	Route	Description	Exempt Action
Boyd	09-129.00	N/A	US-60 Study (Formerly known as the Ashland Urban Penetrator)	Planning & Technical Study
Boyd	09-191.02	N/A	Ashland Riverfront Development Project	Transportation Enhancement Activity
Boyd	09-191.03	N/A	Ashland Riverfront Development Project	Transportation Enhancement Activity
Boyd	09-993.00	US-60	Construct left turn lanes, install traffic signal and realign intersection	Hazard Elimination Program
Boyd	09-1050.00	KY-168	Replace bridge over Keys Creek, 2.5 miles NS of Jct. US-23	Bridge Replacement
Boyd	09-1054.00	KY-168	Replace bridge over Keys Creek	Bridge Replacement
Boyd	09-2018.00	I-64	Mill 2" overlay from MP 185.65 to MP 191.382	Pavement resurfacing and/or rehab
Boyd	09-5011.00	KY-538	Landslide repair from 0.8 mi SE Jct KY-3294 East to Junction US-23	Repair to damages caused by natural disasters; non capacity building
Boyd	09-8201.00	KY-766	Reconstruct intersection on KY-766 at Dawson Creek	Intersection reconstruction

## Funding

SAFETEA-LU identifies federal funding sources for road, highway, transit, and other transportation related improvements. The key aspect of SAFETEA-LU is its flexibility of funds, empowerment of local jurisdictions in assigning project priorities, public participation to a greater extent in planning and decision making and conformity to air quality standards and fiscal constraints. With that said, SAFETEA-LU requires that all plan documents, including the TIP to be financially constrained. Meaning that the expected funding levels must meet or exceed project costs. The Kentucky Six-Year Highway Plan, which is a fiscally balanced plan, and passed by the Kentucky State Legislature, shows available funding and project commitments through 2013. All federal and state funded highway projects in this document come from the Kentucky Six-Year Highway Plan. The TIP is also prioritized by year and funding is allocated across program years for each project. Funding years are consistent with priorities of the MPO.

To determine funding needs for the Ashland MPO area for the 2009-2013 TIP, projects scheduled in the current Six Year Plan, and operations and maintenance needs were examined .

Six Year Plan Projects:

2009-2013	Individual Projects total	\$48,199,200
	Grouped Projects are estimated	\$13,562,500
	Operations and Maintenance	<u>\$14,000,000</u>
	Total	\$75,761,700

**Or                    \$15,156,340 per year**

Since funds are committed by the Six Year Plan, equal revenues are available for the TIP; therefore, the TIP is fiscally constrained.

**Table 7: Ashland Funding – Year by Year by Type 2009-2013 Estimates based upon SYP**

Funding Type	2009	2010	2011	2012	2013	TOTAL \$
<b>HPP</b>	\$3,321,250	0	0	0	0	<b>\$3,321,250</b>
<b>HES</b>	\$420,000	0	0	0	0	<b>\$420,000</b>
<b>BRX</b>	\$1,137,803	\$4,313,970	0	0	0	<b>\$5,451,773</b>
<b>BRO</b>	\$1,660,372	\$950,510	0	0	0	<b>\$2,610,882</b>
<b>IM</b>	\$21,000	\$36,400,000	0	0	0	<b>\$36,421,000</b>
<b>BRZ</b>	\$150,688	0	\$623,563	0	0	<b>\$774,251</b>
<b>TOTAL</b>	\$6,711,113	\$41,664,480	\$623,563	0	0	<b>\$48,999,156</b>

## Completed/Active Project List from Previous TIP

The list of projects shown in **Table 8** reflects regionally significant projects from the FY 2007 – FY 2011 TIP that have been completed and opened to the public. **Table 9** reflects the projects remaining active from the FY 2007 – FY 2011 TIP.

**Table 8: Completed Projects from previous TIP\***

County	Project Number	Route	Cost	Description
Boyd	09-60.00/60.01	I-64	\$36,967,332.55	Interchange reconstruction
Boyd	09-112.00	US-23S	\$6,810,000.00	Power wash and paint the 12 <sup>th</sup> Street Bridge
Boyd	09-191.00	N/A	\$4,088,000.00	Ashland Riverfront Project
Boyd	09-191.01	N/A		Ashland Riverfront Project
Boyd	09-2019.00/.01	I-64	\$17,847,667.52	Mill/Intermediate Overlay
Boyd	09-8200.00	KY-3	\$381,378.93	Improve Sight Distance
Boyd	CMAQ-07-01	US-60		Construct turn lanes at 12 of the 25 existing crossings
Greenup	09-132.00	KY-2		Reconstruct KY-2 from MP 13.2 to MP 17.188
Greenup	09-391.10	N/A		Wetland Mitigation site 1.7 miles NW of South Shore
Greenup	09-4302.00	KY-1/KY-7/KY-207	\$73,751.93	Guardrail replacement at various locations
Greenup	TE-2	N/A		South Shore downtown development

\*as of December 18, 2008

**Table 9: Active Projects from Previous TIP\***

County	Project Number	Route	Description
Boyd	09-129.00	New	Scoping Study
Boyd	09-191.02	N/A	Ashland Riverfront Project
Boyd	09-191.03	N/A	Ashland Riverfront Project
Boyd	09-993.00	US-60	US-60 & Highland Ave, turn lanes, etc. – pending litigation
Boyd	09-1050.00	KY-752	Bridge replacement @ Durbin Creek
Boyd	09-1054.00	KY-168	Bridge replacement over Keys Creek
Boyd	09-2018.00	I-64	Pavement Rehab & slide repair MP 180.812-185.260
Boyd	09-2018.01	I-64	Pavement Rehab & slide repair MP 180.812-185.260
Boyd	09-5011.00	KY-538	Landslide repair
Boyd	09-8201.00	KY-766	Reconstruct intersection @ Dawson Lane
Greenup	09-109.00	KY-8S	Clean & paint the Carl D. Perkins Bridge
Greenup	09-189.00	KY-750	Reconstruct from US-23 to KY-3105
Greenup	09-1038.00	KY-2541	Replace Main Street Bridge & approaches
Greenup	09-1059.00	KY-7	Replace Bridge and approaches over Left Fork Beechy Creek
Greenup	09-1060.00	KY-7	Replace Bridge and approaches over Plum Fork
Greenup	09-1071.00	CR-1283	Replace Bridge and approaches of Tygart's Creek
Greenup	SRTS-01	N/A	Sidewalk and multi-use path construction

\*as of December 18, 2008

## **Intergovernmental Review Process**

The TIP assists in meeting the federal intergovernmental review requirements for transportation projects recommended for federal funding during the upcoming year. This review provides for coordination of federal, state, and local programs. Summary project information for federal-aid projects in the Annual Element is submitted to the Kentucky department of Local Government State Clearing house for processing.

## **AMENDMENT PROCESS**

The TIP, as with any planning document, must recognize studied changes. Proposed changes must be reviewed and analyzed in a uniform manner, and is achieved through the TIP amendment policy.

The amendment process is intended to serve several major needs, to meet previously unforeseen needs and to add or delete projects to/from the TIP

Therefore, it is clearly understood that this is a dynamic document and is changed by policy makers as needed. The TIP must be updated at least every four years. However, to ensure proper planning, TIP amendments must be kept to a minimum. Due to the time and funding required for technical analysis, public involvement, and air quality conformity consultation, projects that may affect the air quality analysis may be amended to the plan only on a semi-annual basis. Other projects, which do not affect the air quality, may be amended as needed. It is preferred that amendments to the TIP will occur on the schedule that the TIP is updated, usually, in the spring of each year. The Transportation Policy Committee, at their discretion, may change the schedule but must afford the proper time line for review, analysis and public comment.

The amendment process applies to projects that meet any of the following conditions:

- Add/Delete a project or phase (s) that requires federal authorization and is not eligible for an Administrative Modification
- Change in design concept and scope of the project
- Change in cost estimates that affect fiscal constraint
- Change that affects air quality conformity
- Change from non-federal to federal funds
- Project/project phase initiation dates

There are several key criteria and steps that must be met and adhered to when amending the TIP which include the following:

- Projects must be reviewed for inclusion in the Metropolitan Transportation Plan
- Since Ashland Area MPO is an non attainment and maintenance area for transportation related pollutants, any addition, deletion, or change to the scope of a regionally significant project which contributes to and/or reduces transportation related emissions, requires a regional emissions analysis to be completed and a new conformity determination by the FHWA and FTA

- Comment of the amendments and participation by interested citizens as described in the current Ashland Area MPO and FIVCO Area Development District Participation Plan
- Adoption by the Transportation Policy Committee
- Redemonstration if fiscally constrained

### **Administrative Modifications**

The following actions are eligible as Administrative Modifications to the TIP if there is no impact to air quality conformity or fiscal constraint:

- Correcting obvious minor data entry errors.
- Splitting or combining projects without modifying the original project design, concept, and scope
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project design, concept, and scope.
- Moving a project from one federal funding category to another except for STP-Urbanized funding.
- Moving a project from federal funding to state funding.
- Shifting the schedule of a project or phase within the years covered by the STIP/TIP
- Updating project cost estimates (within the original project scope and intent).
- Moving any identified project phase programmed for previous year into a new TIP (rollover provision).

### **Administrative Modification Procedures**

Administrative Modifications will be tracked by Ashland Area MPO staff and made available to appropriate committees. No resolution or action is required of the MPO. The MPO staff will also notify by letter or email all appropriate parties. Since Administrative Modifications are non-action items, this notification does not have to be presented to the MPO committee prior to issue, or submitted for public review and comment.

The KYTC is responsible for ensuring that cost changes made to the STIP will be balanced during the STIP yearly update process. No public involvement is required for Administrative Modifications.

A conformity determination (in air quality nonattainment and maintenance areas) will not be required for Administrative Modifications.

When the MPO TIP's are adopted, project tables exclude funds expected to be obligated by the time the new TIP is in effect. However, it is normal that some projects or phases are delayed. The MPO will work with all project sponsors to identify rollover projects and update the TIP.

## **Strategic Highway Safety Plan**

Safety is an element of SAFETEA-LU and the transportation act directs states to develop Strategic Highway Safety Plans as a means of making highways safer. In accordance with SAFETEA-LU, Kentucky has developed a Strategic Highway Safety Plan with goals to reduce the number of traffic fatalities. Kentucky's goal is *"to reduce the number of highway fatalities to no more than 700 by December 31, 2008"*.

## **Coordinated Public Transit-Human Services Transportation Plan**

SAFETEA-LU established Human Services Transportation Coordination as a means of improving the coordination of transportation services for persons with disabilities, older adults, and individuals with lower incomes. In accordance with CFR 450.306 (g) the Coordinated Public Transit-Human Services Transportation Plan, (hereinafter referred to as the "Coordination Plan"), as required by 49 USC Sections 5310, 5316, and 5317, is coordinated and consistent with the metropolitan planning process. In response to this effort, the Ashland Area MPO coordinates efforts and activities to improve the coordination of the transportation services for persons with disabilities, older adults, and individuals with lower incomes.

## **Public Participation**

The Ashland Area MPO has developed a Participation Plan which was adopted on April 16, 2007. The plan outlines the methods utilized by the MPO to encourage and seek comments from all interested parties in the region, including the use of visualization techniques (maps, graphics, PowerPoint presentations, etc.). In addition, the MPO consults with the following agencies: airport operations, conservation, economic development, freight movement, historic preservation, natural resources, non-emergency transportation services, recipients of assistance under Title 49 U.S.C. Chapter 53, recipients of assistance under Section 504, and security operations. The plan complies with the participation guidelines included in SAFETEA-LU and defined in the Federal Register for the Department of Transportation.

Participation opportunities for the Ashland Area MPO FY 2009-2013 TIP were provided according to the Ashland Area/FIVCO ADD Participation Plan. Public, agencies and the private sector were provided the opportunity to comment on the FY 2009-2013 Transportation Improvement Program for the 30-day period. The public review period was held from February 25, 2008 to March 27, 2009. Notice of public review appeared in *The Independent on February 25, 2009*. Notices were sent individuals of interest, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight and transportation services, private representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties in Boyd and Greenup counties.

A public Open House was held on March 12, 2009 at the FIVCO ADD office located at 32 FIVCO Court, Grayson, Kentucky. No comments were received during the open house.

Specific information regarding the public comment process for the FY 2009-2013 TIP can be found in Appendix D. The Participation Plan may also be viewed on the FIVCO ADD website ([www.fivco.org](http://www.fivco.org)) under the public participation tab.

The MPO website at [www.fivco.org](http://www.fivco.org) is updated on a continuous basis to help keep the public informed of the transportation projects and plans. The site is intended to increase public access to transportation planning documents, MPO meeting schedules, and other related transportation information. Maps and other visualization data are available upon request.

## **Environmental Justice**

A critical element in developing the transportation system must include the equitable distribution of services, facilities and resources within the MPO planning area. This should be with regard to income, race, and other socio-economic factors, in addition to geographic distribution.

As part of the effort to ensure environmental justice, the MPO has worked hard to include members of the minority community and low-income groups in the decision making process. The 2007 Ashland Area MPO/FIVCO ADD Participation Plan provides an overview of the community population. The Participation Plan will be utilized to ensure underserved populations are included in the transportation planning process.

## Certification

Federal regulations require that the Kentucky Transportation Cabinet and the Ashland Area MPO self-certify that the transportation planning process is addressing the major issues in the metropolitan planning area in accordance with: 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1) and 49 CFR part 21; 79 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; Section 11019b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; the provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38; the Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities. The signed certification assuring compliance with applicable federal regulations is included in **Figure 3**.

The Federal Highway Administration and the Federal Transit Administration conducted the most recent certification review of the Ashland Area MPO's urban transportation planning process in December 2006.

**Figure 3: Self Certification**

**METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION  
FOR  
THE ASHLAND AREA MPO PLANNING PROCESS**


In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and the Ashland Area Metropolitan Planning Organization for the Ashland, Kentucky Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of and is being conducted in accordance with all applicable requirements of Titles 23 and 46 USC, including:

- I. 23 USC 134 49 USC 5303 and this subset
- II. In nonattainment and maintenance areas, section 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93.
- III. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000 d-1) and 49 CFR part 21.
- IV. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or in business opportunities.
- V. Section 1101 (b) of the SAFETEA-LU (Pub. L 109-59) and 49 CFR part 26, regarding the involvement of disadvantaged business enterprises in USDOT funded projects
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal0aid highway construction contracts.
- VII. The provisions of the American with Disabilities Act of 1990 (42 USC 12101 Et. seq) and 49 CFT parts 27, 37, and 38.
- VIII. The Older Americans Act as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance,
- IX. Section 324 of the 23 USC regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1073 (29 USC 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

In December 2006, the United States Department of Transportation conducted an on-site triennial certification review at the Ashland MPO and issued a subsequent finding that the Ashland Area MPO was fully certified as meeting all pertinent requirements.

**SIGNATURES**

Ashland Area MPO



Robert W. Carpenter, Chairman

3-19-09

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Date

Kentucky Transportation Cabinet

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Joe Prather, Secretary

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Date