



KYOVA 2024-2027 Transportation Improvement Program



KYOVA
Interstate
Planning
Commission

**RESOLUTION ADOPTING THE TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR FISCAL YEARS 2024-2027**

WHEREAS, the Bipartisan Infrastructure Law/Infrastructure Investment and Jobs Act (BIL/IIJA), enacted by Congress on November 15, 2021, requires a Transportation Improvement Program (TIP) be adopted by each Metropolitan Planning Organization; and

WHEREAS, KYOVA Interstate Planning Commission has been designated as the Metropolitan Planning Organization (MPO) by the Governors of West Virginia, Kentucky, and Ohio for the Huntington, WV-KY-OH Urbanized Area acting through the West Virginia Division of Highways (WVDOT), the Kentucky Transportation Cabinet (KYTC), the Ohio Department of Transportation (ODOT), and locally elected officials in the KYOVA region; and

WHEREAS, KYOVA Interstate Planning Commission has met the provisions of the IIJA in the Transportation Improvement Program (TIP) for Fiscal Years 2024-2027, which is financially constrained and a subset of the updated regional 2050 Metropolitan Transportation Plan; and

WHEREAS, the KYOVA 2024-2027 TIP has met the requirements of public participation as described in the KYOVA Participation Plan; and

WHEREAS, no conformity report is required for Huntington, WV-KY-OH Urbanized Area due to the court vacating the revocation of the 1997 8-hour ozone standard. This area is in attainment for the 2008 and 2015 8-hour ozone standard; and

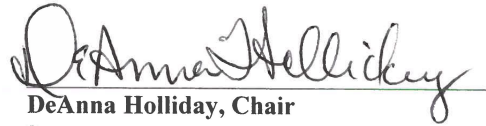
WHEREAS, the insignificance finding of the 1997 PM_{2.5} annual NAAQs means no regional modeling is required as the Huntington-Ashland area is in attainment for the 24-hour 2006 PM_{2.5} standard; and

WHEREAS, KYOVA has completed the Air Quality Analysis Report that addresses the Huntington-Ashland 1997 8-hour ozone standard maintenance process; and

WHEREAS, it has been determined that the KYOVA 2024-2027 TIP has met the Air Quality Conformity requirements;

NOW, THEREFORE, BE IT RESOLVED that the KYOVA Interstate Planning Commission adopt the Transportation Improvement Program (TIP) for Fiscal Years 2024-2027 to become effective upon its inclusion in each of the three Statewide Transportation Improvement Programs (STIPs) and its adoption by FHWA and FTA.

ADOPTED this 28th day of April 2023, at the regularly scheduled meeting of the
KYOVA Interstate Planning Commission Policy Committee.

A handwritten signature in black ink, appearing to read "DeAnna Holliday", written over a horizontal line.

DeAnna Holliday, Chair
Date: April 28, 2023

A handwritten signature in blue ink, appearing to read "Chris M. Chiles", written over a horizontal line.

Christopher M. Chiles, Executive Director
Date: April 28, 2023

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

WHEREAS the USDOT the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the Bipartisan Infrastructure Law [BIL]) legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; in accordance with 23 CFR 450.220, the West Virginia Department of Transportation and KYOVA Interstate Planning Commission, the Metropolitan Planning Organization for the Huntington WV-KY-OH 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:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, 23 CFR Part 450 and this subpart;
- II. In nonattainment and maintenance areas, 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;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the FAST Act (Pub. L. 114-357) 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 Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. 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;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

KYOVA Interstate Planning Commission


Signature


Executive Director


Title

March 3, 2023

Date

West Virginia Department of Transportation


Signature


Title

5/2/2023
Date

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

WHEREAS, the USDOT the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the Bipartisan Infrastructure Law [BIL]) legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; in accordance with 23 CFR 450.220, the Kentucky Transportation Cabinet and KYOVA Interstate Planning Commission, the Metropolitan Planning Organization for the Huntington WV-KY-OH 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:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, 23 CFR Part 450 and this subpart;
- II. In nonattainment and maintenance areas, section 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;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S. C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funding projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. 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;
- VIII. 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;
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- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

KYOVA Interstate Planning Commission



Signature

Executive Director
Title

4-25-23

Date

Kentucky Transportation Cabinet

Signature

Title

Date

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

WHEREAS, the USDOT the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the Bipartisan Infrastructure Law [BIL]) legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; in accordance with 23 CFR 450.220, the Ohio Department of Transportation and KYOVA Interstate Planning Commission, the Metropolitan Planning Organization for the Huntington WV-KY-OH 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:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, 23 CFR Part 450 and this subpart;
- II. In nonattainment and maintenance areas, section 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;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
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KYOVA Interstate Planning Commission



Signature

Executive Director

Title

4-25-23

Date

Date

Ohio Department of Transportation

Signature

Title

Date



KYOVA 2024-2027 Transportation Improvement Program (TIP)

PREPARED BY THE
KYOVA Interstate Planning Commission
400 Third Avenue
Huntington, West Virginia 25701
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April 2023

Biennial Report

This report was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Ohio Department of Transportation, the Kentucky Transportation Cabinet, the West Virginia Department of Transportation and local communities. The contents of this report reflect the view of KYOVA Interstate Planning Commission which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the West Virginia Department of Transportation/Division of Highways, the Ohio Department of Transportation, the Kentucky Transportation Cabinet or the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. This report does not constitute a standard, specification or regulation.

*Note: The Tri-State Transit Authority (WV), the Ashland Bus System (KY), and the Lawrence County Transit (OH) use the Transportation Improvement Program (TIP) development process of the KYOVA Interstate Planning Commission to satisfy the public hearing requirements of 49 U.S.C. Section 5307(b). The TIP public notice of public involvement activities and time established for public review and comment on the TIP satisfies the program-of-project requirements of the Urbanized Area Formula Program.

Abstract

TITLE: Transportation Improvement Program¹

AUTHOR: KYOVA Interstate Planning Commission

SUBJECT: Four-year KYOVA Transportation Improvement Program in a comprehensive format.

DATE: April 2023

SOURCE: KYOVA Interstate Planning Commission
400 Third Avenue
Huntington, West Virginia 25701
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AUTHORIZED OFFICER: Christopher M. Chiles, Executive Director Cchiles@kyovaipc.org

ABSTRACT: This document describes the Transportation Improvement Program (TIP) for Fiscal Years 2024 through 2027 for KYOVA's planning area which includes Cabell and Wayne counties in West Virginia, Boyd and Greenup counties in Kentucky, the Urbanized Area in Lawrence County, Ohio and the Huntington, WV-KY-OH Transportation Management Area. It describes the status of the Regional Transportation Plan; considers anticipated funding for transportation projects in the area; evaluates the capability to implement the program and considers Air Quality and Transit objectives in programming projects. This area is required to conduct conformity determinations for the 1997 8-hour ozone standard; however, only the conformity report is required, not regional emissions analysis. This area is in attainment for the 2008 8-hour ozone standard. Due to the insignificance finding of the 1997 PM_{2.5} no regional modeling analysis is required as the Huntington-Ashland area is in attainment for the 24-hour 2006 PM_{2.5} standard. KYOVA Performance Targets: KYOVA supports the State DOT's Targets and this has completed within 180 days of states adoption of goals. A mechanism jointly with the State DOTs is established to report these targets and annual values upon request of FHWA and FTA. The total cost of all projects included in the four - year TIP is **\$200 million.**

¹ FY 2024-2027 Biennial TIP/STIP Development Schedule

- ✓ 02/01/2023 - First Draft TIP
- ✓ 03/09/2023 – Second Draft TIP
- ✓ 05/01/2023 - Final Draft TIP



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Section 1: TIP Overview

Introduction

The Transportation Improvement Program (TIP) is a biennial statement for state and local governments and transit authorities within the KYOVA Interstate Planning Commission MPO area that lays out a four-year schedule of anticipated spending on specific transportation projects and improvements. The process of developing the TIP is the mechanism by which these governments and authorities, acting together in a coordinated effort, place transportation projects in a comprehensive regional perspective in order to allocate limited resources in the most beneficial manner. In addition, federal mandates for environmental justice require KYOVA Interstate Planning Commission to provide transportation connections within the region, including those in need of special transportation facilities and accommodations.

The TIP must be financially constrained, meaning, all projects listed in the TIP must have an identified funding source consistent with regional revenue expectations. Funding estimates for KYOVA currently do not exceed available funding. However, the MPO committees and local officials carefully consider which projects to support and which projects to defer to ensure funding sources are not exceeded.

The KYOVA 2024-2027 TIP has been developed to meet all requirements of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the Bipartisan Infrastructure Law [BIL]), signed into law on November 15, 2021. The BIL reauthorized previously enacted surface transportation law.

KYOVA Planning Area

The KYOVA Interstate Planning Commission is the Metropolitan Planning Organization (MPO) that serves local governments in southwestern West

Virginia, eastern Kentucky, and southeastern Ohio. The MPO's goal is to promote cooperation among members, the governments closest to the people, and to maximize their capabilities for solving regional transportation needs. By working as a tri-state organization, KYOVA facilitates the continued development and enhancement of a comprehensively planned multimodal transportation system that functions across state lines.

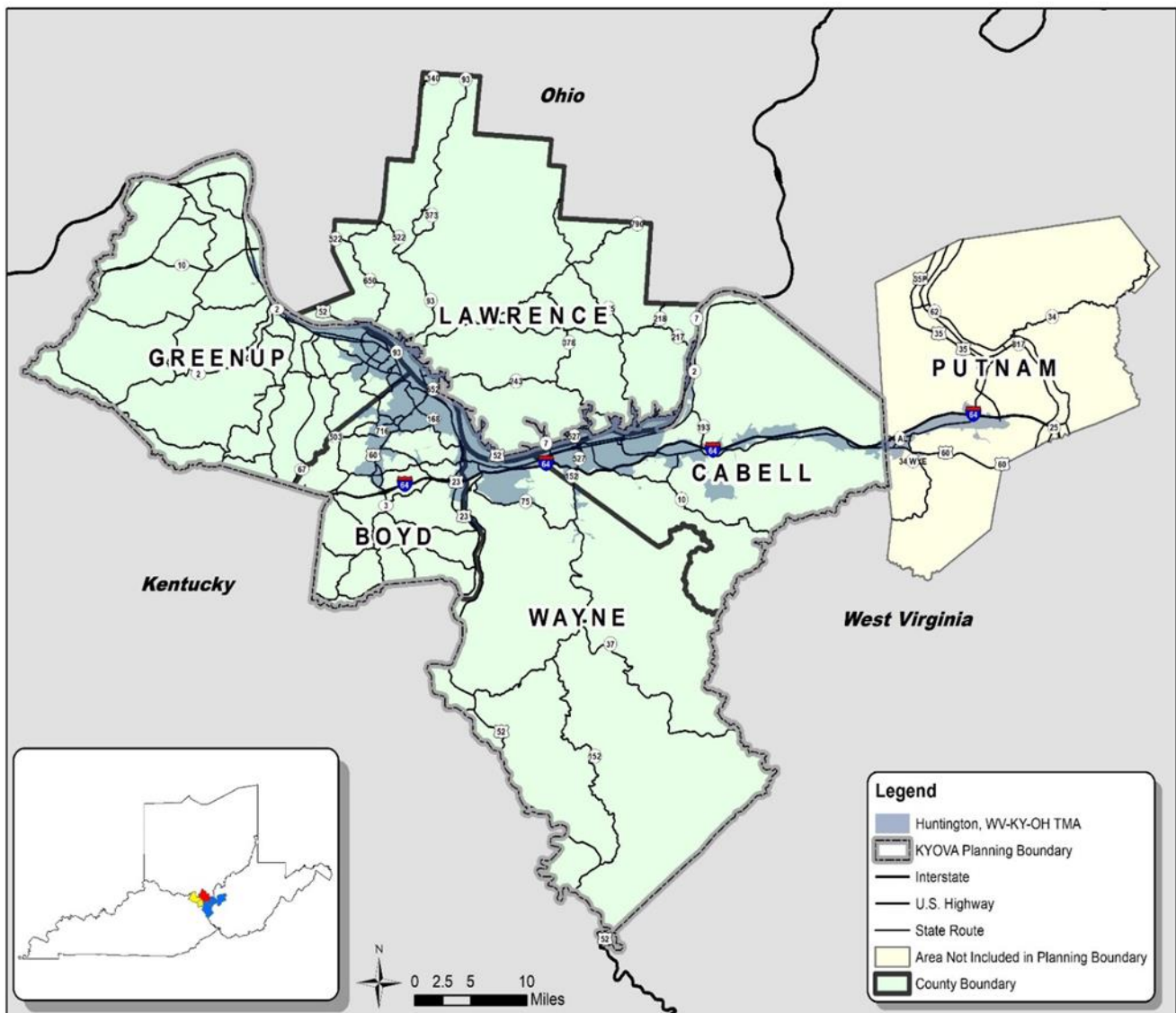
When the U.S. Census Bureau released its 2010 urbanized area (UZA) information in March 2012, it demonstrated that the Huntington, WV-KY-OH Urbanized Area grew in terms of land area and population. The 2010 population for the Huntington, WV-KY-OH Urbanized Area exceeded 200,000, and as a result of the population growth, the area was designated a Transportation Management Area (TMA). The newly designated Huntington, WV-KY-OH TMA included Boyd and Greenup counties, Kentucky with the previous West Virginia counties of Cabell and Wayne and the urbanized portion of Lawrence County, Ohio. Additionally, the areas of Hurricane and Teays Valley in Putnam County, West Virginia were included in the March 2012 TMA designation. As a result, beginning July 1, 2013, all MPO planning activities relating to the Boyd and Greenup counties in Kentucky were reunited with the KYOVA Interstate Planning Commission. However, the transportation planning activities for Putnam County continue to be overseen by the Regional Intergovernmental Council (RIC) located in Charleston, West Virginia. In December 2022, the Census Bureau released its list of urban areas based on the 2020 Census. The newly released data indicated the Huntington, WV-KY-OH urban area population to be 200,157 which confirms KYOVA's designation as a TMA. Designated TMAs are subject to special planning and programming requirements that apply to the metropolitan planning areas that must be determined jointly by the MPO and Governor in



accordance with 23 U.S.C. 134 (d) and 49 U.S.C. 5303(d). KYOVA's Planning Boundary, shown in Exhibit 1-1, encompasses Cabell and Wayne

counties in West Virginia, Boyd and Greenup counties in Kentucky, and the Urbanized Area of Lawrence County, Ohio.

Exhibit 1-1: KYOVA Planning Boundary Map





TIP Purpose and Process

The Transportation Improvement Program (TIP) is the funding mechanism for transportation projects requesting federal dollars in the KYOVA area. All MPOs are required under 23 CFR § 450.326 to produce a TIP and update it at least every four years. KYOVA updates the TIP every two years or in coordination with the State Transportation Improvement Program (STIP). The TIP contains a list of all surface transportation projects requesting the use of federal funds found in the IJJA. All TIP projects are consistent with the KYOVA 2050 Metropolitan Transportation Plan. With few exceptions, no federally funded transportation improvement can be constructed in the KYOVA area unless it is approved by the KYOVA Policy Committee and included in an adopted TIP. Local jurisdictions work through the KYOVA MPO Technical Advisory Committee (TAC) to determine how the area's transportation system evolves. The TIP is required to be fiscally constrained. The WV Department of Transportation (WVDOT), Kentucky Transportation Cabinet (KYTC), and Ohio Department of Transportation (ODOT) submit projects to KYOVA for inclusion in the TIP based on the fiscally constrained Statewide Transportation Improvement Program (STIP). The KYOVA Interstate Planning Commission 2024-2027 TIP has been prepared by KYOVA staff in cooperation with state and local agencies.

This TIP as required by the West Virginia Division of Highways, Kentucky Transportation Cabinet and Ohio Department of Transportation covers four fiscal years from 2024 through 2027. State fiscal years begin on July 1 of the preceding calendar year. Therefore, this TIP is effective from July 1, 2023 through June 30, 2027. However, the TIP may be amended as needed.

Types of Projects Included in the TIP

The TIP is a multimodal program of transportation improvements for the area. All federally assisted transportation projects anticipated within the KYOVA area over the next four years are in the TIP including highway, bikeway, transportation

alternative projects, and transit operating and capital projects. Projects also include elderly/handicap transportation. These involve both short-term lower cost improvements and long-term major capital improvements.

Development Process

The TIP has been developed by representatives of area governments through the urban transportation planning process. In this process, specific projects are derived from the short and long-range elements of the 2050 Metropolitan Transportation Plan (MTP). As projects continue through various stages of evaluation and development, they are eventually moved forward for implementation.

All projects in the 2024-2027 KYOVA Interstate Planning Commission TIP must be included in the KYOVA 2050 MTP. The KYOVA 2050 MTP includes both a Long-Range and Short-Range Plan element. Inclusion of Air Quality Conformity in the TIP addresses the requirements of the Clean Air Act Amendments (CAAA) of 1990.

Projects identified in the TIP were selected by the West Virginia and Ohio Departments of Transportation, Kentucky Transportation Cabinet, and local government officials in cooperation with the MPO. Prioritization is accomplished through a coordinated effort between KYOVA state and local units of government and based on community development goals for improving the transportation system within the local jurisdictions. Those projects demonstrating regional significance, preservation of existing transportation facilities, congestion relief, and overall benefits to social, economic, energy and environmental issues are evaluated as priority projects. KYOVA selects and recommends the projects which are forwarded to the KYOVA Policy Committee where the projects are rated as to which ones best serve the region. Projects are reviewed for both technical and non-technical merits. For Kentucky projects, local planning agencies work together to organize a regional project priority listing during the state's Unscheduled Project Prioritization Process every two years. The KYOVA Technical Advisory Committee (TAC) recommends the prioritized list of projects to the



Policy Committee who then reviews and endorses or with justification revises the list before the project's endorsement.

Purpose of the TIP

The purpose of the Transportation Improvement Program (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. 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 are not federally funded as regionally significant projects.

Funding and Cost of the TIP

The total 4-year program cost is \$200 million including federal, state, local sources.

Federal Requirements

Specific requirements for development and content of TIPs have been identified by federal law and are summarized below and addressed in this document.

Time Period – *The TIP shall cover at least a four-year period and be updated at least every four years.* The financial tables and project tables included in this document cover FY 2024-2027.

Air Quality – *The TIP shall document conformity with the State Implementation Plan.* Section 2 discusses the air quality and conformity requirements (The Conformity Determination Report is included in Appendix A).

Public Comment – *The TIP process shall provide opportunity for public review and comment on the TIP.* Section 3 in this document summarizes the public participation process (Appendix B includes Public Participation documentation).

Environmental Justice – *The TIP shall document that the needs of those traditionally underserved by existing transportation systems, specifically low-income and minority populations, are sought out and considered as well as not*

disproportionally affected by the program of projects. This is included in Section 4 with more detailed information in Appendix C.

Performance Targets – *The TIP shall be designed to make progress toward achieving performance targets and include a description of the anticipated effects linking investment priorities to the performance targets.* Section 5 in this document contains information about the Performance Targets.

Prioritization Process – *The TIP should identify the criteria and process for prioritizing projects from the Metropolitan Transportation Plan for inclusion in the TIP.* Section 6 discusses the project development and selection process.

Status of Projects from FY 2021-2024 TIP – *The TIP should list major projects from the previous TIP that were implemented or delayed.* Section 6 lists completed and delayed projects.

Financial Plan – *The TIP shall include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation.* Section 7 of this document discusses the expected financial resources and provides tables summarizing the TIP fiscal balance.

Specific Project Information – *The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including type of work, termini, length, total cost, amount of federal funds, and responsible agency. Line items/ Grouped projects may be used for projects that are not considered to be of appropriate scale for individual identification.* The detailed project listing organized by county is in Section 8. Line items are also included in Section 8. Public Transportation Projects are listed in Section 9.

Metropolitan Transportation Plan – *Each project or project phase in the TIP shall be consistent with the Metropolitan Transportation Plan.* MPOs are required to develop and implement long-range multimodal



Metropolitan Transportation Plans (MTPs) that cover a minimum 20-year time horizon. The KYOVA 2050 MTP was completed in August 2022. It was developed in consultation with federal and state transportation agencies and includes roadway, bridge, transit, and non-motorized modes of travel. Projects to be included in the TIP are derived from the KYOVA 2050 MTP.

Section 2: Air Quality

The federal Clean Air Act (CAA) established health-based National Ambient Air Quality Standards (NAAQS) for six criteria pollutants: ozone, nitrogen dioxide, carbon monoxide, particulate matter, lead, and sulfur dioxide. The CAA also requires that states conduct ongoing air quality monitoring to determine whether areas are meeting the NAAQS. The U.S. Environmental Protection Agency (EPA) designates areas as either “attainment” or “nonattainment” for each NAAQS based on the results of air quality monitoring. States and local agencies in areas that are nonattainment to a NAAQS must work together to develop a State Implementation Plan (SIP) to bring the area into attainment through a series of emission control measures and planning activities. Once air quality in a nonattainment area improves to the point where it meets the standard, EPA redesignates the area as a “maintenance” area and continues to require certain emission measures and planning steps for a period of time to ensure that the area does not slide back into nonattainment.

The CAA also requires that federally-funded highway and transit projects contained in MPO MTPs and TIPs in nonattainment and maintenance areas be consistent with the air-quality goals established in a SIP for the area. The process for demonstrating this consistency is called transportation conformity. The purpose of conformity is to ensure that projects in the MTP or TIP will not cause new air quality violations, worsen any existing violations, or delay timely attainment of NAAQS. EPA’s conformity regulations establish the criteria and procedures transportation agencies must follow to demonstrate conformity of MTPs, TIPs, and transportation projects. Conformity must be demonstrated before an MPO in a nonattainment or maintenance area can adopt a MTP or TIP.

Eight Hour Ozone

The KYOVA MPO is situated in the Huntington-Ashland airshed for 8-hr Ozone, which includes Cabell and Wayne counties in West Virginia and Boyd County in Kentucky. In February 2018 a court ruling (South Coast II) struck down portions of EPA’s implementation rule for transition from the 1997 ozone standards to the more stringent 2008 standards. The court ruled that those areas that were non-attainment or maintenance areas for the 1997 standard were required to continue to demonstrate conformity for the 1997 standard even though the area may be in attainment for the 2008 standards. Due to KYOVA being a maintenance area for 1997 standards, a conformity analysis and determination is required.

As a result of the February 2018 South Coast II court ruling, in November 2018, EPA issued Transportation Conformity Guidance (EPA-420-B-18-050) that addresses how transportation conformity determinations can be made in areas affected by the court decision. The guidance states that in these areas, transportation conformity for MTPs and TIPs can be demonstrated without a regional emissions analysis. Conformity can be demonstrated by showing that the other requirements in EPA’s conformity regulation for using the latest planning assumptions, consultation, timely implementation of applicable Transportation Control Measures, and fiscal constraint have been met.

Interagency Consultation

Interagency consultation was conducted with WVDOH, KYTC, ODOT, FHWA, FTA Regions 3, 4 and 5, US EPA Regions 3, 4 and 5, WVDEP, KYDEP, and OEPA. Interagency consultation began with convening the Interagency Consultation Group via email on February 2, 2023. KYOVA met with the Interagency Consultation Group via conference call on February 15, 2023 to obtain concurrence on the latest planning assumptions discussed. Interagency consultation was conducted consistent with the West Virginia, Kentucky, and Ohio Conformity SIPs.



Public Review

KYOVA followed all procedures for updating the FY 2024-2027 TIP (which included the Air Quality Chapter/Conformity Determination Report) as outlined in the KYOVA Participation Plan. Public meetings were held on March 28, 29, & 30, 2023 and a 30-day public review of the draft plan took place from March 10, 2023 to April 10, 2023. Comments submitted during the 30-day public comment period have been addressed in the final TIP. For detailed public participation documentation see Appendix B.

Transportation Control Measures

There are no Transportation Control Measures for this area.

Fiscal Constraint

The KYOVA 2050 MTP and the KYOVA 2024-2027 TIP are financially constrained. See Chapter 9 of the 2050 MTP and Section 7 of the 2024-2027 TIP for additional information on the assumptions and findings of the demonstration of fiscal constraint.

TIP Conformity for FY 2024-2027

KYOVA conducted a conformity determination for the 2024-2027 TIP according to the requirements in EPA's November 2018 Transportation Conformity Guidance. KYOVA determined that the 2024-2027 TIP meets the CAA and transportation conformity rule requirements for the 1997 ozone NAAQS. The Transportation Conformity Determination Report for the 1997 Ozone NAAQS and the associated interagency consultation documentation can be found in Appendix A.



Section 3: Public Involvement

KYOVA Interstate Planning Commission uses its Participation Plan, which was adopted in December 2019 and amended in October 2020, as a guide for implementing public involvement in the planning process. The Participation 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.). The KYOVA Participation Plan complies with the participation guidelines as required by federal regulation (23 CFR 450.316). The Participation Plan is available on KYOVA's website at <http://kyovaiipc.org/> > Transportation Planning Documents > KYOVA Participation Plan.

KYOVA holds regularly scheduled meetings which are open to the public. Information about the meetings such as time and location can be found on the KYOVA website, local newspapers, and the KYOVA Facebook page. Public participation is essential to the success of the final TIP document. A 30-day public comment period is required before the TIP can be approved. The public's comments are recorded and distributed to the MPO Committees following the 30-day public comment period. The MPO committees and staff address the comments and make necessary changes to reflect comments. After addressing all comments satisfactorily, the KYOVA Policy Committee adopts the TIP.

Public Involvement Procedure for the 2024-2027 TIP

Prior to the development of the 2024 - 2027 TIP, a notice was placed in the local newspapers and on KYOVA's website requesting input and/or participation in the development of the document. The notice stated the nature of the request with an input period of thirty (30) days from the date the notice was published. The Draft 2024-2027 TIP document was available in-person at KYOVA's office and online on KYOVA's website for the 30-

day comment period from March 10, 2023 to April 10, 2023. Three public meetings were held on March 28th in Huntington, WV, March 29th in Ironton, OH, and March 30th in Ashland, KY. All public comments and/or suggestions received were documented and included in Appendix B.

In addition to public notice in the local newspapers, a mailing list of all known interested parties will be maintained by the KYOVA staff. The list will include the KYOVA Policy Committee and Technical Advisory Committee, private providers of transportation, and representatives of transportation agency employees. KYOVA's Participation Process is designed to provide an opportunity for all transportation users to be involved in the planning and decision-making process.

Title VI

KYOVA acknowledges the importance of ensuring that everyone has the opportunity to be involved in the region's transportation planning process, regardless of their background or abilities. Title VI of the Civil Rights Act of 1964 states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". As a recipient of federal funding and as required by Title VI, KYOVA has adopted the following non-discrimination policy:

KYOVA Interstate Planning Commission hereby gives notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and related Nondiscrimination authorities in all program and activities. It is KYOVA's policy that no person in the United States of American shall, on the grounds of race, color, national origin, sex, age, disability, low- income or Limited English Proficiency be excluded from the participation in,



be denied the benefits of, or be otherwise subjected to discrimination under any of our programs or activities receiving Federal financial assistance.

Any person or persons who believe they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the MPO. The Title VI complaint procedure and complaint form can be found in the Title VI Implementation Plan and on the KYOVA website (kyovaipc.org) under the Title VI Tab. Any such complaint must be in writing and filed with KYOVA's Title VI Coordinator within one hundred eighty (180) calendar days following the date of the alleged discriminatory occurrence.

KYOVA strives to ensure all individuals within the Metropolitan Planning Area are afforded an opportunity to be informed and involved in transportation planning decisions. KYOVA's Participation Plan details the specific steps taken to ensure public outreach and involvement in KYOVA's MPO plans and projects. The Plan can be found on KYOVA's website (kyovaipc.org).

The Participation Plan identifies two methods for public outreach: general outreach and targeted outreach. General outreach methods include providing information on the MPO website, Facebook, Twitter, Instagram pages, public notices in local newspapers, notices on city/county websites, notices at bus terminals and on buses, and other methods as appropriate.

The Participation Plan has identified Targeted Outreach Areas (TOA) based on U. S. Census data. The TOAs identify concentrations of traditionally underserved or disadvantaged populations. This includes individuals below poverty, seniors,

minorities, Hispanic populations, individuals with Limited English Proficiency, individuals with a disability, and households with no vehicles. Plans developed by KYOVA that require multiple public meetings will strive to have a least one meeting within a TOA. If a project directly impacts a TOA, additional forms of outreach may be used to ensure participation by residents. Maps of TOAs and a description of the process for identifying them can be found in the Participation Plan's Demographic profiles.

KYOVA embraces diversity and inclusivity and provides an environment of non-discrimination. The FY 2024-2027 TIP planning process was conducted with these important considerations in mind and is compliant with all Title VI regulations and requirements.

ADA Compliance

The Americans with Disabilities Act (ADA) prohibits discrimination based on disability and requires all public agencies to provide safe, equal access to their programs, activities and facilities. KYOVA values the input of all the region's residents into the transportation planning process, and ensured that everyone, regardless of their abilities, could access and engage in the FY 2024-2027 TIP planning process through KYOVA's website and by providing accessible locations to access the document.

KYOVA carefully considered the needs of all of our region's residents throughout the FY 2024-2027 TIP planning process, meeting or exceeding all ADA requirements as identified in the ADA Transition Plan (September 2022).



Section 4: Environmental Justice Analysis

Environmental Justice (EJ) requirements were established by Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”. EJ requires all federally funded agencies to identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law. Agencies must also develop strategies to address any disproportionate and adverse impacts that are brought to light.

There are three fundamental environmental justice principles:

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. Ensure the full and fair participation of all potentially affected communities in the transportation decision-making process.
3. Prevent denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

KYOVA identifies underserved and vulnerable populations in an effort to ensure “fair treatment and meaningful involvement of all people regardless of race, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies.” Opportunities are provided to members of affected communities to influence project decisions by proactively soliciting their input.

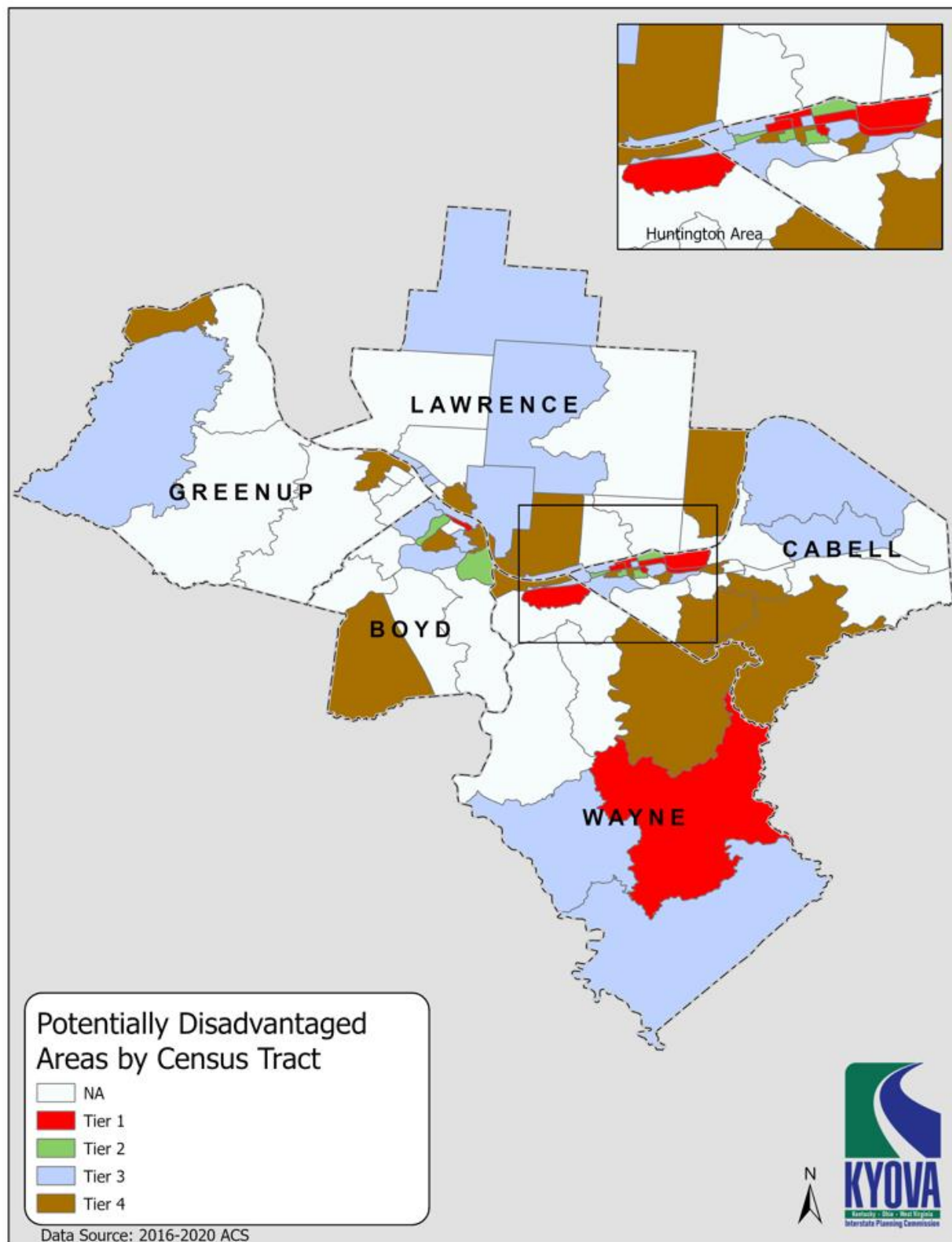
KYOVA utilizes the US Census Bureau data, the American Community Survey data, as well as the

following to serve as a checklist to identify target populations.

- Make a list of potential demographic groups to consider for the region or start with the required EJ population defined by the Executive Order and supportive guidance.
- Consider groups that are underrepresented in typical public involvement and transportation decision-making processes, have limited access to the full benefits of the transportation system or have encountered disproportionate impacts from past transportation decisions.
- Decide on the level of detail required for identifying groups spatially and identifying data sources to use to conduct a spatial demographic profile.
- Engage leaders and representatives of demographic groups to help identify target populations, spatially and non-spatially.

Public Outreach

Public outreach during the MTP and TIP updates include hosting meetings in Targeted Outreach Areas (Exhibit 4-1) as identified by the Title VI Implementation Plan to gather as much feedback from disadvantaged populations as possible. MPO public meetings are held at locations along or very near public transit to allow access for those with limited transportation options. In addition, the MPO website, Facebook, and Twitter pages, local newspapers, and MTP/TIP meeting announcements and/or flyers are also displayed at the three regional bus terminals and regional libraries.

Exhibit 4-1: Targeted Outreach Areas



Socioeconomic Conditions

The following demonstrates the anticipated impact of the projects programmed with the FY 2024-2027 TIP on KYOVA's minority and low-income populations.

Race and Ethnicity

KYOVA used 2017-2021 Census American Community Survey (ACS) data to analyze race and ethnicity data within the KYOVA area. Minorities make up about 6.5% of the population and are generally concentrated in the more urban areas as shown in Exhibit 4-2. Just over 1% of the population was identified as Hispanic. These rates are lower than the national average. Among KYOVA counties, Cabell County has the largest percentage of minorities with 9.8% and Boyd County has the largest percentage of Hispanic population at 1.9%. Table 4-1 shows the population

characteristics of the counties within KYOVA's planning area as well as the MPO area as a whole.

Low-Income Population

In the KYOVA area, 18.2% of the population were found to have incomes below the poverty line based on the 2017-2021 Census ACS data. Poverty rates within the region are higher than the nation average for individuals at 12.6% and varied among the counties from 17%-21%. Table 4-2 shows the poverty status for individuals within the KYOVA region. Census tracts with higher percentage of individuals in poverty are scattered throughout the KYOVA region with concentrations in lower Wayne County and along the Ohio River and I-64 corridor among the other counties as shown in Exhibit 4-3.

Table 4-1: Population Characteristics

	Cabell County		Wayne County		Boyd County		Greenup County		Lawrence County		MPO Total	
	#	%	#	%	#	%	#	%	#	%	#	%
Total Population	94,622		39,337		48,447		35,996		58,570		276,972	
Caucasian	85,375	90.2%	37,952	96.5%	45,205	93.3%	34,574	96.0%	55,383	94.6%	258,489	93.3%
Minority	9,247	9.8%	929	2.4%	3,242	6.7%	1,422	4.0%	3,187	5.4%	18,027	6.5%
Hispanic	1,396	1.5%	277	0.7%	929	1.9%	407	1.1%	597	1.0%	3,606	1.3%

Source: 2017-2021 ACS Census Data

Table 4-2: Poverty Status for Individuals

	Cabell County		Wayne County		Boyd County		Greenup County		Lawrence County		MPO Total	
	#	%	#	%	#	%	#	%	#	%	#	%
Persons Below Poverty Level	19,241	21.2%	6,785	17.3%	8,215	17.6%	5,251	14.8%	10,813	18.8%	50,305	18.2%

Source: 2017-2021 ACS Census Data

Exhibit 4-2: Census Tracts with Minority Population Percentage Above KYOVA Average

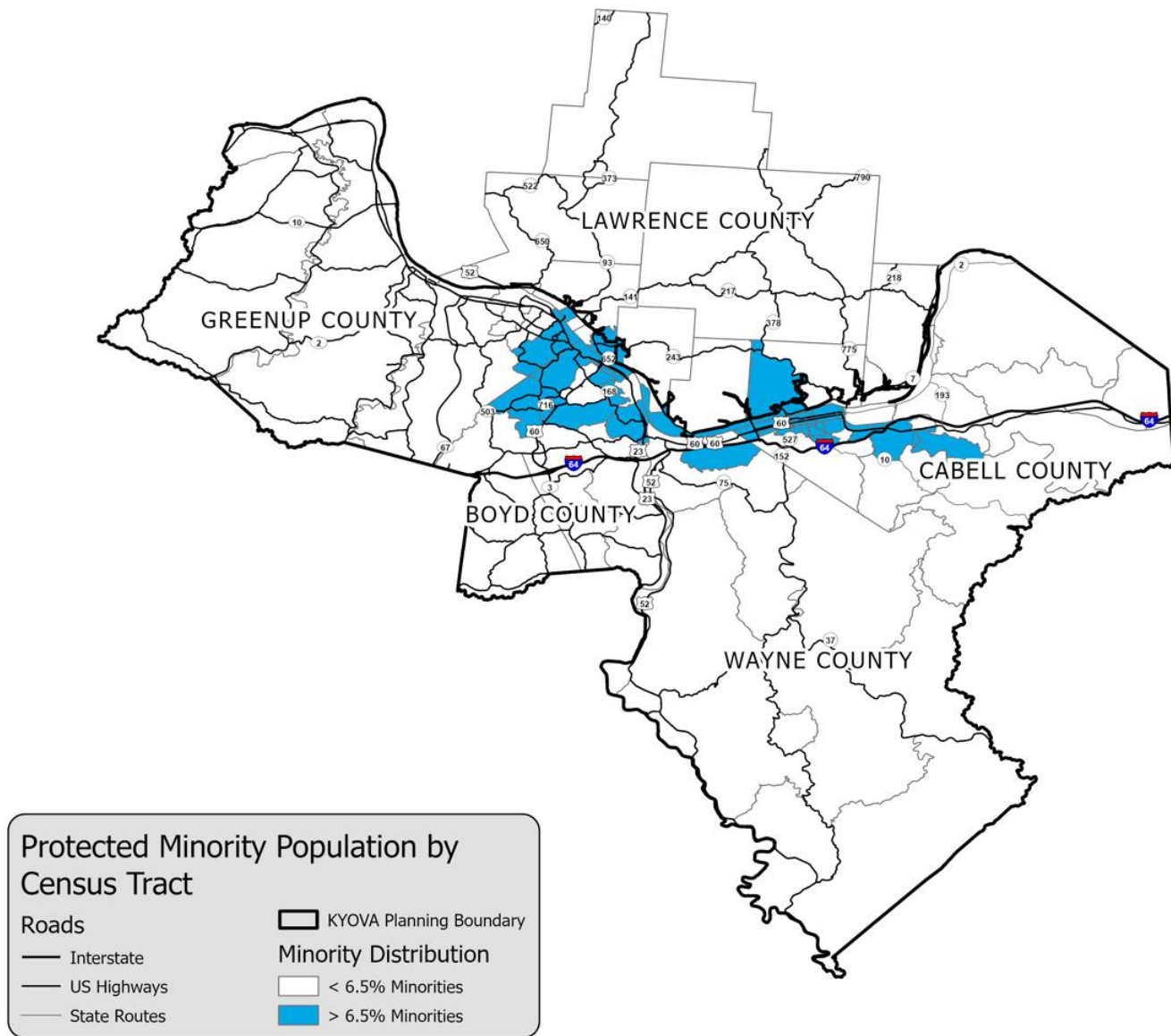
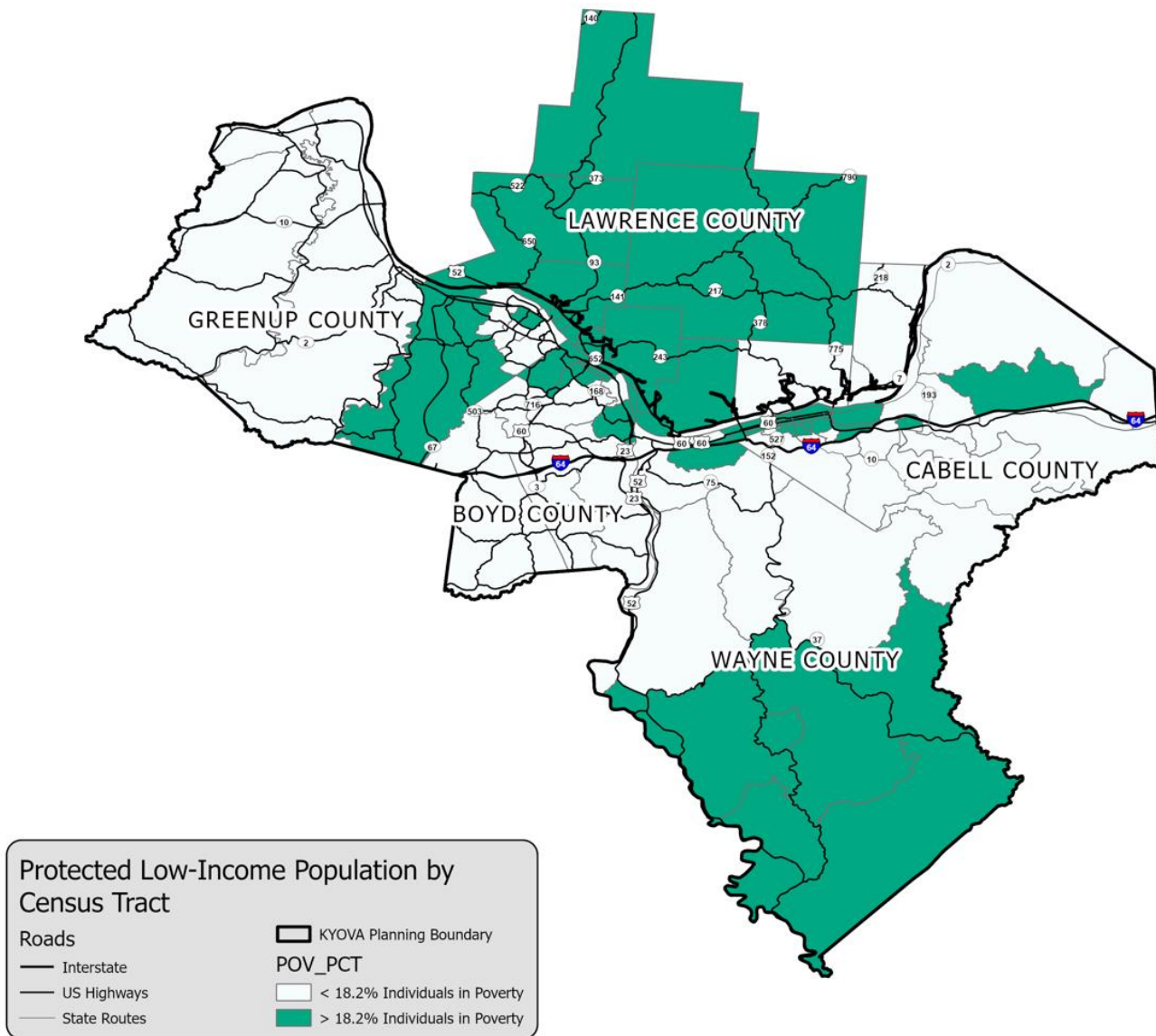




Exhibit 4-3: Census Tracts with Low-Income Population Percentage Above KYOVA Average

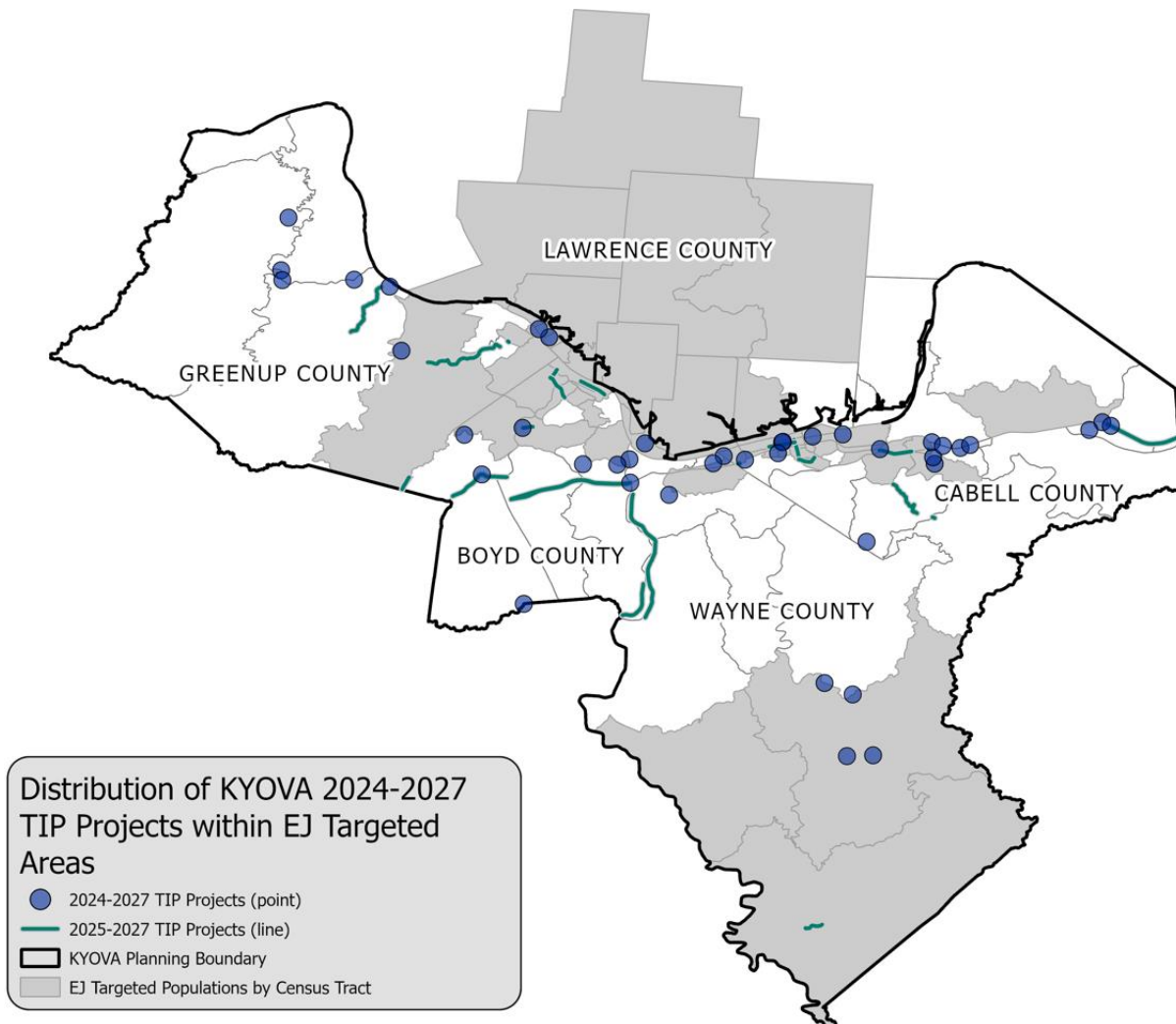


Environmental Justice Target Areas

KYOVA identified Environmental Justice Target Areas by comparing the minority and low-income populations of each Census Tract to the total within the MPO region. For minority populations, any Census Tract with an average minority population higher than 6.5% was targeted. For low-income populations, any Census Tract with an average poverty rate greater than 18.2% was targeted. These

two measures combined, along with KYOVA 2024-2027 TIP projects are identified in Exhibit 4-4. For the KYOVA area, approximately 55% of the population is in either a low-income or minority protected area. The KYOVA 2024-2027 TIP's program of projects will not result in disproportionately high adverse/negative impacts on the region's low-income and minority populations.

Exhibit 4-4: 2024-2027 TIP Projects in EJ Census Tracts



Section 5: Performance Measures

The Bipartisan Infrastructure Law/Infrastructure Investment and Jobs Act (BIL/IIJA) requires state DOTs, MPOs, and transit providers to incorporate performance management into the transportation planning and programming processes. National performance goals have been established for seven (7) key areas, and states are required to establish performance targets in support of these national goals. Projects on West Virginia's, Kentucky's, and Ohio's STIP address transportation needs in one or more of these key areas, which are:

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

The U.S. Department of Transportation (USDOT) established performance measures to track progress toward achievement of the national goals through a series of federal rulemakings that require states, MPOs, and public transportation agencies to establish performance targets for each measure, monitor performance, and report to USDOT on performance and progress toward meeting the targets.

The federal performance measure rule cover highway safety, highway asset management, highway system performance, transit asset management, and public transportation safety.

Safety Performance Management

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system

information to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

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

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 VMT
5. Number of non-motorized fatalities and non-motorized serious injuries.

The Safety PM Final Rule also establishes the process for WVDOH, KYTC, ODOT, and KYOVA to establish and report their safety targets, and the process that FHWA will use to assess whether ODOT, KYTC, WVDOH, and KYOVA have met or made significant progress toward meeting their safety targets.

Safety Performance Targets

Federal Rule 23 CFR 490 requires states and MPOs to establish targets for the five safety performance measures to demonstrate fatal and serious injury reductions on all public roads. In accordance with federal legislation, West Virginia, Kentucky, and Ohio used five-year rolling averages to calculate historic crash trends and identified statewide reduction targets. After reviewing historical crash trends and external factors, WVDOH, KYTC, and ODOT established Statewide Safety Performance Targets for Calendar Year 2023. These targets are provided in Table 5-1.

**Table 5-1: CY 2023 Targets (5-year average)**

Safety Performance Management Measures	West Virginia	Kentucky	Ohio
Number of fatalities	262.1	764	1,173
Rate of fatalities per 100 million vehicle miles traveled (VMT)	1.692	1.575	1.04
Number of serious injuries	854.8	2,658	7,649
Rate of serious injuries per 100 VMT	5.972	5.519	6.77
Number of non-motorized fatalities and non-motorized serious injuries	76.3	289	824

As of May 27, 2018, the TIP must be developed in compliance with the transportation performance measure requirements of the FAST Act for safety measures. KYOVA Interstate Planning Commission's Policy Board approved Resolution #2023-06 dated December 9, 2022 adopting WVDOH, KYTC, and ODOT statewide safety related performance measures and targets.

KYOVA's 2024-2027 TIP ensures progress toward the accomplishment of the adopted safety targets and performance measures. Coordinated activities between KYOVA, WVDOH, KYTC, ODOT, and local officials take place to plan and program projects so that they contribute toward reducing fatalities and serious injuries consistent with the

adopted safety performance targets and measures. The coordination process will continue to ensure that projects are planned and programmed which will influence a positive impact toward the accomplishment of the WVDOH, KYTC, and ODOT safety target for that performance measure.

Table 5-2 reflects KYOVA HSIP 2024-2027 TIP projects expected to contribute toward accomplishing the state safety targets. Table 5-3 reflects the KYOVA non-HSIP safety related 2024-2027 TIP projects funded and awarded through other programs, including but not limited to the Surface Transportation Block Grant Program (STBGP) and STBGP Set-Aside, and Safe Routes to School (SRTS).



Table 5-2: 2024-2027 Safety Related Projects (HSIP)

	West Virginia		Kentucky		Ohio	
Primary Work Type	No. of Projects	Programmed Costs	No. of Projects	Programmed Costs	No. of Projects	Programmed Costs
Turn Lane						
Pavement Markings					1	\$162,634
Intersection Improvements						
Spot Improvements						
Guardrail						
Signage						
Total					1	\$162,634

Table 5-3: 2024-2027 Safety Related Projects (non-HSIP)

Safety Non-HSIP Projects						
	West Virginia		Kentucky		Ohio	
Primary Work Type	No. of Projects	Programmed Costs	No. of Projects	Programmed Costs	No. of Projects	Programmed Costs
Turn Lane						
Pavement Markings	8	\$3,457,871	1	\$15,824,000		
Intersection Improvements	4	\$2,498,400			1	\$943,375
Spot Improvements			4	\$53,688,000	1	\$7,553,510
Guardrail			2	\$68,000		
Signage	1	\$1,600,000				
Total	13	\$7,556,271	7	\$69,580,000	2	\$8,496,885

In summary, projects programed in the KYOVA 2024-2027 TIP include the following: West Virginia – 13 safety-related projects totaling \$17,556,271; Kentucky – 7 safety-related projects totaling \$69,580,000; and Ohio – 2 safety-related projects totaling \$8,496,885. In total, 1 HSIP project is funded in Ohio for \$162,634.

KYOVA will continue to plan and program projects so that they contribute toward the accomplishment of WVDOH, KYTC, and ODOT safety targets for that performance measure.



PM 2 & PM 3 Performance Measures

As of May 20, 2019, the TIP must be developed in compliance with the transportation performance measure requirements of the FAST Act for PM 2 & PM 3. KYOVA is currently in the second performance period for performance measures (2022-2026). The following resolutions have been approved by the KYOVA Policy Board in support of each of the states' PM 2 – Pavement and Bridge Condition & PM 3 – System Performance Targets:

- Resolution #2022-016 (PM 2: OH)
- Resolution #2022-017 (PM 3: OH)
- Resolution # 2023-19 (PM 2: KY)
- Resolution # 2023-20 (PM 3: KY)
- Resolution # 2023-014 (PM 2: WV)
- Resolution # 2023-015 (PM 3: WV)

KYOVA's 2024-2027 TIP ensures progress toward the accomplishment of the supported PM 2 & PM 3 targets and performance measures. Coordinated activities between KYOVA, WVDOH, KYTC, ODOT, and local officials take place to plan and program projects so that they can make investments to improve infrastructure and system performance on the nation's highways. The coordination process will continue to ensure that projects are planned and programmed which will make a positive impact toward the accomplishment of the WVDOH, KYTC, and ODOT PM 2 & PM 3 targets for that performance measure.

PM 2 – Pavement and Bridge Condition Performance Measures

The Pavement and Bridge Condition Final Rule establishes performance measures to assess pavement and bridge condition on the National Highway System (NHS). This rule will assist state DOTs and MPOs in making investment decisions to support highway infrastructure. For the Pavement and Bridge Condition Final Rule, four measures were established to assess pavement condition and two measures were established to assess bridge condition.

The Pavement and Bridge Condition Final Rule establishes the following 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
5. Percent of NHS bridges by deck area classified as in good condition
6. Percent of NHS bridges by deck area classified as in poor condition

Federal Rule 23 CFR 490 requires states and MPOs to establish targets for the six Pavement and Bridge Condition performance measures to assess infrastructure condition on the National Highway System (NHS). MPOs are only required to adopt 4-year targets for each of the measures which are provided in the table 5-4 below. Table 5-5 reflects KYOVA 2024-2027 TIP projects expected to contribute toward accomplishing the state pavement and bridge targets.


Table 5-4: PM 2 – Pavement & Bridge Condition Targets

	WVDOT	KYTC	ODOT*
	4-Year	4-Year	4-Year
Non-Interstate NHS Pavement % Good	45%	40%	40%
Non-Interstate NHS Pavement % Poor	5%	5%	2%
NHS Interstate Pavement % Good	75%	60%	NA
NHS Interstate Pavement % Poor	4%	3%	NA
NHS Bridges % Good	16%	27%	50%
NHS Bridge % Poor	10%	3.6%	3%

*The KYOVA Planning Boundary in Ohio does not include and any interstate roadways, therefore, KYOVA is not required to set interstate targets in Lawrence County.

Table 5-5: 2024-2027 TIP – Pavement and Bridge Related Projects

Primary Project Type	West Virginia		Kentucky		Ohio	
	No. of Projects	Programmed Costs	No. of Projects	Programmed Costs	No. of Projects	Programmed Costs
Interstate Pavement Projects	1	\$640,000				
NHS Pavement Projects	1	\$2,083,000	1	\$1,560,000		
Interstate Bridge Projects	2	\$13,600,000				
NHS Bridge Projects			2	\$7,330,400		
Total	4	\$16,323,000	3	\$8,890,400		

PM 3 – System Performance Measures

The System Reliability/Freight/CMAQ Final Rule establishes performance measures used to report on the performance of the interstate and non-interstate NHS, freight movement on the interstate system, and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality (CMAQ) program. This final rule establishes two measures to assess reliability, one measure to assess freight movement, two measures to assess CMAQ traffic congestion, and one measure to assess CMAQ on-road mobile source emissions. MPOs are only required to set 4-year targets for each of the measures.

The System Performance Final Rule establishes the following measures:

1. Percent of person-miles traveled on the Interstate that are reliable (Travel Time Reliability)
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Travel Time Reliability)
3. Truck Travel-Time Reliability (TTTR) Index (Freight Reliability)
4. Annual Hours of Peak Hour Excessive Delay (PHED) per capita
5. Percent of non-SOV travel



6. Total Emissions Reduction

CMAQ Performance Measures only apply to urbanized areas of more than one million for the first performance period. For the second performance period, which KYOVA falls under, a single unified target is required for the urbanized

area. The second performance period began January 1, 2022. Table 5-6 represents the System Performance measures and 4-year targets for each state DOT that were supported by KYOVA. Table 5-7 reflects KYOVA 2024-2027 TIP projects expected to contribute toward accomplishing the state system performance targets

Table 5-6: PM 3 – System Performance/Freight/CMAQ

	WVDOT	KYTC	ODOT*
	4-Year	4-Year	4-Year
Level of Travel Time Reliability on Interstate Routes	96%	93%	NA
Level of Travel Time Reliability on Non-Interstate NHS	87%	91%	80%
Truck Travel Time Reliability (TTTR) Index	1.3	1.35	1.5

*The KYOVA Planning Boundary in Ohio does not include and any interstate roadways, therefore, KYOVA is not required to set interstate targets in Lawrence County.

Table 5-7: 2024-2027 TIP – System Performance Related Projects

	West Virginia		Kentucky		Ohio	
	No. of Projects	Programmed Costs	No. of Projects	Programmed Costs	No. of Projects	Programmed Costs
Primary Project Type						
System Reliability on Interstate						
System Reliability on NHS	1	\$1,242,000				
Freight						
Total	1	\$1,242,000				

In summary, bridge and pavement projects programmed in the KYOVA 2024-2027 TIP include the following: West Virginia – 4 projects totaling \$16,323,000 and Kentucky – 3 projects totaling \$8,890,400.

System performance projects programmed in the KYOVA 2024-2027 TIP include the following: West Virginia – 1 project totaling \$1,242,000.

KYOVA will continue to plan and program projects so that they contribute toward the accomplishment of WVDOT, KYTC, and ODOT PM 2 & PM 3 targets for that performance measure.



Table 5-8: Ohio Highway STIP Projects Impacts on Performance Measures

Highway STIP Project Impacts on Performance Measures

KYOVA

STIP Projects Improving Safety¹

Total Safety Projects	Total Safety \$ (Millions)	Projects with HSIP \$	HSIP \$ (Millions)
5	\$5.6 M	3	\$4.1 M

1a Projects that have safety program funding or

1b Projects containing funding with one of the following federal improvement codes (Safety, Safety & Education of Pedestrians/Bicycles).

Note: HSIP funding is SAC 4HJ7.

STIP Projects Improving Pavements¹

Road Type	Number of Projects	Lane Miles Improved	Construction \$ (Millions)
Interstate	0	0	\$. M
Non-Interstate NHS	0	0	\$. M

1 Projects that have construction contract funds assigned to treated interstate or Non-Interstate NHS segments.

STIP Projects Improving NHS Bridges¹

Number of Projects	Bridges Improved	Construction \$ (Millions)
1	1	\$2.6 M

1 Projects that have construction contract funds assigned to treaded bridges on the NHS system.

STIP Projects Improving Travel Time Reliability¹

Road Type	Number of Projects	Construction \$ (Millions) ²
Interstate	0	\$. M
Non-Interstate NHS	0	\$. M

1a Projects that have one of the following primary project purposes (Bridge Expansion, Intersection Expansion, Interchange Expansion, New Roadway, Add Through Lane(s), Rail Grade Separation, Transport System Mgmt. and Ops) or

1b Projects that have funding with one of the following federal improvement codes (New Construction, Reconstruction -Added Capacity, Bridge - New Construction, Bridge Replacement - Added Capacity, Rail/ Highway Crossing).

2 Total project cost for projects meeting criteria 1a above or sum of funding with federal improvement code listed in 1b above.

STIP Projects with CMAQ Funding¹

Number of Projects	CMAQ \$ (Millions)
2	\$2.8 M

1 Projects that have CMAQ funding (SAC 4TB7 or 4NG5).

STIP Projects Improving Non-SOV Travel¹

Total Non-SOV Projects	Total Non-SOV \$ (Millions)	Non-SOV Projects with CMAQ \$	Non-SOV CMAQ \$ (Millions)
2	\$1.7 M	1	\$.4 M

1a Projects that contain an FTA Transfer or

1b Projects that contains 'Rideshare' in the project name or

1c Projects that have a primary project purpose related to one of the following (Bike Facility, Enhanced Crossing, Pedestrian Facilities, Shared Use Path) and have committed construction contract funding



Transit Performance Management

Federal Requirement for Performance Based Planning and Programming

On July 26, 2016, the Federal Transit Administration published the final rule on Transit Asset Management (TAM) (49 CFR Part 625). Under the final TAM rule, DOTs, MPOs, and designated transit providers must collect and report data for four performance measures covering rolling stock, equipment, infrastructure, and facility condition. KYOVA Interstate Planning Commission contains no relevant infrastructure as defined under 49 CFR Part 625 and therefore the MPO is only required to set targets for rolling stock, equipment, and facilities. Every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Additionally, in accordance with 23 CFR 450.326(c-d), 450.326 (c) states “the Transportation Improvement Program (TIP) shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d).” 450.326(d) states “The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the Metropolitan Transportation Plan, linking investment priorities to those performance targets”.

Designated Transit Providers

There are three (3) federally recognized public transit providers operating within the KYOVA planning boundaries of the Huntington, WV-KY-OH Urbanized Area. Agency vehicles are accessible to persons with disabilities. Each operates as a “Tier II” Provider with fewer than 100 revenue vehicles.

Tri-State Transit Authority (TTA)

Tri-State Transit Authority provides both Fixed Route and Paratransit Service throughout Cabell and Wayne counties, West Virginia. Paratransit Services are available to those unable to ride the Fixed Route Service and is a curb to curb ride-sharing service

where clients schedule ride times in advance. TTA’s 2020 passenger count was 852,980.

Ashland Bus System (ABS)

The Ashland Bus System provides both Fixed Route and Paratransit Service. The Fixed Route operates throughout the City of Ashland and adjoining areas that is no more than $\frac{3}{4}$ of a mile on either side of any ABS route. Paratransit Services are available to those unable to ride the Fixed Route Service and is a curb to curb ride-sharing service where clients schedule ride times in advance. ABS provided approximately 93,850 unlinked trips in 2020.

Lawrence County Transit (LCT)

Lawrence County Transit Provides demand response bus service to Lawrence County, Ohio. Additionally, they provide connections to adjacent counties and to the partner public transit systems. Assets are owned and managed by the LCT. However, service is provided under contract with the Ironton-Lawrence County Community Action Organization (ILCAO). LCT provided 16,673 passenger trips in 2020.

Transit Asset Management Measures

The performance measures assess the condition in which a capital asset can operate at a full level of performance. A capital asset is in a state of good repair (SGR) when that asset (MAP-21 Section 625.41):

1. Can perform its designated function;
2. Does not pose a known unacceptable safety risk; and
3. Its life cycle investments must have been met or recovered.

For age-based assets, the target represents the percentage of assets per class that exceed the Useful Life Benchmark (ULB). KYOVA elected to use the FTA ULB for Rolling Stock and Equipment. For the Facilities, the FTA Transit Economic Requirement Model (TERM) Scores were used.



TAM Plan

The Transit Asset Management (TAM) Plan serves as a business model that uses the condition of assets to guide the optimal prioritization of funding a transit property to keep the transit network/s in a State of Good Repair (SGR). The FTA website states that “Every agency must develop a Transit Asset Management (TAM) Plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Each TAM Plan should:

- Outline how people, processes, and tools come together to address asset management policy and goals;
- Provide accountability and visibility for further understanding of leveraging asset management practices; and
- Support planning, budgeting, and communications to internal and external stakeholders.”

Group TAM Plan

Tier II agencies may develop their own plans or participate in a group TAM Plan. Group TAM Plans are usually completed by a group TAM sponsor (generally the State DOT or a direct or designated 5310 or 5307 recipient). West Virginia Division of Public Transit provided this alternative to TTA and they chose to be included in the West Virginia State TAM Plan. The Kentucky Transportation Cabinet’s Office of Transportation Delivery chose not to include Tier II providers in their State Plan. Therefore, ABS was required to complete their own. Additionally, Lawrence County Transit completed a TAM Plan as Ohio did not elect to include Tier II providers in their state TAM Plan. After the review of documentation received from the three transit providers, KYOVA elected to set regional transit targets rather than adopting individual targets from each of the three (3) transit agencies.

Performance Measures and Targets

Working collectively, MPOs, DOTs, and designated transit providers are required to establish performance targets for each applicable measure established by federal legislation. A measure is a statement of what is being assessed, and a target is a quantifiable level of performance or what you hope to achieve within an identified time period. The Transit Asset Management final rule requires Tier II provider targets to be set for four (4) performance measures. The four performance measures are:

- Rolling Stock: the percentage of revenue vehicles (by type) that exceed the Useful Life Benchmark (ULB)
- Equipment: the percentage of non-revenue service vehicles (by type) that exceed the ULB
- Facilities: the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirement Model (TERM) Scale
- Infrastructure: the percentage of track segments (by mode) that have performance restrictions. Not applicable to the KYOVA Interstate Planning Commission.

Designated transit providers must adopt targets for the performance of their transit assets annually for the ensuing year. MPOs must establish TAM targets specific to the MPO planning area within 180 days of the transit provider establishing its initial TAM targets. The MPO is required to update its TAM targets every four years.

Table 5-9 outlines the Regional Baseline Inventory and Table 5-10 provides the Regional 2024-2027 Targets for the KYOVA Interstate Planning Commission planning area of the Huntington, WV-KY-OH Urbanized Area. Regional targets were based on data received from the three (3) transit agencies.


Table 5-9: Regional Baseline (2023) Inventory and Targets for the KYOVA Planning Area

Asset Category	Assets	Current Condition	KYOVA 2023 Baseline/Target
Rolling Stock (Revenue vehicles)	BU – Buses = 34 (includes 2 Trolley Buses)	7 buses exceed default Useful Life Benchmark (ULB) (20.6%)	No more than 50% of bus fleet exceed ULB
	CU – Cutaway Buses = 28	8 Cutaway buses exceed default ULB (28.6%)	No more than 50% of cutaway bus fleet exceed ULB
	MB – Minibus = 10	5 Minibus exceeds default ULB (50%)	No more than 50% of minibus fleet exceed ULB
	MV – Minivans = 19	10 minivans exceed default ULB (52.5%)	No more than 50% of minivan fleet exceed ULB
Equipment (Non-revenue vehicles)	Truck = 3	2 trucks exceed default ULB (66.6%)	No more than 60% of truck fleet exceed ULB
	SUV = 7	3 SUVs exceeds the default ULB (42.9%)	No more than 50% of SUVs exceed ULB
Facilities	Administration Buildings = 4	3 rated in Good Condition, but no longer new; 1 rated Marginal; Moderately defective or deteriorated components	No more than 50% rated below a 3.0 on the FTA TERM Scale
	Maintenance = 2	1 rated in Good Condition, but no longer new; and 1 rated in Adequate Condition with Moderately defective or deteriorated components	No more than 50% rated below a 3.0 on the FTA TERM Scale
	Passenger Facility = 3	3 rated in Excellent Condition; no visible defects, near new condition	No more than 50% rated below a 3.0 on the FTA TERM Scale

Source: Tri-State Transit Authority/Ashland Bus System/Lawrence County Transit

Table 5-10: 2024-2027 Regional Transit Asset Management Targets for the KYOVA Planning Area

Asset Category	Performance Measure	Asset	KYOVA 2024-2027 Target
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Buses	No more than 50% exceed ULB
		Cutaways	No more than 50% exceed ULB
		Minivans	No more than 50% exceed ULB
Equipment	Age - % of non-revenue vehicles that have meet or exceeded their Useful Life Benchmark (ULB)	Trucks	No more than 60% exceed ULB
		SUV	No more than 50% exceed ULB
		Cars	No more than 50% exceed ULB
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administration	No more than 50% rate below 3.0
		Maintenance	0% (none) rated below 3.0
		Service	0% (none) rated below 3.0
		Passenger	0% (none) rated below 3.0

Section 5310 Program Vehicles

**Table 5-11: Regional Baseline (2023) Inventory and Targets for Huntington, WV-KY-OH Section 5310 Program**

Asset Category	Assets	Current Condition	KYOVA 2023 Baseline/Target
FTA Section 5310 (Revenue Vehicles)	MV – Minivan = 1	0 Minivans exceed the default ULB	No more than 50% of bus fleet exceeds ULB
	VN – Van = 3	0 VN exceeded the default ULB	No more than 50% of bus fleet exceeds ULB
	CU – Cutaway Buses = 14	0 Cutaway buses exceed default ULB	No more than 50% of cutaway bus fleet exceed ULB

Source: Tri-State Transit Authority

Table 5-12: 2024-2027 Regional Transit Asset Management Targets for Huntington, WV-KY-OH Section 5310 Program

Asset Category	Performance Measure	Asset	KYOVA 2027-2027 Target
FTA Section 5310 (Revenue Vehicles)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Cutaways	No more than 50%
		Minivans	No more than 50%



Transit Investment Prioritization

The following table outlines the collective identified needs for transit projects and/or vehicles in the KYOVA Planning Area. Actual investments will be determined based on available funds.

Table 5-13: Rolling Stock Investment Priority Schedule

Project Year	Asset Category	Project Name	Asset Class	Quantity	Cost- Estimated per vehicle	Total Project Cost	Priority
2024	Revenue Vehicles	Bus Acquisition	BU - Bus	3	\$1,000,000	\$3,000,000	HIGH
2024	Revenue Vehicles	Bus Acquisition	CU - Cutaway	2	\$110,000	\$220,000	HIGH
2024	Revenue Vehicles	Minivan Acquisition	MV - Minivan	4	\$64,000	\$256,000	MODERATE
2024	Revenue Vehicles	Van Acquisition	VN - Van	2	\$90,000	\$180,000	LOW
2024 PROJECTED PROJECT TOTALS				11		\$3,656,000	
2025	Revenue Vehicles	Bus Acquisition	BU – Bus	4	\$1,000,000	\$4,000,000	HIGH
2025	Revenue Vehicles	Bus Acquisition	CU - Cutaway	1	\$110,000	\$110,000	MODERATE
2025	Revenue Vehicles	Minivan Acquisition	MV - Minivan	2	\$64,000	\$128,000	LOW
2025	Revenue Vehicles	Van Acquisition	VN - Van	4	\$90,000	360,000	MODERATE
2025 PROJECTED PROJECT TOTALS				11		\$4,598,000	
2026	Revenue Vehicles	Bus Acquisition	BU – Bus	3	\$1,000,000	\$3,000,000	HIGH
2026	Revenue Vehicles	Bus Acquisition	CU - Cutaway	1	\$110,000	\$110,000	MODERATE
2026	Revenue Vehicles	Minivan Acquisition – 1	MV - Minivan	2	\$64,000	\$128,000	LOW
2026	Revenue Vehicles	Van Acquisition	VN - Van	1	\$90,000	\$90,000	MODERATE
2026 PROJECTED PROJECT TOTALS				7		\$3,328,000	
2027	Revenue Vehicles	Bus Acquisition	BU – Bus	4	\$1,000,000	\$4,000,000	HIGH
2027	Revenue Vehicles	Bus Acquisition	CU - Cutaway	2	\$110,000	\$220,000	MODERATE
2027	Revenue Vehicles	Minivan Acquisition	MV - Minivan	1	\$64,000	\$64,000	MODERATE
2027	Revenue Vehicles	Van Acquisition	VN - Van	2	\$90,000	\$90,000	LOW
2027 PROJECTED PROJECT TOTALS				8		\$3,656,000	
2024-2027 PROJECTED NEEDS				37		\$15,238,000	



Table 5-14: Section 5310 2024-2027 Projected Needs

Project Year	Asset Category	Project Name	Asset Class	Quantity	Cost-Estimated per vehicle	Total Project Cost	Priority
2024	FTA Section 5310	Minivan Acquisition	MV - Minivan	2	\$64,000	\$128,000	HIGH
2024	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	7	\$110,000	\$770,000	HIGH
2024 PROJECTED PROJECT TOTALS				9		\$898,000	HIGH
2025	FTA Section 5310	Minivan Acquisition	MV - Minivan	1	\$64,000	\$64,000	HIGH
2025	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	7	\$110,000	\$770,000	HIGH
2025 PROJECTED PROJECT TOTALS				8		\$834,000	HIGH
2026	FTA Section 5310	Minivan Acquisition	MV - Minivan	2	\$66,000	\$132,000	HIGH
2026	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	4	\$120,000	\$480,000	HIGH
2026 PROJECTED PROJECT TOTALS				6		\$612,000	HIGH
2027	FTA Section 5310	Minivan Acquisition	MV - Minivan	1	\$66,000	\$66,000	HIGH
2027	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	7	\$120,000	\$840,000	HIGH
2027 PROJECTED PROJECT TOTALS				8		\$906,000	HIGH
2018-2023 5310 PROJECTED NEEDS				31		\$3,250,000	

Transit Safety Performance Targets

Public transportation providers set transit safety targets annually for each mode they operate. As with TAM targets, transit agencies are required to provide their safety targets to each MPO in which the transit provider's projects and services are programmed in the MPO's TIP. TTA submitted its PTASP on August 17th, 2020, ABS submitted its PTASP on September 3rd, 2020, and LCT submitted its PTASP on September 15th, 2020. The target metrics designated in the table below reflect those set by each transit provider. KYOVA opted to defer to the targets of each provider and did not set overall transit safety goals for the region. Every project in the KYOVA TIP works towards the individual targets of each transit provider.



Table 5-15: Transit Safety Performance Targets

Safety Performance Targets		Mode	2024-2027 Targets
Fatalities	Number of Fatalities	Fixed Bus Route	0 Annually
		Non-Fixed Bus Route	0 Annually
	Rate of Fatalities per 100,000 Total Vehicle Miles	Fixed Bus Route	Less than 0.05 per 1,000,000 VRM
		Non-Fixed Bus Route	Less than 0.05 per 1,000,000 VRM
Injuries	Number of Injuries	Fixed Bus Route	Less than 9 injuries per year
		Non-Fixed Bus Route	Less than 2 injuries per year
	Rate of Injuries per 100,000 Total Revenue Miles	Fixed Bus Route	Less than 10 major/minor injuries per 1,000,000 VRM
		Non-Fixed Bus Route	Less than 5 major/minor injuries per 1,000,000 VRM
Safety Events	Number of Safety Events	Fixed Bus Route	Less than 9 major/minor reportable events per year
		Non-Fixed Bus Route	Less than 2 major/minor reportable events per year
	Rate of Safety Events per 100,000 Total Vehicle Miles	Fixed Bus Route	Less than 10 major/minor reportable events per 1,000,000 VMT
		Non-Fixed Bus Route	Less than 5 major/minor reportable events per 1,000,000 VRM
System Reliability	Mean Distance Between Major Mechanical Failures	Fixed Bus Route	Distance between Major Failures: Greater than 80,000 miles/Distance between Minor Failures: Greater than 3,200 miles
		Non-Fixed Bus Route	Distance between Major Failures: Greater than 80,000 miles/Distance between Minor Failures: Greater than 3,800 miles



KYOVA is committed to working closely with the local transit providers, Ohio Department of Transportation, Kentucky Transportation Cabinet, West Virginia Department of Highways, and the Federal Transit Administration in achieving established performance targets and measures as well as development of future targets. KYOVA promotes program investments that support the TAM Targets. All projects are subject to fiscal constraint and federal eligibility.

For additional information on Performance Based Planning, please reference:

FHWA Final Rule: <http://www.fhwa.dot.gov/tpm/rule.cfm>

Performance Based Planning and Programming Guidebook:
http://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/

FTA Final Rule:
<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/final-rule-statewide-and-nonmetropolitan>



Section 6: Accomplished Projects List

This section will highlight the status of projects from the previous 2021-2024 TIP.

Cabell County, WV

PROJECT NAME OR ID #	DESCRIPTION
CULLODEN INTERCHANGE	CONSTRUCTION OF A NEW DIAMOND INTERCHANGE AND CONNECTOR ROAD ON I-64 AT THE CABELL/PUTNAM COUNTY BORDER.
MILTON I-64 INTERCHANGE LIGHTING	INSTALLATION OF ROADWAY LIGHTING ON I-64 AT EXIT RAMPS 28 & 34
INTERSTATE I-64 WIDENING AT MERRITTS CREEK	INTERSTATE 64 WIDENING FROM 4 LANES TO 8 LANES FROM MILEPOST 18 TO MILEPOST 20.27
ARLINGTON BLVD	DESIGN PLANS OF NEW DRAINAGE FACILITIES AT THE INTERSECTION OF NORWAY AVENUE & ARLINGTON BLVD.
BARBOURSVILLE CURB RAMPS	DESIGN AND BUILD ADA RAMPS AT THE INTERSECTION OF COUNTY ROUTE 60/5 – COUNTY ROUTE 60/9
PEYTON STREET +2	DESIGN AND BUILD RAMPS AT VARIOUS LOCATIONS WITHIN THE VILLAGE OF BARBOURSVILLE
MADISON AVENUE +2	DESIGN AND BUILD RAMPS AT VARIOUS LOCATIONS ALONG MADISON AVENUE IN THE CITY OF HUNTINGTON
BARBOURSVILLE PARK EQUESTRIAN	DESIGN/CONSTRUCTION OF AN EQUESTRIAN TRAIL WITHIN THE BARBOURSVILLE PARK
BEECH FORK STATE PARK FITNESS TRAIL SYSTEM	REHABILITAION OF EXISTING TRAILS WITHIN THE BARBOURSVILLE PARK

Wayne County, WV

PROJECT NAME OR ID #	DESCRIPTION
PETER CAVE ARCH BRIGDGE REPLACEMENT	REPLACEMENT OF BRIDGE ON COUNTY ROUTE 37/13 - 0.03 MILE SOUTH OF WV 37 - 0.05 MILE SOUTH OF WV 37
BROAD HOLLOW OVERPASS BRIDGE PLACEMENTS ON I-64	REPLACEMENT OF BRIDGE ON INTERSTATE 64 - 0.47 MILE EAST OF WV 75 - 0.53 MILE EAST OF WV 5
WEST HUNTINGTON SIGNAL SYSTEM	RENOVATION OF VARIOUS TRAFFIC SIGNALS IN WEST HUNTINGTON
WAYNE SIDEWALKS	DESIGN AND CONSTRUCT SIDEWALKS ON KEYSER & HENDRICKS STREETS IN THE TOWN OF WAYNE
BEECH FORK STATE PARK FITNESS TRAIL SYSTEM	REHABILITAION OF EXISTING TRAILS WITHIN THE BARBOURSVILLE PARK



Lawrence County, OH

PROJECT NAME OR ID #	DESCRIPTION
99806	THIS PROJECT WILL BE A COMPREHENSIVE STUDY AND CONCEPTUAL DESIGN THAT WILL TIE TOGETHER THE IRONTON TRAIL SYSTEM, AS WELL AS ALL OTHER NON-MOTORIZED TRAIL SYSTEMS WITHIN LAWRENCE COUNTY, OHIO. OVERALL, THIS PROJECT WILL ENHANCE ALL NON-MOTORIZED ACTIVE MODES OF TRANSPORTATION
91063	IT IS PROPOSED TO CONSTRUCT A COMPREHENSIVE TRAIL SYSTEM THROUGHOUT THE CITY OF IRONTON WITH CONNECTIONS TO OTHER TRI-STATE TRAIL SYSTEMS. THE TRAILS WOULD BE UTILIZED TO ACCOMMODATE PEDESTRIAN, BICYCLES, MOTORED WHEELCHAIRS, ETC. THAT OPERATE ON THE CURRENT CORRIDOR STREETS OF THE CITY
97484	THE TID IS CONSTRUCTING THE US 52 SOLIDA ROAD INTERCHANGE IMPROVEMENTS PROJECT INCLUDING, BUT NOT LIMITED TO, ROADWORK IMPROVEMENTS BY ENHANCING THE INTERCHANGE (ROUNDAABOUT)
104526	THIS PROJECT PROVIDES ACCESS TO US 52 VIA A NEW INTERCHANGE BETWEEN THE GRADE SEPARATED ROADWAYS (US 52) BY INCORPORATING A NETWORK OF RAMPS, WHICH WILL ELIMINATE CROSSING CONFLICTS AND IMPROVE OPERATIONAL EFFICIENCY OF THE ROADWAY NETWORK
109600	INTERSECTION IMPROVEMENTS AT US 52 AND WALMART WAY. A SAFETY APPLICATION COMPLETED AND AWARDED
92753	CONSTRUCTION OF A CRANE FOUNDATION AS PART OF A SHEET PILE DOCKING STATION FACILITY. KYOVA HAS TAKEN OUT A STATE INFRASTRUCTURE BANK LOAN (SIB) TO ASSIST IN PAYMENTS FOR THE COMPLETION OF THE PROJECT. THESE PAYMENTS WERE MADE OVER A 10-YEAR PERIOD
PORTSMOUTH BYPASS	THE PORTSMOUTH BYPASS IS A 16-MILE, FOUR-LANE, LIMITED-ACCESS HIGHWAY AROUND THE CITY OF PORTSMOUTH IN SCIOTO COUNTY IN SOUTH CENTRAL OHIO. THE PROJECT IS THE FIRST PUBLIC-PRIVATE PARTNERSHIP OF THIS TYPE IN OHIO. PUBLIC BENEFITS INCLUDE: CORRECTING DEFICIENCIES IN THE EXISTING SYSTEM, IMPROVING REGIONAL MOBILITY, ENHANCING THE REGION'S COMPETITIVE ADVANTAGE FOR BUSINESSES, AND DECREASING CRASH RATES. DESIGNATED AS STATE ROUTE 823, THE PROJECT WILL IMPROVE REGIONAL MOBILITY TO PROVIDE TRAVEL TIME SAVINGS OF UP TO 16 MINUTES PER TRIP COMPARED TO THE CURRENT ROUTE
102158	AC OVERLAY WITH REPAIRS AS NEEDED, ENTIRE PROJECT WITHIN THE CORPORATION LIMITS OF THE CITY OF IRONTON
102159	AC OVERLAY WITH REPAIRS AS NEEDED, ENTIRE PROJECT WITHIN THE CORPORATION LIMITS OF THE CITY OF IRONTON
109506	THE PURPOSE OF THIS PROJECT IS TO UPDATE THE 2006 US 52/SR 7 SAFETY STUDY IN LAWRENCE COUNTY, OH. THE STUDY WILL EVALUATE INTERSECTIONS, ROADWAYS, AND OTHER INFRASTRUCTURE ALONG THE US 52 CORRIDOR AND FOCUS ON CLOSING GAPS IN THE TRANSPORTATION



NETWORK DUE TO THE OPENING OF THE IRONTON-RUSSELL BRIDGE IN IRONTON, OH AND THE INCREASED TRAFFIC FROM THE PORTSMOUTH BYPASS. PROJECTS AND RECOMMENDATIONS WILL BE PRIORITIZED TO CONTRIBUTE TO MEETING ODOT'S ADOPTED SAFETY PERFORMANCE TARGETS WHICH ARE REQUIRED TO FOSTER TRANSPARENCY AND ACCOUNTABILITY AND HELP TRACK SAFETY PROGRESS

Boyd County, KY

PROJECT NAME OR ID #	DESCRIPTION
09-409.00	INSTALL CONTINUOUS GREEN LIGHT FOR THE RIGHT LANES ON NB US-23 AT THE INTERSECTION OF KY-5
09-410.00	INSTALL CONTINUOUS GREEN LIGHT FOR THE RIGHT LANES ON WB US-60 AT THE INTERSECTION OF KY-1012 (BOY SCOUT ROAD)
09-20003.00	ADDRESS PAVEMENT CONDITION OF 1-64 BOTH DIRECTION(S) FROM MILEPOINT 183.95 TO MILEPOINT 191.51.
09-4306.00	INSTALL GUARDRAIL ON KY-5 IN BOYD COUNTY.
09-4331.00	INSTALL GUARDRAIL ON KY-538 IN BOYD COUNTY.
09-10015.00	PAINTING AND PREVENTATIVE MAINTENANCE ON CATLETTSBURG KENOVA BRIDGE ON 35TH STREET OVER THE OHIO RIVER.
09-3023.00	PURCHASE AND INSTALLATION OF 6 BIKE RACKS TO BE PLACED AT VARIOUS LOCATIONS WITHIN THE CITY OF ASHLAND
09-307.00	PLANNING/DESIGN PHASES FOR THE WINCHESTER AVENUE STREETScape PROJECT FROM 13TH STREET TO 18TH STREET TO ADDRESS ADA COMPLIANCE, SAFETY AND TRANSPORTATION ENHANCEMENT ACTIVITIES.
09-244.00	DESIGN FOR DOWNTOWN STREETScape (WINCHESTER AVENUE - US-23) FROM 7TH STREET (MP19.33) THROUGH 12TH STREET (MP 18.63) AND WINCHESTER AVENUE (US-23X) FROM 18TH STREET (MP 1.18) THROUGH 21ST STREET (MP .962) IN ASHLAND, KY.

Greenup County, KY

PROJECT NAME OR ID#	DESCRIPTION
09-401.00	SAFE ROUTES TO SCHOOL (SRTS) - CONSTRUCT SIDEWALKS: PHASE B ALONG GESLING ROAD (CS-3060) FROM INTERSECTION OF CARDINAL ROAD (CS-3061) AND SEATON DRIVE (KY-750) TO KENWOOD DRIVE (CS-3054/KY-1093) AND PHASE C ALONG KENWOOD DRIVE (CS-3054/KY-1093) BEGINNING AT GESLING ROAD (CS-3060) AND ENDING AT CARDINAL ROAD (CS-3061).
09-412.00	REPLACE GRASS MEDIAN ALONG US-23 BETWEEN MP 0.03 TO MP 0.07 AND MP 0.51 TO MP 0.85 WITH CONCRETE MOUNTABLE MEDIAN.



09-4332.00	INSTALL GUARDRAIL ON KY-1 IN GREENUP COUNTY.
09-10007.00	ADDRESS DEFICIENCIES OF KY-503 BRIDGE (CULVERT) OVER INDIAN RUN CREEK
09-10027.00	REPLACE KY-3112 BRIDGE OVER TYGARTS CREEK (045B00085N).
09-20026.00	ADDRESS PAVEMENT CONDITIONS ON US-23 FROM MP 23.002 TO MP 28.76

Boyd/Greenup County, KY

PROJECT NAME OR ID#	DESCRIPTION
FY 2021 UPWP WORK ELEMENT #380721	PLANNING FUNDS FOR KYOVA FY 2021 UNIFIED PLANNING WORK PROGRAM FOR SURFACE TRANSPORTATION PLANNING ACTIVITIES
FY 2022 UPWP WORK ELEMENT #380722	PLANNING FUNDS FOR KYOVA FY 2022 UNIFIED PLANNING WORK PROGRAM FOR SURFACE TRANSPORTATION PLANNING ACTIVITIES
FY 2022 UPWP WORK ELEMENT #381522	PLANNING FUNDS FOR KYOVA 2050 MTP UPDATE ACTIVITIES. (CRRSAA SUBALLOCATED FUNDS).

Section 7: Financial Plan

One of the planning requirements of the IIJA/BIL is that the TIP must include “a financial plan that demonstrates how the TIP can be implemented and indicates resources from public and private sources that are reasonably expected to be available to carry out the program.” (23 U.S.C. 134 (j)(2)(B)(i-ii))

KYOVA's 2024-2027 TIP Financial Plan demonstrates that existing transportation facilities are being adequately operated and maintained by designating 80% of the final TIP funding for system maintenance and preservation.

In this TIP, those projects that have been selected by WVDOT, KYTC, or ODOT will be analyzed by the respective state and will be programmed accordingly. The burden of financial constraint will be the responsibility of the respective states.

Federal Aid Highway Program Funds

Under the IIJA, there are 9 basic highway formula funding programs:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
 - Transportation Alternatives Set-Aside
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings Program

- Congestion Mitigation & Air Quality (CMAQ)
- National Highway Freight Program (NHFP)
- Metropolitan Planning Program
- Carbon Reduction Program (new)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)(new)

Other highway funding programs include the Appalachian Development Highway System (ADHS) and the Bridge Program, and. The IIJA also includes several new discretionary grant programs such as Safe Streets and Roads for All (SS4A), Bridge Investment Program (BIP), Strengthening Mobility and Revolutionizing Transportation (SMART) Grant, Rural Surface Transportation Grant Program, and Reconnecting Communities Pilot Program.

The National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), Congestion Mitigation & Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Program (formerly TAP) are managed by the West Virginia Department of Transportation, the Kentucky Transportation Cabinet, and the Ohio Department of Transportation; additionally, STBG, and CRP funds are also sub-allocated to KYOVA. Projects funded through the STBG program are selected by KYOVA in cooperation with WVDOT, KYTC and ODOT. A list of funding source designations used in this document can be found in the table below.


Table 7-1: TIP Funding Sources

Program Funds		Programming Agency
NHPP	National Highway Performance Program	WVDOT, ODOT, KYTC
NH	National Highway	WVDOT, ODOT, KYTC
NHPG	National Highway Performance Safety (G)	WVDOT, ODOT, KYTC
HSIP	Highway Safety Improvement Program	WVDOT, ODOT, KYTC
STP	Surface Transportation Program	WVDOT, ODOT, KYTC, & KYOVA
NRT	National Recreational Trails	WVDOT, ODOT, KYTC
TAP	Transportation Alternatives Program	WVDOT, ODOT, KYTC, & KYOVA
TAP <5K POP	Transportation Alternatives Program Population < 5,000	WVDOT, ODOT, KYTC, & KYOVA
TAP 5-50K POP	Transportation Alternatives Program Population 5,000-50,000	WVDOT, ODOT, KYTC, & KYOVA
TAP 50-200K POP	Transportation Alternatives Program Population 50,000-200,000	WVDOT, ODOT, KYTC, & KYOVA
TAP TMA	Transportation Alternatives Program Transportation Management Area	WVDOT, ODOT, KYTC, & KYOVA
TE	Transportation Enhancements	WVDOT, ODOT, KYTC
STBG	Surface Transportation Block Grant Program	WVDOT, ODOT, KYTC & KYOVA
STBG FLEX	Surface Transportation Block Grant Program FLEX	WVDOT, ODOT, KYTC & KYOVA
STBG <5,000 POP	Surface Transportation Block Program under 5K Population	WVDOT, ODOT, & KYTC
STBG-OFF	Surface Transportation Block Grant Program – Off System Bridge	WVDOT, ODOT, & KYTC
STBG-TMA	Surface Transportation Block Grant Program – Transportation Management Area	WVDOT, ODOT, & KYTC
CMAQ	Congestion Mitigation & Air Quality Program	WVDOT, ODOT, KYTC, & KYOVA
CMAQ-FLEX	Congestion Mitigation & Air Quality Program - FLEX	WVDOT, ODOT, & KYTC
MTP	Metropolitan Transportation Planning	KYOVA
RRP	Railroad Protective Devices	WVDOT, ODOT, & KYTC
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act	WVDOT, ODOT, & KYTC
SAH (DED STP)	Dedicated STP	KYTC
MTP	Metropolitan Transportation Planning	KYOVA
HWI – BR	Highway Infrastructure - Bridge	WVDOT
MSTP	MPO Surface Transportation Program (Ohio)	KYOVA
CSTP	County Surface Transportation Program (Ohio)	COUNTY ENGINEER
OTHER-BOND	Other Bond (Go-Bond Funding)	WVDOT
FLAP	Federal Lands Access Program	WVDOT, ODOT, KYTC
5339	Bus and Bus Facilities	WVDOT, ODOT, KYTC
5307/5340	FTA Formula (Operating Capital)	WVDOT, ODOT, KYTC
5310	FTA Elderly/Handicapped Capital Grants	KYOVA/TTA
5303	Transit Planning	KYOVA
4BG	Ohio Reference for Local Share	ODOT
002	Ohio Reference for State Share	ODOT



Innovative Financing – ODOT & WVDOT

Using innovative financing tools allows ODOT, WVDOT and MPOs such as KYOVA to develop and create innovative procedures to build, manage, maintain, and operate our transportation infrastructure. These tools assist all agencies in reducing costs, enhancing efficiency, and generating revenue. Types of innovative financing include Advance Construction, Public-Private-Partnerships (P3s), and Toll Credits.

Advance Construction

WVDOT and KYOVA utilize advance construction for the management of fund appropriations and obligation limitation provided by FHWA. Advance construction allows agencies to gain federal authorization to begin federally eligible activities without obligating funding. At the time of authorization, FHWA confirms that WVDOT and KYOVA follow all requirements necessary to execute a federal agreement. By placing the funds into advance construction, FHWA does not guarantee funding for the project, but is indicating that the activities would be eligible.

By utilizing advance construction in short-term projects, WVDOT and ODOT can convert its appropriations and obligation limitation for costs that are currently being incurred and maintain a balance throughout the federal fiscal year. The long-term projects can be used primarily for State DOTs, MPOs or CEAO SIB (County Engineers Association of Ohio State Infrastructure Bank) loans that are utilized and managed by State DOTs and MPOs, such as KYOVA. The SIB loans are taken out by a local sponsor and paid off utilizing federal MPO or CEAO funding. These loans have a typical repayment term of 10 years and are paid down using a level principal amortization schedule. These loans typically have two annual payments due. At the designated payment dates, advance construction is converted in the amount of the federal participating principal and interest due.

An example of a long-term project using the SIB loan method in the KYOVA region is the South Point Intermodal Cargo Dock/Intermodal Facility. This SIB loan was in the amount of \$2,600,000 to facilitate the initial construction of this piling/intermodal dock facility.

Public-Private Partnerships (P3c)

Chapter 5501 of Title LV of the Ohio Revised Code governs the use of public private partnerships (P3s) for state transportation projects in Ohio. P3s can provide numerous benefits in the finance, design, construction, maintenance and operation of transportation facilities.

One of the P3 projects in the KYOVA regional area is the Portsmouth Bypass project in Scioto County, Ohio, which opened to traffic in 2018. This project was a new roadway just outside of Portsmouth, connecting U.S. Route 52 east of New Boston to U.S. Route 23 north and west of Lucasville. This project was procured as a Design Build Finance Operate and Maintain (DBFOM) with availability payments. DBFOM with availability payments combines the complete spectrum of equity finance and delivery. The project was financed by the private partner with a combination of private debt and equity along with Transportation Infrastructure Finance and Innovation Act (TIFIA) loans through FHWA. ODOT will repay the private partner using availability payments for the capital and operations costs over a thirty-year period provided the transportation facility meets the performance specifications of the public-private agreement.

Toll Credits

Toll Credits are credits that states earn from nonfederal capital expenditures that public or private agencies make “to build, improve, or maintain highways, bridges, or tunnels that serve the public purpose of interstate commerce.”

Section 120(j) of Title 23 permits the use of Toll Credits to fulfill some or all of the federal matching fund requirements normally associated with the financing of eligible Title 23 and Title 49 surface transportation capital, operating, or planning



projects. The application of TCs increases the federal share of a project, thereby reducing required non-federal match requirements.

It is important to note that TCs are not “cash” or additional funding, but instead are credits that can be applied to surface transportation federal aid projects. Utilizing TCs increases the percentage and amount of federal funding that is used to finance an eligible project. These credits are made available to some ODOT capital programs, including the MPO and Large City Program.

Grouped Projects

West Virginia

With the new 2023-2028 STIP, the WVDOH includes “Groupable Buckets” which most projects will fall into. Projects with a phase cost larger than \$10,000,000, Safety projects, new traffic signal projects, new lane additions, new roads or new bridges, expansion projects that add capacity and projects that affect air quality are considered not groupable. All other projects will be considered groupable under the new STIP/TIP operating guidelines. The groupable buckets are described below and can be further explained in Appendix C of the 2023-2028 STIP.

Table 7-2: West Virginia Grouped Projects

Bucket Group #	Bucket Program Name	Bucket Program Description
1	Bridge Program	Inspections; Bridge Replacement; Bridge Rehabilitation; Bridge and Concrete Overlays/Sealers; Bridge Clean & Paint
2	Community Development and Connectivity Program	Metropolitan Planning; Community Development; Bike and Pedestrian Projects
3	Localized Mobility Program	Slide Correction; Road/Curve Improvement; New Road/Bridge Construction; Add Auxiliary Lane; New Lane Construction
4	Planning and Workforce Development Program	Workforce Development; Training; Statewide Planning and Research Program; Metropolitan Planning Program
5	Regional Mobility Program	New Road/Bridge Construction; APD Program; Other
6	Pavement Program	Fed Aid (FA) Other Resurfacing; FA Interstate Resurfacing; APD Program; Safety Improvement
7	Traffic Program	Traffic Signals; Striping; Signing; Safety Improvement; RR signals; Lighting
8	Transit Program	Section 5304, 5307, 5310, 5311, 5329, 5337, 5339



TIP Amendment vs. Administrative Adjustment Process

Under groupable projects, an amendment is a major change in the approved STIP/Transportation Improvement Program (TIP). It is defined as follows:

- Adding, deleting or moving across federal fiscal years a number of projects with a sum cost greater than 10% of the bucket size, which is found in the WV STIP; or
- A major change of project scope, such as a change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will change the NEPA determination, or a change that affects the approved Air Quality conformity finding; examples include changing the number of through lanes, adding/deleting non-motorized facilities, changing mode (FTA - rolling stock or facility type), changing capital category (FTA), and may include changing termini which changes the project from groupable to not groupable; or
- Any change requiring a new regional air quality conformity finding which changes the project from groupable to not groupable; or
- A greater than \$10,000,000 cost increase or cost decrease in a phase of a project listed in the current STIP/TIP which changes the project from groupable to not groupable.

For projects considered not groupable, an amendment is any major change in the approved STIP/Transportation Improvement Program (TIP). It is defined as follows:

- Adding or deleting any safety project; or
- Adding or deleting any project that adds new traffic signals; or
- Adding or deleting any project that affects air quality; or

- Adding or deleting any project that changes traffic capacity of a road or bridge; or
- Adding or deleting any expansion project; or
- Adding or deleting any regionally significant, non-federal aid project; or
- Major change in scope of work or cost changes greater than \$2,000,000.

Amendments may be made to the STIP/TIP at any time during the life of the STIP/TIP and require federal approval by FHWA and/or FTA. The amendment, when required, must be consistent with 23 CFR 450 including public involvement procedures, air quality conformity and fiscal constraint.

An administrative adjustment is a minor change in the approved STIP/TIP. Adjustments may be made to the STIP/TIP at any time during the life of the STIP/TIP and do not require federal approval, but will be submitted to FHWA and/or FTA for informational purposes. The administrative adjustment is to meet requirements of the 23 CFR 450 and is defined as follows:

- A minor change in project description that does not change the Air Quality conformity finding in maintenance and nonattainment areas or change the project scope; or
- Shifting programmed funds between projects (i.e., funding sources and projects already identified in the STIP/TIP); or
- Moving programmed projects from year to year within an approved STIP/TIP, except those that cross Air Quality horizon years; or
- A cost change to a groupable project that is less than \$10,000,000 and doesn't change the groupable bucket size by more than 10%; or
- A change to a project that is considered groupable as long as the change does not make it not groupable



Kentucky

Transportation planning regulations applicable to the development and content of TIPs 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, system preservation, etc. Typically, these projects are not generated through the metropolitan planning process; they are usually initiated by traffic operations or maintenance staff to correct existing problems or deficiencies, or they are the result of successful grant applications by local government agencies.

For the reasons noted above, KYTC and KYOVA have developed streamlined procedures for

incorporating such projects into the TIP. Instead of being identified individually, these projects are grouped into project categories. By listing these grouped projects in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be implemented in the Metropolitan Planning Area without modifying the TIP to individually identify such projects. With respect to fiscal constraint for Kentucky grouped projects, it should be noted that dollar amounts do not reflect actual funding levels, but are intended only to provide an illustrative estimate of the amount of funds that might be spent in each grouped projects category on an annual basis. Fiscal constraint for Kentucky grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Table 7-3: Kentucky Grouped Project List

Description (All projects are located in Boyd or Greenup County)
Pavement resurfacing/rehabilitation projects
Pavement widening with no additional travel lane
Shoulder improvements
Slope stabilization/landslide repairs
Drainage improvements
Bridge replacement/rehabilitation projects with no additional travel lanes
Bridge painting
Bridge inspections
Repair of damage caused by natural disasters, civil unrest, or terrorist acts with no substantial changes in function, location, or capacity
Traffic signal maintenance and operations
Highway signage
Lighting improvements
Skid treatments
Sight distance improvements
Curve realignment projects
Median installation
Fencing

**Description**

(All projects are located in Boyd or Greenup County)

Guardrail/median barriers/crash cushions

Pavement markers and markings

Railroad/highway crossing safety improvements and warning devices

Highway Safety Improvement Program projects

Driver education programs

Bicycle/pedestrian facilities, including pedestrian facility improvements identified in local public agencies' Transition Plan to meet requirements of the Americans with Disabilities Act ADA

Operating assistance to transit agencies

Rehabilitation of transit vehicles

Construction of transit passenger shelters and information kiosks

Transportation Enhancement activities including streetscaping, landscaping, plantings, and informational signs

Planning and Technical Studies

Ohio

Ohio utilizes Grouped Projects in the TIPs and STIP as shown in the following Grouped Project List. Federal regulations establish the parameters as to whether a project is able to be included on the STIP/TIP as part of a Group. ODOT has automated the Group Process for determining if an individual project was eligible for inclusion in a Group.

Process

When a project is programmed in Ellis, an automated report determines whether the project meets the requirements for inclusion in a Group. If the project is eligible to be part of a Group, the *CO Approved STIP Line Item Eligibility* field on the Project Overview screen in Ellis is marked with a *Yes*. A Group Report is generated monthly for projects/phases within the current STIP period that are Group eligible. This monthly report is sent to Districts, MPOs, RTPOs and program managers for a coordinated review (1 week). After the review period, Ellis is updated with the STIP Group Reference ID and the Group Report is posted to the STIP website. All projects identified on the

posted Group Report are considered to be on the TIP/STIP via the Group(s) identified.

Exceptions

As the Group Process is automated, it may be possible for a project to be misidentified as eligible or ineligible to be included in a Group. As such during the review period, the District, MPO, RTPO, and/or program manager may request that a project be reviewed to further determine eligibility or ineligibility.

An MPO, RTPO, District, or program manager may submit a waiver request via email to the Statewide STIP Coordinator to remove or add a project from or to the Group Report. The request is to include the project name, PID, reason for the request, and action being requested. The request will be reviewed and processed accordingly.

Fiscal Constraint

STIP/TIP fiscal constraint is maintained by fiscal year per Group and not on the individual projects utilizing the Group "OHIO ONLY".



Table 7-4: Ohio 2024-2027 Highway STIP Group Summary

November 2022	2024	2025	2026	2027	Total
Costs in \$Millions	Budgets	Budgets	Budgets	Budgets	Budgets
STIP Group (Programs Related to Group)					
Discretionary / Earmark (40) (Appalachian Development, Discretionary, Earmark)	\$1.0	\$1.0	\$1.0	\$1.0	\$4.0
Emergency (41) (Emergency)	\$38.1	\$10.5	\$10.5	\$10.5	\$69.6
FLAP (42) (Federal Lands Access Program)	\$2.6	\$.7	\$.7	\$.7	\$4.8
Local Programs (43) (County Surface Transportation Block Grant, County Engineers Association of Ohio Highway Safety Improvement Program, County Bridge, County Bridge Partnership Program, Municipal Bridge, Local High Cost Bridge, Small Cities, Transportation Alternatives, Transportation Alternatives Maintenance, Safe Route to School)	\$129.3	\$132.6	\$130.1	\$90.2	\$482.2
Major Programs (44) (Minor project activities funded by Major Programs)	\$109.3	\$124.2	\$120.4	\$123.2	\$477.2
MPO Capital (45) (Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives)	\$4.8	\$4.9	\$5.0	\$4.0	\$18.7
National Highway Freight (46) (National Highway Freight)	\$19.4	\$9.9	\$9.9	\$9.9	\$49.2
Other (47) (Project Impact Advisory Council, Noise Walls, Geologic Site Management, Statewide Miscellaneous, Diesel Emissions Reduction Grant, Disadvantaged Business Enterprise, On-the-Job Training/Supportive Services Programs, Carbon Reduction Program, National Electric Vehicle Infrastructure (NEVI) Program, Protect Program)	\$124.0	\$81.4	\$80.7	\$44.7	\$330.8
Preservation (48) (District Preservation)	\$396.9	\$554.4	\$530.9	\$532.9	\$2015.1
Rail (49) (Railroad Crossing Safety, Freight Rail Development)	\$7.6	\$14.8	\$14.8	\$14.8	\$51.9
Rec Trails (50) (Recreational Trails Program)	\$1.7	\$1.7	\$1.7	\$1.7	\$6.7
Safety (51) (Highway Safety Improvement Program)	\$111.0	\$121.2	\$99.3	\$82.0	\$413.5
State (52) (Americans with Disabilities Act Facilities, District Maintenance, Emergency Damage Repair, Intelligent Traffic Systems, Jobs and Commerce, Local Oil and Shale, Parks, Rest Areas, Statewide Miscellaneous, Transportation Improvement Districts, Unmanned Aerial, Unrestricted State Revenue, State Road Improvements)	\$818.5	\$549.6	\$552.3	\$556.9	\$2477.3
RTPO Capital (53) (Regional Transportation Planning Organizational Capital Program)	\$5.5	\$2.7	\$2.7	\$2.7	\$13.7
Total Grouped Projects	\$1769.7	\$1609.7	\$1560.0	\$1475.3	\$6414.7

**Table 7-5: Ohio 2024-2027 Transit STIP Group Summary**

January 2023

Costs in \$Millions

	2024	2025	2026	2027	Total
	Estimates	Estimates	Estimates	Estimates	Estimates
STIP SLI Groups (Reference No.)					
<i>(Programs Related to Group)</i>					
5310 Small Urban/ Rural <i>(Specialized Programs for Rural and Small Urban Regions)</i>	\$12.2	\$5.9	\$6.1	\$6.2	\$30.4
5310 <i>(Specialized Programs for Rural and Small Urban Regions)</i>	\$6.0	\$3.5	\$3.6	\$3.7	\$16.8
5311 <i>(Rural Transit Program, Appalachian Development, Intercity Bus, Rural Transit Assistance)</i>	\$101.1	\$36.9	\$37.8	\$38.6	\$214.4
5339 <i>(Bus and Bus Facilities for Rural)</i>	\$13.2	\$4.0	\$4.0	\$4.0	\$25.2
State (9999) <i>(General Revenue Match)</i>	\$36.5	\$36.5	\$36.5	\$36.5	\$146.0
Total Grouped Projects	\$169.0	\$86.8	\$88.0	\$88.9	\$432.8



Transit Allocated Funds

Each of the transit agencies in the urbanized area provides KYOVA Interstate Planning Commission with a Fiscally Constrained projected budget for the years the document will cover.

Funds for the Specialized Transportation Program (FTA Section 5310) are programmed into the TIP by Tri-State Transit Authority, the Designated 5310 recipient for the Huntington, WV-KY-OH Urbanized Area. Ohio continues to program a portion of the 5310 allocation into their numbers for the TIP. The TIP tables reflect Ohio's projects, but with the caveat that the portion they project for 5310 is a part of the entire allocation for the TMA area, and is not counted towards totals for the TMA. Any eligible agencies may apply for these funds as a subrecipient.

Funds for Section 5307 and Section 5339 (Bus and Bus Facilities) are equitably split between the three Urban Transit Agencies in a split letter which is

then sent to each FTA region involved. The transit agencies may then apply to FTA for the portion of the 5307 or 5339 funds to which they agreed.

Fiscal Constraint Analysis for FY 2024-2027

The KYOVA Interstate Planning Commission has developed the TIP in cooperation with the West Virginia DOT, Kentucky Transportation Cabinet and Ohio DOT. Based on information provided by the respective state Departments of Transportation concerning funding availability, KYOVA has concluded that the projects identified in the TIP are financially feasible and can be expected to be funded as programmed within the timeframe of the TIP. Transit projects are based on future section 5307 funding at current levels and Section 5339 funding which can be reasonably anticipated. Tables 7-6 through 7-8 display the Financial Plan for West Virginia, Kentucky, and Ohio.

**Table 7-6: TIP Financial Plan for West Virginia per Fiscal Year by Funding Category (FY 2024-2027)**

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR WEST VIRGINIA PER FISCAL YEAR BY FUNDING CATEGORY (FY 2024 - 2027)					
Type of Federal Funds	Federal Fund Usage FY 2024	Federal Fund Usage FY 2025	Federal Fund Usage FY 2026	Federal Fund Usage FY 2027	TOTAL
HWI-OFF	\$1,070,000	\$700,000	\$1,680,000	\$1,950,000	\$5,400,000
NHPP	\$3,569,200	\$1,468,000	\$12,583,200	\$0	\$17,620,400
NRT	\$120,000	\$0	\$0	\$0	\$120,000
STBG	\$2,443,000	\$0	\$0	\$0	\$2,443,000
STBG-TMA	\$18,601,224	\$3,401,224	\$3,401,224	\$10,203,672	\$35,607,344
STBG-FLEX	\$1,906,163	\$2,619,040	\$1,960,628	\$8,617,871	\$15,103,702
TAP-TMA	\$539,466	\$539,466	\$371,832	\$371,832	\$1,822,596
CMAQ	\$0	\$1,600,000	\$0	\$0	\$1,600,000
TOTAL	\$28,249,053	\$10,327,730	\$19,996,884	\$21,143,375	\$79,717,042
SECTION 5310 FTA ALLOCATION	\$367,983	\$382,703	\$398,011	\$413,931	\$1,562,627
Section 5307 & SECTION 5340	\$1,746,128	\$1,815,973	\$1,888,612	\$1,964,156	\$7,414,869
Section 5339	\$143,643	\$149,388	\$155,364	\$161,579	\$609,974
TOTAL	\$2,257,754	\$2,348,064	\$2,441,986	\$2,539,666	\$9,587,470


Table 7-7: TIP Financial Plan for Kentucky per Fiscal Year by Funding Category (FY 2024-2027)

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR KENTUCKY PER FISCAL YEAR BY FUNDING CATEGORY (FY 2024-2027)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2024	FEDERAL FUND USAGE FY 2025	FEDERAL FUND USAGE FY 2026	FEDERAL FUND USAGE FY 2027	TOTAL
HSIP					\$0
NH		\$13,216,000	\$31,056,000	\$2,000,000	\$46,272,000
GR	\$68,000				\$68,000
SAH-TAP (DED. STP)					\$0
SAH (DED. STP)	\$1,550,000				\$1,550,000
SAH-STP (DED. STP)	\$11,864	\$13,600	\$13,600	\$13,600	\$52,664
STPF	\$4,624,000	\$3,200,000		\$8,000,000	\$15,824,000
STP	\$416,000				\$416,000
STP1					\$0
STP5		\$1,560,000			\$1,560,000
BRO					\$0
FBP	\$264,000	\$4,400,000	\$506,400	\$5,891,200	\$11,061,600
FBP2		\$246,400			\$246,400
TOTAL	\$6,933,864	\$22,636,000	\$31,576,000	\$15,904,800	\$77,050,664
Section 5307 & SECTION 5340	\$425,248	\$442,258	\$459,948	\$478,346	\$1,805,800
FY 23 Max Amt. 5307 operating asst. allowed 5307(a)(2)(B)*	\$467,771	\$486,482	\$505,941	\$526,179	\$1,986,373
Section 5339	\$73,127	\$76,052	\$79,094	\$82,257	\$310,529
TOTAL	\$966,146	\$1,004,792	\$1,044,983	\$1,086,782	\$4,102,702



Table 7-8: TIP Financial Plan for Ohio per Fiscal Year by Funding Category (FY 2024-2027)

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR OHIO PER FISCAL YEAR BY FUNDING CATEGORY (FY 2024-2027)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2024	FEDERAL FUND USAGE FY 2025	FEDERAL FUND USAGE FY 2026	FEDERAL FUND USAGE FY 2027	TOTAL
CRP	\$80,000	\$0	\$283,576	\$0	\$363,576
HSIP	\$103,426	\$0	\$0	\$0	\$103,426
CMAQ	\$136,258	\$0	\$0	\$0	\$136,258
TE	\$0	\$0	\$111,560	\$0	\$111,560
STBG	\$483,812	\$240,000	\$461,864	\$308,000	\$1,493,676
OTPP	\$0	\$0	\$0	\$2,500,000	\$2,500,000
CRRSAA	\$29,603	\$0	\$0	\$0	\$29,603
TOTAL	\$833,099	\$240,000	\$857,000	\$2,808,000	\$4,738,099
Section 5307 & SECTION 5340	\$528,387	\$549,522	\$571,503	\$594,363	\$2,243,775
Section 5339	\$44,399	\$46,175	\$48,022	\$49,942	\$188,537
TOTAL	\$572,785	\$595,697	\$619,524	\$644,305	\$2,432,312

KYOVA Sub-Allocated Funds

WVDOT, KYTC, and ODOT sub-allocate federal funding to KYOVA for the Congestion Mitigation and Air Quality (CMAQ) Program (Ohio only) and the Surface Transportation Block Grant Program (STBG), which includes a set-aside for Transportation Alternatives (TA). As part of the development of the TIP, WVDOT, ODOT, and KYTC provided a forecast of these funds anticipated to be available during the fiscal years 2024 through 2027 as shown in tables 7-9 through 7-11.

KYOVA uses an application process to award these funds to project sponsors and is outlined on the

KYOVA website under Funding Opportunities. The project selection policy was approved by the Policy Committee and provides all project sponsors with an understanding of the process utilized by this planning agency for developing the TIP and for the administration of STBG (including TA) and CMAQ Ohio funds. New applications are reviewed for eligibility, completeness and required prerequisites to be included in the program. All of the project requests must be reviewed by the Policy Committee and are subjected to a ranking process to prioritize the projects for funding priority.

Table 7-9: West Virginia Suballocated Funds

KYOVA Suballocated Funds - West Virginia*					
FY 2022-2027					
Year		STP Funds	TAP Funds	Comments	
2022	Suballocated Amount	\$ 3,782,554	\$ 167,701	Huntington Streetscapes (CP) (Total - \$1,200,000)	\$960,000
				Huntington Streetscapes (RW) (Total - \$300,000)	\$240,000
	FY 2021 Carry Forward	\$ 6,196,405	\$ 148,646		
	Available 2022 Budget	\$ 9,978,959	\$ 316,347		
	Project Demand Total	\$ 1,200,000	\$ -		
	Shortfall/Balance	\$ 8,778,959	\$ 316,347		
	Budget Transactions Revised Budget				
	Carry Over	\$ 8,778,959	\$ 316,347		
Year		STP Funds	TAP Funds	Comments	
2023	Suballocated Amount	\$ 3,475,456	\$ 167,701	Huntington Streetscape Project (Construction) (Total - \$10,600,000)	\$8,480,000
	FY 2022 Carry Forward	\$ 8,778,959	\$ 316,347		
	Available 2023 Budget	\$12,254,415	\$ 484,048		
	Project Demand Total	\$8,480,000	\$ -		
	Shortfall/Balance	\$ 3,774,415	\$ 484,048		
	Budget Transactions Revised Budget				
	Carry Over	\$ 3,774,415	\$ 484,048		
Year		STP Funds	TAP Funds	Comments	
2024	Suballocated Amount	\$ 3,475,456	\$ 167,701	No Funds Encumbered FY 2024	
	FY 2023 Carry Forward	\$ 3,774,415	\$ 484,048		
	Available 2024 Budget	\$ 7,249,871	\$ 651,749		
	Project Demand Total	\$ -	\$ -		
	Shortfall/Balance	\$ 7,249,871	\$ 651,749		
	Budget Transactions Revised Budget				
	Carry Over	\$ 7,249,871	\$ 651,749		
Year		STP Funds	TAP Funds	Comments	
2025	Suballocated Amount	\$ 3,475,456	\$ 167,701	No Funds Encumbered FY 2025	
	FY 2024 Carry Forward	\$ 7,249,871	\$ 651,749		
	Available 2025 Budget	\$10,725,327	\$ 819,450		
	Project Demand Total	\$ -	\$ -		
	Shortfall/Balance	\$10,725,327	\$ 819,450		
	Budget Transactions Revised Budget				
	Carry Over	\$10,725,327	\$ 819,450		
Year		STP Funds	TAP Funds	Comments	
2026	Suballocated Amount	\$ 3,475,456	\$ 167,701	No Funds Encumbered FY 2026	
	FY 2025 Carry Forward	\$10,725,327	\$ 819,450		
	Available 2026 Budget	\$14,200,783	\$ 987,151		
	Project Demand Total	\$ -	\$ -		
	Shortfall/Balance	\$14,200,783	\$ 987,151		
	Budget Transactions Revised Budget				
	Carry Over	\$14,200,783	\$ 987,151		
Year		STP Funds	TAP Funds	Comments	
2027	Suballocated Amount	\$ 3,475,456	\$ 167,701	No Funds Encumbered FY 2027	
	FY 2026 Carry Forward	\$14,200,783	\$ 987,151		
	Available 2027 Budget	\$17,676,239	\$1,154,852		
	Project Demand Total	\$ -	\$ -		
	Shortfall/Balance	\$17,676,239	\$1,154,852		
	Budget Transactions Revised Budget				
	Carry Over	\$17,676,239	\$1,154,852		
* Subject to change based on updated information					

Table 7-10: Kentucky Suballocated Funds Tables

FY 2021-2027					
Year		STP Funds	TAP Funds	Comments	
2021	Suballocated Amount	\$ 1,396,599	\$ 74,566	STP Projects:	
				Flatwoods sidewalk (U/C)	\$199,680
	FY 2020 Carry Forward	\$ 7,808,035	\$ 329,502	Turn lanes @ US-60/KY-180	\$604,982
	Available 2021 Budget	\$ 9,204,634	\$ 404,068	Winchester Ave Streetscape - Ashland	\$200,000
				Dawes Avenue - Ashland	\$196,000
	Project Demand Total	\$2,251,262	\$ -	Turn lanes @ US23/KY5 (D)	\$5,000
				Replace grass median along US-23 (D)	\$15,000
				Cont. green light on US60 at KY1012 (D)	\$5,000
	Shortfall/Balance	\$ 6,953,372	\$ 404,068	KY-1 turn lane/Argillite Elem (D/R/U/C)	\$980,000
				Lloyd Sidewalk (D)	\$16,000
2022	Budget Transactions			McConnell House scalehouse (D)	\$16,000
	Revised Budget			FY21 UPWP	\$13,600
	Carry Over	\$ 6,953,372	\$ 404,068		
2023	Suballocated Amount	\$ 1,685,126	\$ 74,566	STP Projects:	
				Turn lanes @ KY5/US23 @	\$214,323
	FY 2021 Carry Forward	\$ 6,953,372	\$ 404,068	Replace grass medial along US23 (C)	\$501,337
	Available 2022 Budget	\$ 8,638,498	\$ 478,634	Cont. green light on US60 at KY1012 (C)	\$154,547
				City of Greenup Riverwalk (D)	\$28,800
	Project Demand Total	\$1,363,671	\$ -	Lloyd SRTS-Phase 2 @	\$124,800
				FY 2022 UPWP	\$11,864
				Plan/Design Winchester Ave-Ashland	\$328,000
	Shortfall/Balance	\$ 7,274,827	\$ 478,634		
	Budget Transactions				
2024	Revised Budget				
	Carry Over	\$ 7,274,827	\$ 478,634		
2025	Suballocated Amount	\$ 1,718,828	\$ 74,566	STBG Projects:	
				"D" for KY716/3292 Roundabout (Expected)	\$200,000
	FY 2022 Carry Forward	\$ 7,274,827	\$ 478,634	City of Greenup-Riverwalk (C)	\$244,880
	Available 2023 Budget	\$ 8,993,655	\$ 553,200	McConnel House Scalehouse (C)	\$64,000
				FY23 UPWP	\$11,864
	Project Demand Total	\$520,744	\$ -		
	Shortfall/Balance	\$ 8,472,911	\$ 553,200		
	Budget Transactions				
	Revised Budget				
2026	Carry Over	\$ 8,472,911	\$ 553,200		
2027	Suballocated Amount	\$ 1,753,205	\$ 74,566	"R/U" for KY716/3293 Roundabout (Expected)	
					\$1,250,000
	FY 2023 Carry Forward	\$ 8,472,911	\$ 553,200	FY 24 UPWP	\$11,864
	Available 2023 Budget	\$ 10,226,116	\$ 627,766		
	Project Demand Total	\$1,261,864	\$ -		
	Shortfall/Balance	\$ 8,964,252	\$ 627,766		
	Budget Transactions				
	Revised Budget				
2028	Carry Over	\$ 8,964,252	\$ 627,766		
2029	Suballocated Amount	\$ 1,788,269	\$ 74,566	STP Projects:	
				"C" for KY716/3293 Roundabout (Expected)	\$ 550,000
	FY 2024 Carry Forward	\$ 8,964,252	\$ 627,766	FY25 UPWP	\$ 12,000
	Available 2025 Budget	\$ 10,752,521	\$ 702,332		
	Project Demand Total	\$ 562,000	\$0		
	Shortfall/Balance	\$ 10,190,521	\$ 702,332		
	Budget Transactions				
	Revised Budget				
2030	Carry Over	\$ 10,190,521	\$ 702,332		
2031	Suballocated Amount	\$ 1,824,034	\$ 74,566	STP Projects:	
				FY26 UPWP	\$12,000
	FY 2025 Carry Forward	\$ 10,190,521	\$ 702,332		
	Available 2026 Budget	\$ 12,014,555	\$ 776,898		
	Project Demand Total	\$12,000	\$0		
	Shortfall/Balance	\$ 12,002,555	\$ 776,898		
	Budget Transactions				
	Revised Budget				
2032	Carry Over	\$ 12,002,555	\$ 776,898		
2033	Suballocated Amount	\$ 1,824,034	\$ 74,566	No Funds Encumbered FY 2021	
				STP Projects	
	FY 2026 Carry Forward	\$ 12,002,555	\$ 776,898	FY27 UPWP	\$12,000
	Available 2027 Budget	\$ 13,826,589	\$ 851,464		
	Project Demand Total	\$12,000	\$ -		
	Shortfall/Balance	\$ 13,814,589	\$ 851,464		
	Budget Transactions				
	Revised Budget				
2034	Carry Over	\$ 13,814,589	\$ 851,464		

* Subject to change based on updated information

Table 7-11: Ohio Suballocated Funds Tables

KYOVA Draft Suballocated Funds - Ohio							
KYOVA SFY 2023-2027 Capital Program							
Year		4TA7 (STP)	4TB7 (CMAQ)	4TC7 (TE)	C337 (CRRSAA)	4CD7 (CRP)	Comments
2023	Current Budget	\$720,269	\$408,042	\$55,470		\$148,373	
	SFY 2022 Carry Forward	\$1,089,269	\$65,650	\$275,161	\$204,603	\$0	
	Net SFY 2023 Budget	\$1,809,538	\$473,692	\$330,631	\$204,603	\$148,373	
	Project Demand						
	92753 - Intermodal debt service		\$271,332				
	106508 - LAW TID-US52/SR243	\$2,160,000			\$175,000		switched \$175,000 TE funds to CRRSSA
	113227-LCT New Fixed Route Service		\$164,000				
	117283 - Ironton paving (Design)	\$44,080					
	110295 - South Point Sidewalks (RW)			\$104,400		\$78,000	
	New O/D Data Service Contract	\$1,071					
	MPO to MPO Loan (Payment)	-\$450,000					
	SFY 2023 Program Totals	\$1,755,151	\$435,332	\$104,400	\$175,000	\$78,000	
	Shortfall/Balance	\$54,387	\$38,360	\$226,231	\$29,603	\$70,373	
	SAC Budget transactions	\$0	\$0	\$0			Repay SFY 2022 SAC budget trade
	New Available Budget	\$1,809,538	\$473,692	\$330,631	\$29,603	\$70,373	
	Carry Over	\$54,387	\$38,360	\$226,231	\$29,603	\$70,373	
2024	Current Budget	\$655,340	\$408,042	\$55,470		\$76,200	
	SFY 2023 Carry Forward	\$54,387	\$38,360	\$226,231	\$29,603	\$70,373	
	Net SFY2024 Budget	\$709,727	\$446,402	\$281,701	\$29,603	\$146,573	
	Project Demand						
	92753 - Intermodal debt service		\$136,258				
	113228-LCT New Fixed Route Service		\$164,000				
	110295 - South Point Sidewalk (Env+DD)			\$101,081			
	117283 - Ironton paving (Con)	\$323,852					
	118829 - SRTS Study				\$29,603		
	112187 - Multimodal Parking Deck (Design)			\$180,000		\$20,000	
	MPO to MPO loan (Payback)	\$450,000					
	SFY 2024 Program Totals	\$773,852	\$300,258	\$281,081	\$29,603	\$20,000	
	Shortfall/Balance	(\$64,125)	\$146,144	\$620	\$0	\$126,573	
	SAC Budget transactions	\$0	\$0	\$0	\$0	\$0	Repay SFY 2023 SAC budget trade
	New Available Budget	\$709,727	\$446,402	\$281,701	\$29,603	\$146,573	
	Carry Over	(\$64,125)	\$146,144	\$620	\$0	\$126,573	
							SAC budget trade balance must equal \$0
2025	Current Budget	\$554,702	\$408,042	\$55,470		\$77,724	
	SFY 2024 Carry Forward	(\$64,125)	\$146,144	\$620	\$0	\$126,573	
	Net SFY2025 Budget	\$490,577	\$554,186	\$56,090	\$0	\$204,297	
	Project Demand						
	119448 - 3rd Roundabout (Design)	\$240,000					
	SFY 2025 Program Totals	\$240,000	\$0	\$0	\$0	\$0	
	Shortfall/Balance	\$250,577	\$554,186	\$56,090	\$0	\$204,297	
	SAC Budget transactions	\$0	\$0	\$0			Repay SFY 2023 SAC budget trade
	New Available Budget	\$490,577	\$554,186	\$56,090	\$0	\$204,297	
	Carry Over	\$250,577	\$554,186	\$56,090	\$0	\$204,297	
2026	Current Budget	\$554,702	\$408,042	\$55,470		\$79,279	
	SFY 2025 Carry Forward	\$250,577	\$554,186	\$56,090	\$0	\$204,297	
	Net SFY2026 Budget	\$805,279	\$962,228	\$111,560	\$0	\$283,576	
	Project Demand						
	91067 - Union Rome Trails (Con)	\$428,000					
	110295 - South Point Sidewalk (Con)	\$461,864		\$111,560		\$283,576	
	119448 - 3rd Roundabout (RW)	\$80,000					
	SFY 2026 Program Totals	\$969,864	\$0	\$111,560	\$0	\$283,576	
	Shortfall/Balance	(\$164,585)	\$962,228	\$0	\$0	\$0	
	SAC Budget transactions	\$0	\$0	\$0			Repay SFY 2023 SAC budget trade
	New Available Budget	\$805,279	\$962,228	\$111,560	\$0	\$283,576	
	Carry Over	(\$164,585)	\$962,228	\$0	\$0	\$0	
2027	Current Budget	\$554,702	\$408,042	\$55,470		\$79,279	
	SFY 2026 Carry Forward	(\$164,585)	\$962,228	\$0	\$0	\$0	
	Net SFY2027 Budget	\$390,117	\$1,370,270	\$55,470	\$0	\$79,279	
	Project Demand						
	112187 - Multi-modal Parking Deck (Con)* - \$2,500,000						*ODOT's award will be using ODOT STBG funds and processed as a flex fund transfer for PID 112187 construction
	112187 - Multi-modal Parking Deck (RW)	\$228,000					
	SFY 2027 Program Totals	\$228,000	\$0	\$0	\$0	\$0	
	Shortfall/Balance	\$162,117	\$1,370,270	\$55,470	\$0	\$79,279	
	SAC Budget transactions	\$0	\$0	\$0			Repay SFY 2023 SAC budget trade
	New Available Budget	\$390,117	\$1,370,270	\$55,470	\$0	\$79,279	
	Carry Over	\$162,117	\$1,370,270	\$55,470	\$0	\$79,279	



Table 7-12: Draft Summary of Highway STIP Estimates for KYOVA 2024-2027

Sum of Highway STIP Estimates for KYOVA Region				
KYOVA	2024	2025	2026	2027
KY09	Estimate	Estimate	Estimate	Estimate
Federal Funds by Program				
Garvee Debt Service	\$ -	\$ -	\$ -	\$ -
Discretionary / Earmark	\$ -	\$ -	\$ -	\$ -
Emergency	\$ -	\$ -	\$ -	\$ -
FLAP	\$ -	\$ -	\$ -	\$ -
Garvee / SIB	\$ -	\$ -	\$ -	\$ -
Local Programs	\$ -	\$ -	\$ -	\$ -
Major Programs	\$ -	\$ -	\$ -	\$ -
MPO STBG	\$ 293,570	\$ 520,000	\$ 428,000	\$ -
MPO CMAQ	\$ 136,258	\$ -	\$ 428,000	\$ -
MPO CRP	\$ -	\$ -	\$ -	\$ -
MPO TA	\$ -	\$ 16,000	\$ -	\$ -
MPO **CRRSAA	\$ -	\$ -	\$ -	\$ -
RTPO STBG	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -
Preservation	\$ 877,502	\$ -	\$ 160,000	\$ -
Rail	\$ -	\$ -	\$ -	\$ -
Rec Trails	\$ -	\$ -	\$ -	\$ -
Safety	\$ 170,926	\$ 730,409	\$ -	\$ -
Total Federal	\$ 1,478,256	\$ 1,266,409	\$ 1,016,000	\$ -
Other Funds				
State	\$ 407,713	\$ 581,157	\$ 40,000	\$ 413,000
Local	\$ 25,908	\$ 134,000	\$ 200,000	\$ 2,168,000
Labor	\$ 88,636	\$ 171,810	\$ 14,000	\$ -
Total Other	\$ 522,257	\$ 886,966	\$ 254,000	\$ 2,581,000
Total	\$ 2,000,513	\$ 2,153,375	\$ 1,270,000	\$ 2,581,000

* 2024 budget includes anticipated 2023 carry forward. Federal budgets are apportionment amounts assuming no inflation.
 ** Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)



Table 7-13: TIP Fiscal Constraint for Ohio

Highway TIP Fiscal Constraint for KYOVA Region

KYOVA	2023	2024	2024	2024	2025	2025	2025	2026	2026	2026	2027	2027	2027
KYOV	Carry Forward	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance
MPO Total	\$ 440,906	\$ 1,297,272	\$ 429,828	\$ 1,308,350	\$ 1,323,219	\$ 536,000	\$ 2,095,569	\$ 1,349,686	\$ 856,000	\$ 2,589,255	\$ 1,018,214	\$ -	\$ 3,607,469
MPO STBG	\$ 27,158	\$ 655,340	\$ 293,570	\$ 388,928	\$ 668,448	\$ 520,000	\$ 537,376	\$ 681,818	\$ 428,000	\$ 791,194	\$ 554,702	\$ -	\$ 1,345,896
MPO CMAQ	\$ 175,084	\$ 489,335	\$ 136,258	\$ 528,161	\$ 499,122	\$ -	\$ 1,027,283	\$ 509,105	\$ 428,000	\$ 1,108,388	\$ 408,042	\$ -	\$ 1,516,430
MPO TA	\$ 138,688	\$ 76,397	\$ -	\$ 215,085	\$ 77,925	\$ 16,000	\$ 277,010	\$ 79,484	\$ -	\$ 356,494	\$ 55,470	\$ -	\$ 411,964
MPO CRP	\$ 70,373	\$ 76,200	\$ -	\$ 146,573	\$ 77,724	\$ -	\$ 224,297	\$ 79,279	\$ -	\$ 303,576	\$ -	\$ -	\$ 303,576
MPO CRRSAA	\$ 29,603	\$ -	\$ -	\$ 29,603	\$ -	\$ -	\$ 29,603	\$ -	\$ -	\$ 29,603	\$ -	\$ -	\$ 29,603

1: Budgets represent apportionment amounts and assume no inflation.



Table 7-14: Draft Summary of Transit TIP Estimates for KYOVA 2024-2027

Summary of 2024-2027 Transit TIP Estimates for the KYOVA Region

KYOVA	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate
ODOT Administered Federal Funds by Program				
5310 Small Urban/Rural (ODOT)	\$ -	\$ -	\$ -	\$ -
5310 Large Urban (ODOT)	\$ -	\$ -	\$ -	\$ -
5311	\$ -	\$ -	\$ -	\$ -
5339 (ODOT)	\$ -	\$ -	\$ -	\$ -
Flex Transfer STBG (ODOT)	\$ -	\$ -	\$ -	\$ 2,500,000.00
Total Federal	\$ -	\$ -	\$ -	\$ 2,500,000.00
Non-ODOT Administered Federal Funds by Program				
5307	\$ 400,000.00	\$ 307,321.00	\$ 275,000.00	\$ 275,000.00
5310 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -
5337	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$ 40,000.00	\$ -	\$ -	\$ -
Flex Transfer CMAQ	\$ 164,000.00	\$ -	\$ -	\$ -
Flex Transfer STBG	\$ -	\$ -	\$ -	\$ -
Flex Transfer CRP	\$ -	\$ -	\$ -	\$ -
Total Federal	\$ 604,000.00	\$ 307,321.00	\$ 275,000.00	\$ 275,000.00
Other Funds				
Discretionary	\$ -	\$ -	\$ -	\$ -
State	\$ 61,000.00	\$ 66,704.00	\$ 61,000.00	\$ 61,000.00
Local	\$ 258,750.00	\$ 224,500.00	\$ 233,500.00	\$ 1,096,500.00
Labor	\$ -	\$ -	\$ -	\$ -
Total Other	\$ 319,750.00	\$ 291,204.00	\$ 294,500.00	\$ 1,157,500.00
Total	\$ 923,750.00	\$ 598,525.00	\$ 569,500.00	\$ 3,932,500.00



Table 7-15: Transit TIP Fiscal Constraint for Ohio

Transit TIP Fiscal Constraint for KYOVA Region													
KYOVA	Prior Years	2024	2024	2024	2025	2025	2025	2026	2026	2026	2027	2027	2027
5309	Carry Forward	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance
5307	\$ -	\$ 507,859	\$ 400,000	\$ 107,859	\$ 520,555	\$ 307,321	\$ 213,234	\$ 533,569	\$ 275,000	\$ 258,569	\$ 544,241	\$ 275,000	\$ 269,241
5310 (Non-ODOT)	\$ -	\$ 61,091	\$ -	\$ 61,091	\$ 62,619	\$ -	\$ 62,619	\$ 64,184	\$ -	\$ 64,184	\$ 65,468	\$ -	\$ 65,468
5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$ -	\$ 41,617	\$ 40,000	\$ 1,617	\$ 42,657	\$ -	\$ 42,657	\$ 43,724	\$ -	\$ 43,724	\$ 44,598	\$ -	\$ 44,598



Section 8: Projects

Tables 8-1 through 8-7 present the listing of projects for West Virginia, Kentucky, and Ohio, respectively. These tables are presented for Highway Sections which includes highway, transit and other miscellaneous projects. Following the project list are maps displaying the project locations for each county.

As required, the FY 2024 - 2027 TIP demonstrates that the region's transportation system maintenance and preservation needs are being met. The majority of funds identified in the TIP are utilized for system maintenance needs.

Glossary of Abbreviations and Air Quality Exemption Listings

Abbreviations for the sources of funding shown in the Transportation Improvement Program are referenced below:

Agencies

FHWA Federal Highway Administration
FTA Federal Transit Administration
USDOT United States Department of Transportation
ODOT Ohio Department of Transportation
WVDOT West Virginia Department of Transportation
KYTC Kentucky Transportation Cabinet
TTA Tri-State Transit Authority
LCT Lawrence County Transit
ABS Ashland Bus System

Federal Funding Categories		Federal (%) / State or Local (%)
TE	Transportation Enhancement Program.....	80/20
FED	Federal	80/20
STP	Surface Transportation Program	80/20
CMAQ	Congestion Mitigation and Air Quality.....	80/20
HES	Hazard Elimination	90/10
RRP	Rail Road Protective Devices	90/10
HSIP	High Safety Improvement Program	80/20
NHPP	National Highway Performance Program	80/20
NHPG	National Highway Performance Program (SAFETY).....	100
NRT	National Recreational Trails Fund.....	80/20
TAP/TA	Transportation Alternatives Program	80/20
STBG	Surface Transportation Block Grant Program	80/20
Section 5307/5340	FTA Formula (Operating Capital)	50/50
Section 5303	Transit Planning Grants.....	80/20
Section 5310	FTA Elderly/Handicapped Capital Grants	80/20
Section 5339	Bus and Bus Facilities.....	80/20

**Other**

MSTP	MPO Surface Transportation Program (Ohio)
CSTP	County Surface Transportation Program (Ohio)
OSTP	State Surface Transportation Program (Ohio)
4BG	Ohio reference for Local Share
002	Ohio reference for State Share

Highway Designation

I, IR	Interstate Route
US	United States Route
SR	State Route
CR	County Route
TR	Township Route

Phase of Work

PR	Preliminary Review
PE	Preliminary Engineering
CP	Construction Planning
RW, R	Right of Way
CN, C	Construction
D	Design
DR	Design Report
FS	Feasibility Study
EIS	Environmental Impact Statement
P, PL	Planning
U	Utilities
D	Design
ENG	Engineering

Additional Abbreviations

PR	Preliminary Review
PE	Preliminary Engineering
CP	Construction Planning
RW, R	Right of Way
CN, C	Construction
D	Design
DR	Design Report
FS	Feasibility Study
EIS	Environmental Impact Statement
P, PL	Planning
U	Utilities
D	Design
ENG	Engineering

**Clean Air – Neutral Projects Exemption List**

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

***Clean Air-Analysis Required**

*Indicates projects requiring clean air analysis

Table 8-1: Cabell County, WV TIP Projects (FY 2024-2027)

PROJECT ID	COUNTY	ROUTE	LENGTH	LOCATION/DESCRIPTION	FUNDING AMOUNTS/SOURCE/PHASE						FEDERAL FUNDING YEAR				AIR	RESP AGENCY	PROJECT PROGRAM	GROUPABLE / NOT GROUPABLE	PERFORMANCE MEASURE ADDRESSED
					TOTAL	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2024	2025	2026	2027					
U306-HUN/TI-19. 00 TAP-2014(192)D	CABELL	N/A	N/A	HUNTINGTON PATH IMPROVEMENTS BIKE & PEDESTRIAN IMPROVEMENTS HAL GREER BLVD.	\$496,000	\$396,800	\$0	\$99,200	TAP	CN	\$396,800 (FY 2023)	\$0	\$0	\$0	26	WVDOH	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 1 PM 3
U306-64/599 00 NHPP-00641(408)DBC	CABELL	I-64	0.17	GIMLET HOLLOW OVERPASS BRIDGE REPLACEMENT LOCATED AT MILEPOST 5.99 ON I-64 0.47 MILE WEST OF US 52 - 0.64 MILE WEST OF US 52	\$4,600,000	\$4,600,000	\$0	\$0	NHPP	ENG	\$4,600,000 (FY 2023)	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
U306-64/599 00 NHPP-00641(409)DBC	CABELL	I-64	0.17	GIMLET HOLLOW OVERPASS BRIDGE REPLACEMENT LOCATED AT MILEPOST 5.99 ON I-64 0.47 MILE WEST OF US 52 - 0.64 MILE WEST OF US 52	\$1,600,000	\$1,600,000	\$0	\$0	NHPP	RW	\$1,600,000	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
U306-64/599 00 NHPP-0641(410)DBC	CABELL	I-64	0.17	GIMLET HOLLOW OVERPASS BRIDGE REPLACEMENT LOCATED AT MILEPOST 5.99 ON I-64 0.47 MILE WEST OF US 52 - 0.64 MILE WEST OF US 52	\$13,333,333	\$12,000,000	\$1,333,333	\$0	NHPP	CN	\$0	\$0	\$12,000,000	\$0	16	WVDOH	BRIDGE PROGRAM	NOT GROUPABLE	PM 2
U306-64/599 00 NHPP-0641(410)DBC	CABELL	I-64	0.17	GIMLET HOLLOW OVERPASS BRIDGE REPLACEMENT LOCATED AT MILEPOST 5.99 ON I-64 0.47 MILE WEST OF US 52 - 0.64 MILE WEST OF US 52	\$18,666,667	\$16,800,000	\$1,866,667	\$0	NHPP	CN	\$16,800,000 (FY 2023)	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	NOT GROUPABLE	PM 2
U306-10/795 00 STP-0010(288)D	CABELL	WV 10	0.03	HEATH CREEK SLAB +2 BRIDGE REPLACEMENT LOCATED AT 0.71 MILE NORTH OF CR 42 FAMILY DOLLAR STORE BRIDGE 0.04 MILE SOUTH OF CR 42 NIDAS USED CAR BRIDGE 0.14 MILE SOUTH OF CR 42	\$50,000	\$40,000	\$10,000	\$0	STBG <5K POP	RW	\$40,000 (FY2023)	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
U306-10/795 00 STP-0010(289)DBC	CABELL	WV 10	0.03	HEATH CREEK SLAB +2 BRIDGE REPLACEMENT LOCATED AT 0.71 MILE NORTH OF CR 42 FAMILY DOLLAR STORE BRIDGE 0.04 MILE SOUTH OF CR 42 NIDAS USED CAR BRIDGE 0.14 MILE SOUTH OF CR 42	\$4,545,000	\$4,545,000	\$0	\$0	STBG <5K POP	CN	\$4,545,000 (FY 2023)	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306-64/027.92 00 NHPP-0641(406)D	CABELL	I-64	13.6	MILTON - US 35 3" MICRO ON PAVEMENT JOINTS 0.38 MILE EAST OF CR 13 OVERPASS - CR 29 OVERPASS	\$800,000	\$640,000	\$160,000	\$0	NHPP	CN	\$0	\$640,000	\$0	\$0	15	WVDOH	RESURFACING PROGRAM	GROUPABLE	PM 2
S306 10 00793 00 STP-0010293D	CABELL	WV 10	3.31	SARAH - MELISSA RD RESURFACING 0.97 MILE SOUTH OF CR 10/3 - WV ALTERNATE 10	\$1,049,000	\$839,200	\$209,800	\$0	STBG	CN	\$839,200 (FY 2023)	\$0	\$0	\$0	15	WVDOH	RESURFACING PROGRAM	GROUPABLE	PM 2
S306-60/00250 00 NHPP-0060(373)D	CABELL	US 60	1.44	5TH AVENUE CURB AND RAMPS DESIGN AND BUILD ADA RAMPS ON 5TH AVENUE BETWEEN 1ST STREET AND HAL GREER BLVD.	\$729,000	\$583,200	\$145,800	\$0	NHPP	CN	\$0	\$583,200	\$0	\$0	10	WVDOH	TRAFFIC PROGRAM (ADA RAMP PROGRAM)	GROUPABLE	PM 1 PM3
T606 CENTR 1 00 STBG2018(196)D	CABELL	NA	0	COUNTY ROUTE 31 - CENTRAL AVENUE DRAINAGE SYSTEM STUDY - CSX UNDERPASS HOCKENBERRY LANE - COLLEGE AVENUE	\$125,000	\$100,000	\$50,000	\$0	STBG-TMA	ENG	\$100,000 (FY 2023)	\$0	\$0	\$0	26	WVDOH	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 3
U306 HUNTM 1 00 TAP2015(061)D	CABELL	NA	0	HUNTINGTON TMA-TAP BIKE/PEDESTRIAN IMPROVEMENTS 3RD AVENUE & 10TH STREET	\$199,000	\$159,200	\$39,800	\$0	TAP-TMA	CN	\$159,200 (FY 2023)	\$0	\$0	\$0	26	WVDOH	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 1 PM3
S306 64 01500 00 NHPP0641(363)D	CABELL	I-64	19	I-64 SIGNING 29TH STREET INTERCHANGE- HURRICANE RENOVATION OF SIGNAGE MILEPOST 15 TO MILEPOST 34	\$1,200,000	\$1,200,000	\$0	\$0	NHPP	CN	\$1,200,000 (FY 2023)	\$0	\$0	\$0	13	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1

					FUNDING AMOUNTS/SOURCE/PHASE						FEDERAL FUNDING YEAR								
PROJECT ID	COUNTY	ROUTE	LENGTH	LOCATION/DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2024	2025	2026	2027	AIR	RESP AGENCY	PROJECT PROGRAM	GROUPABLE / NOT GROUPABLE	PERFORMANCE MEASURE ADDRESSED
S306 052 101 00 HWIB0052(339)DTC	CABELL	US 52	0.08	JAMES RIVER ROAD OVERPASS REPLACEMENT OF SUPERSTRUCTURE 0.29 MILE NORTH OF INTERSTATE 64 - 0.37 MILE NORTH OF INTERSTATE 64	\$10,600,000	\$10,600,000	\$0	\$0	HWI-BR	CN	\$10,600,000 (FY 2023)	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	NOT GROUPABLE	PM 2
U306 HUNTI 19 02 FLAP021DTC	CABELL	NA	0	WV FLAP HUNTINGTON PATH DESIGN AND CONSTRUCTION OF PAUL AMROSE HEALTH TRAIL WEST 3RD STREET - HARRIS RIVERFRONT PARK AT 10TH STREET	\$65,000	\$65,000	\$0	\$0	FLAP	ENG	\$65,000 (FY 2023)	\$0	\$0	\$0	26	WVDOH	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 1 PM3
U306 HUNTI 19 02 FLAP2017(209)D	CABELL	NA	0	WV FLAP HUNTINGTON PATH DESIGN AND CONSTRUCTION OF PAUL AMROSE HEALTH TRAIL WEST 3RD STREET - HARRIS RIVERFRONT PARK AT 10TH STREET	\$780,500	\$624,400	\$156,100	\$0	FLAP	CN	\$624,000 (FY 2023)	\$0	\$0	\$0	26	WVDOH	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 1 PM3
S306 527 00147 00 NHPP-0527012D	CABELL	WV 527	0.58	5TH STREET +1 DESIGN AND BUILD RAMPS AT VARIOUS LOCATIONS	\$909,000	\$727,200	\$181,800	\$0	NHPP	CN	\$727,200	\$0	\$0	\$0	10	WVDOH	TRAFFIC PROGRAM (ADA RAMP PROGRAM)	GROUPABLE	PM 1 PM 3
U306 BCFSP 2 00 NRT-2019235D	CABELL	NA	0	BEECH FORK STATE PARK WATER TRAIL REHAB RECREATION TRAILS	\$15,000	\$12,000	\$3,000	\$0	NRT	CN	\$12,000 (FY 2023)	\$0	\$0	\$0	29	WVDOH	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 3
U306 HUNSS 1 00 STBG2023037D	CABELL	IOUS LOCATI	NA	DOWNTOWN HUNTINGTON STREETScape IMPROVEMENTS SURROUNDING THE DOWNTOWN BUSINESS CORE	\$1,200,000	\$960,000	\$0	\$240,000	STBG-TMA	DESIGN	\$960,000 (FY 2023)	\$0	\$0	\$0	10, 26	CITY OF HUNTINGTON	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 3
U306 HUNSS 1 00 STBG2024017D	CABELL	IOUS LOCATI	NA	DOWNTOWN HUNTINGTON STREETScape IMPROVEMENTS SURROUNDING THE DOWNTOWN BUSINESS CORE	\$300,000	\$240,000	\$0	\$60,000	STBG-TMA	RW	\$240,000	\$0	\$0	\$0	10, 26	CITY OF HUNTINGTON	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 3
U306 HUNSS 1 00 STBG2024(018)D	CABELL	VARIOUS LOCATIONS	NA	DOWNTOWN HUNTINGTON STREETScape IMPROVEMENTS SURROUNDING THE DOWNTOWN BUSINESS CORE	\$10,600,000	\$8,480,000	\$0	\$2,120,000	STBG-TMA	CN	\$8,480,000	\$0	\$0	\$0	10, 26	CITY OF HUNTINGTON	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	NOT GROUPABLE	PM 3
S306-60/02126 00 STP-0060(372)D	CABELL	US 60	1.28	MILTON CURB RAMPS DESIGN AND BUILD RAMPS 0.01 MILE EAST OF CR 60/37 - 0.26 MILE WEST OF CR 60/27	\$450,000	\$360,000	\$90,000	\$0	STBG	CN	\$360,000	\$0	\$0	\$0	10	WVDOH	TRAFFIC PROGRAM (ADA RAMP PROGRAM)	GROUPABLE	PM 1 PM 3
S306 60 00900 00 STP-0060367DTC	CABELL	US 60	2.1	29TH STREET- PEYTON STREET RESURFACING 29TH STREET - CR 31/1	\$2,083,000	\$2,083,000	\$0	\$0	STBG	CN	\$2,083,000	\$0	\$0	\$0	15	WVDOH	RESURFACING PROGRAM	GROUPABLE	PM 2
S306-2/00000 00 NHPP-002(624)D	CABELL	WV 2	1.26	GUYANDOTTE CURB RAMPS +1 DESIGN AND BUILD RAMPS AT VARIOUS LOCATIONS	\$1,035,000	\$828,000	\$207,000	\$0	NHPP	CN	\$0	\$828,000	\$0	\$0	10	WVDOH	TRAFFIC PROGRAM (ADA RAMP PROGRAM)	GROUPABLE	PM 1
U306-60/5 168 00 TAP-2019(240)D	CABELL	US 60/5	0.29	FARMDALE SIDEWALK EXTENSION INSTALLATION OF SIDEWALKS JUNCTION OF US 60 - 0.29 MILE EAST OF US 60 JUNCTION	\$625,000	\$500,000	\$125,000	\$0	TAP	CN	\$500,000 (FY 2023)	\$0	\$0	\$0	29	WVDOH	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 1 PM 3
U306 BARBO 3 00 TAP-2021(450)D	CABELL	NA	0	BARBOURSVILLE PEDESTRIAN BIKE TRAIL DESIGN PEDESTRIAN/BIKE TRAIL	\$933,665	\$746,932	\$186,733	\$0	TAP	CN	\$746,932 FY 2023)	\$0	\$0	\$0	26	WVDOH	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	
S306 060/00 23.76 00 22 CMAQ-0060(381)D	CABELL	US 60	22.82	US 60 SIGNING - BARBOURSVILLE TO HUNTINGTON (AC PAYBACK) US 60 SIGNING RENNOVATION AT VARIOUS LOCATIONS	\$200,000	\$160,000	\$40,000	\$0	CMAQ	ENG	\$160,000 FY 2023)	\$0	\$0	\$0	13	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1

PROJECT ID	COUNTY	ROUTE	LENGTH	LOCATION/DESCRIPTION	FUNDING AMOUNTS/SOURCE/PHASE						FEDERAL FUNDING YEAR				AIR	RESP AGENCY	PROJECT PROGRAM	GROUPABLE / NOT GROUPABLE	PERFORMANCE MEASURE ADDRESSED
					TOTAL	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2024	2025	2026	2027					
S206 106/067 00 STBG-0106(038)D	CABELL	WV 16	0.72	EAST HUNTINGTON BRIDGE +2 TO PREFORM A BRIDGE REHAB STUDY	\$750,000	\$600,000	\$150,000	\$0	STBG-FLEX	ENG	\$600,000 (FY 2023)	\$0	\$0	\$0	25	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 060/00 23.76 00 NHPP-0060(382)D	CABELL	US 60	22.82	US 60 SIGNING - BARBOURSVILLE TO HUNTINGTON (AC PAYBACK) US 60 SIGNING RENNOVATION AT VARIOUS LOCATIONS	\$2,000,000	\$1,600,000	\$400,000	\$0	CMAQ	CN	\$0	\$1,600,000 (IN FY 2025)	\$0	\$0	13	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1
S306 10/138 00 STBG-0010(304)D	CABELL	WV 10	0.69	SGT. PESSIMER MEMORIAL BRIDGE CLEAN AND PAINT	\$20,000	\$16,000	\$4,000	\$0	STBG-FLEX	ENG	\$16,000 (FY 2023)	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 10/138 00 STBG-0010(305)D	CABELL	WV 10	0.69	SGT. PESSIMER MEMORIAL BRIDGE CLEAN AND PAINT	\$479,000	\$383,200	\$95,800	\$0	STBG-FLEX	CN	\$0	\$383,200	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 BESB 0.07 00 22 STBG-2023(076)D	CABELL	NA	0.02	BEECHWOOD STREET BRIDGE BRIDGE REPLACEMENT	\$250,000	\$250,000	\$0	\$0	HWI-OFF	ENG	\$250,000 (FY 2023)	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 BESB 0.07 00 22 STBG-2023(077)D	CABELL	NA	0.02	BEECHWOOD STREET BRIDGE BRIDGE REPLACEMENT	\$100,000	\$100,000	\$0	\$0	HWI-OFF	RW	\$100,000	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 BESB 0.07 00 22 STBG-2023(078)D	CABELL	NA	0.02	BEECHWOOD STREET BRIDGE BRIDGE REPLACEMENT	\$650,000	\$650,000	\$0	\$0	HWI-OFF	RW	\$0	\$0	\$650,000	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S206 ENSL 0.08 00 22 STBG-2023(071)D	CABELL	NA	0.02	ENSLow BLVD. BRIDGE DESIGN STUDY - BRIDGE REPLACEMENT	\$550,000	\$550,000	\$0	\$0	HWI-OFF	ENG	\$550,000 (FY 2023)	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S206 ENSL 0.08 00 22 STBG-2023(121)D	CABELL	NA	0.02	ENSLow BLVD. BRIDGE BRIDGE REPLACEMENT	\$600,000	\$600,000	\$0	\$0	HWI-OFF	ENG	\$0	\$600,000	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S206 ENSL 0.08 00 22 STBG-2023(122)D	CABELL	NA	0.02	ENSLow BLVD. BRIDGE BRIDGE REPLACEMENT	\$100,000	\$100,000	\$0	\$0	HWI-OFF	RW	\$0	\$0	\$100,000	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S206 ENSL 0.08 00 22 STBG-2023(123)D	CABELL	NA	0.02	ENSLow BLVD. BRIDGE BRIDGE REPLACEMENT	\$1,200,000	\$1,200,000	\$0	\$0	HWI-OFF	CN	\$0	\$0	\$0	\$1,200,000	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 283/00 0.03 00 23 STBG-3283(001)D	CABELL	FANS	0.02	12TH STREET BRIDGE RENNOVATION OF SUPERSTRUCTURE	\$400,000	\$320,000	\$80,000	\$0	HWI-OFF	ENG	\$320,000	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 283/00 0.03 00 23 STBG-3283(002)D	CABELL	FANS	0.02	12TH STREET BRIDGE RENNOVATION OF SUPERSTRUCTURE	\$100,000	\$80,000	\$20,000	\$0	HWI-OFF	RW	\$80,000	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 283/00 0.03 00 23 STBG-3283(003)D	CABELL	FANS	0.02	12TH STREET BRIDGE RENNOVATION OF SUPERSTRUCTURE	\$1,100,000	\$880,000	\$220,000	\$0	HWI-OFF	CN	\$0	\$0	\$880,000	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 MPTB 01 00 STBG-2023(157)D	CABELL	NA	0.02	MAYOR PAUL L. TURMAN BRIDGE BRIDGE REPAIR	\$20,000	\$20,000	\$0	\$0	HWI-OFF	ENG	\$20,000	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 MPTB 01 00 STBG-2023(158)D	CABELL	NA	0.02	MAYOR PAUL L. TURMAN BRIDGE BRIDGE REPAIR	\$100,000	\$100,000	\$0	\$0	HWI-OFF	RW	\$0	\$100,000	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 MPTB 01 00 STBG-2023(159)D	CABELL	NA	0.02	MAYOR PAUL L. TURMAN BRIDGE BRIDGE REPAIR	\$50,000	\$50,000	\$0	\$0	HWI-OFF	CN	\$0	\$0	\$50,000	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S206 WCBR 01 00 STBG-2023(172)D	CABELL	NA	0.15	WILSON COURT BRIDGE #2 +1 DESIGN STUDY - BRIDGE REPLACEMENT	\$550,000	\$550,000	\$0	\$0	HWI-OFF	ENG	\$550,000	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 WCBR 01 00 STBG	CABELL	NA	0.04	WILSON COURT BRIDGE #2 +1 BRIDGE REPLACEMENT	\$750,000	\$750,000	\$0	\$0	HWI-OFF	ENG	\$0	\$0	\$0	\$750,000	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 WCBR 01 00 STBG	CABELL	NA	0.04	WILSON COURT BRIDGE #2 +1 BRIDGE REPLACEMENT	\$20,000	\$20,000	\$0	\$0	HWI-OFF	RW	\$0	\$0	\$0	\$20,000 (IN FY2028)	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S306 3RDAV 1 00 STBG2018(200)D	CABELL	NA	0	BIKE PEDESTRIAN CONNECTOR DESIGN BIKE PEDESTRIAN CONNECTOR 22ND STREET (US 60) - 24TH STREET (US 60)	\$381,250	\$305,000	\$0	\$76,250	STBG-TMA	ENG	\$200,000 (IN FY2023)	\$0	\$0	\$0	29	CITY OF HUNTINGTON	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 3
U306 COLLE 1 00 STBG2016(370)D	CABELL	NA	0	COLLEGE AVENUE - MARTHA ROAD SIDEWALK IMPROVEMENTS GREENWOOD WAY - PARK ROAD ENTRANCE	\$95,000	\$76,000	\$0	\$19,000	STBG-TMA	ENG	\$76,000 (IN FY2023)	\$0	\$0	\$0	26	VILLAGE OF BARBOURSVILLE	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 3
U306-10/-17.18 00 STBG-XXXX(XXX)D	CABELL	WV 10	1.37	HAL GREER BLVD. PHASE 3 CONSTRUCTION OF STREET IMPROVEMENTS FROM WASHINGTON BLVD. TO INTERSTATE 64	\$200,000 \$100,000 \$8,000,000	\$160,000 \$80,000 \$6,400,000	\$0	\$40,000 \$20,000 \$1,600,000	STBG-TMA	DESIGN RW CN	\$160,000 (FY23) \$80,000 \$6,400,000	\$0	\$0	\$0	*	CITY OF HUNTINGTON	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	NOT GROUPABLE	PM 3

**CABELL COUNTY
2024-2027 TIP PROJECTS**

Map showing transportation projects in Cabell County, KY, including:

- FLAP GRANT HUNTINGTON PATH
- JAMES RIVER ROAD OVERPASS
- DOWNTOWN HUNTINGTON STREETScape
- 3RD AVE 10TH ST IMPROVEMENTS
- US 60 RESURFACING
- COLLEGE AVE-MARTHA ROAD SIDEWALKS
- DRAINAGE SYSTEM STUDY
- SARAH-MELISSA RD
- BEech FORK TRAILS
- I-64 SIGNAGE
- MILTON CURB RAMPS
- MILTON-US 35

Geographic features and locations include: Greasy Ridge, Crown City, Apple Grove, Hannan Trace Rd, Barker Ridge, Wolf Creek Rd, Pea Ridge, Hamlin, West Hamlin, Pleasant View, Myra, Gilkerson, Wayne, Booton, State Park, and Eggleston.

Map data sources: Esri, NASA, NGA, USGS, FEMA, VGIN, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA.

Table 8-2: Wayne County, WV TIP Projects (FY 2024-2027)

PROJECT ID	COUNTY	ROUTE	LENGTH	LOCATION/DESCRIPTION	FUNDING AMOUNTS/SOURCE/PHASE						FEDERAL FUNDING YEAR				AIR	RESP AGENCY	PROJECT PROGRAM	GROUPABLE / NOT GROUPABLE	PERFORMANCE MEASURE ADDRESSED
					TOTAL	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2024	2025	2026	2027					
S350-301/01 00 STBG-0031(053)D	WAYNE	CR 3/1	0	HUNTINGTON TRI-STATE AIRPORT DESIGN PARKING STRUCTURE	\$650,000	\$520,000	\$0	\$130,000	STBG- TMA	ENG	\$520,000 (FY 2023)	\$0	\$0	\$0	26	TRI-STATE AIRPORT	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 3
S350-22/002 00 NFA-2317(343)D	WAYNE	C 22	0.01	EAST LYNN ROUTE 22 BRIDGE (GO BOND 2/3 IN FY2023) BRIDGE REPLACEMENT 0.01 - 0.02 MILE EAST OF WV 37	\$1,135,000	\$0	\$0	\$0	OTHER - BOND	CN	\$0	\$0	\$0	\$0	16	WVDOH	LOCALIZED MOBILITY IMPROVEMENT PROGRAM	GROUPABLE	PM 2
S350-37/2058 00 NFA-2317(296)D	WAYNE	CR 37	0.01	ARMILDA BRIDGE (IN FY 2023) BRIDGE REPLACEMENT 0.06 - 0.07 MILE WEST OF CR 24	\$1,834,000	\$0	\$0	\$0	OTHER - BOND	CN	\$0	\$0	\$0	\$0	16	WVDOH	LOCALIZED MOBILITY IMPROVEMENT PROGRAM	GROUPABLE	PM 2
U350 HATFI 2 00 NRT-2014(200)D	WAYNE	NA	0	HMT EAST LYNN LAKE TRAIL CONSTRUCTION OF A TRAIL AT THE EAST LYNN LAKE ROCKHOUSE TRAIL TO INDIAN RIDGE	\$100,000	\$80,000	\$20,000	\$0	NRT	CN	\$80,000	\$0	\$0	\$0	29	WVDOH	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 3
S350 152 00103 00 STP-0152(064)D	WAYNE	WV 152	1.76	MOSES FORK MOUNTAIN RESURFACING US 52 - CR 152/18	\$783,000	\$626,400	\$156,600	\$0	STBG	CN	\$626,400 (FY 2023)	\$0	\$0	\$0	15	WVDOH	RESURFACING PROGRAM	GROUPABLE	PM 2
U350 HATFI 3 00 NRT2014(199)D	WAYNE	NA	0	HATFIELD MCCOY WAYNE COUNTY TRAIL INSTALLATION OF A PREFABRICATED BUILDING AT EAST LYNN LAKE	\$50,000	\$40,000	\$10,000	\$0	NRT	CN	\$40,000	\$0	\$0	\$0	29	WVDOH	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	GROUPABLE	PM 3
U350 052 00580 00 NHPP-0052(327)DTC	WAYNE	US 52	9	WV 75 PRICHARD (GO BOND 3) DESIGN 4 LANE HIGHWAY LAND ACQUISITION OF A 4 LANE HIGHWAY	\$1,242,000	\$1,242,000	\$0	\$0	NHPP	RW	\$1,242,000	\$0	\$0	\$0	*	WVDOH	LOCALIZED MOBILITY IMPROVEMENT PROGRAM	NOT GROUPABLE BOND PROJECT	PM 3
S350 60 00355 00 NHPP-0060371DTC	WAYNE	US 60	2.04	WESTMORELAND +2 DESIGN AND BUILD RAMP AT VARIOUS LOCATIONS	\$1,080,000	\$1,080,000	\$0	\$0	NHPP	CN	\$1,080,000 (FY 2023)	\$0	\$0	\$0	10	WVDOH	TRAFFIC PROGRAM (ADA RAMP PROGRAM)	GROUPABLE	PM 1 PM 3
S250-71 314 00 STBG-0701(227)D	WAYNE	CR 7	0.02	BUFFALO HIGH SCHOOL ARCH (AC PAYBACK) DESIGN STUDY - REPLACEMENT	\$250,000	\$200,000	\$50,000	\$0	STBG- OFF	ENG	\$200,000 (FY 2023)	\$0	\$0	\$0	26	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S350-71 314 00 STBG-0701(228)D	WAYNE	CR 7	0.2	BUFFALO HIGH SCHOOL ARCH BRIDGE REPLACEMENT	\$400,000	\$320,000	\$80,000	\$0	STBG- FLEX	ENG	\$0	\$320,000	\$0	\$0	26	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S350-71 314 00 STBG-0701(229)D	WAYNE	CR 7	0.02	BUFFALO HIGH SCHOOL ARCH BRIDGE REPLACEMENT	\$100,000	\$80,000	\$20,000	\$0	STBG- FLEX	RW	\$0	\$0	\$80,000	\$0	26	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S350-71 314 00 STBG-0701(230)D	WAYNE	CR 7	0.02	BUFFALO HIGH SCHOOL ARCH BRIDGE REPLACEMENT	\$750,000	\$600,000	\$150,000	\$0	STBG-FLEX	CN	\$0	\$0	\$0	\$600,000	26	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
* GO BOND FUNDING IS 100% FEDERAL, BUT ON A STATE LEVEL SO IT IS NOT REFLECTED IN THE FEDERAL FUNDS. FUNDING TYPE IS USUALLY SHOWN AS OTHER																			

Exhibit 8-2: Wayne County Highway Projects

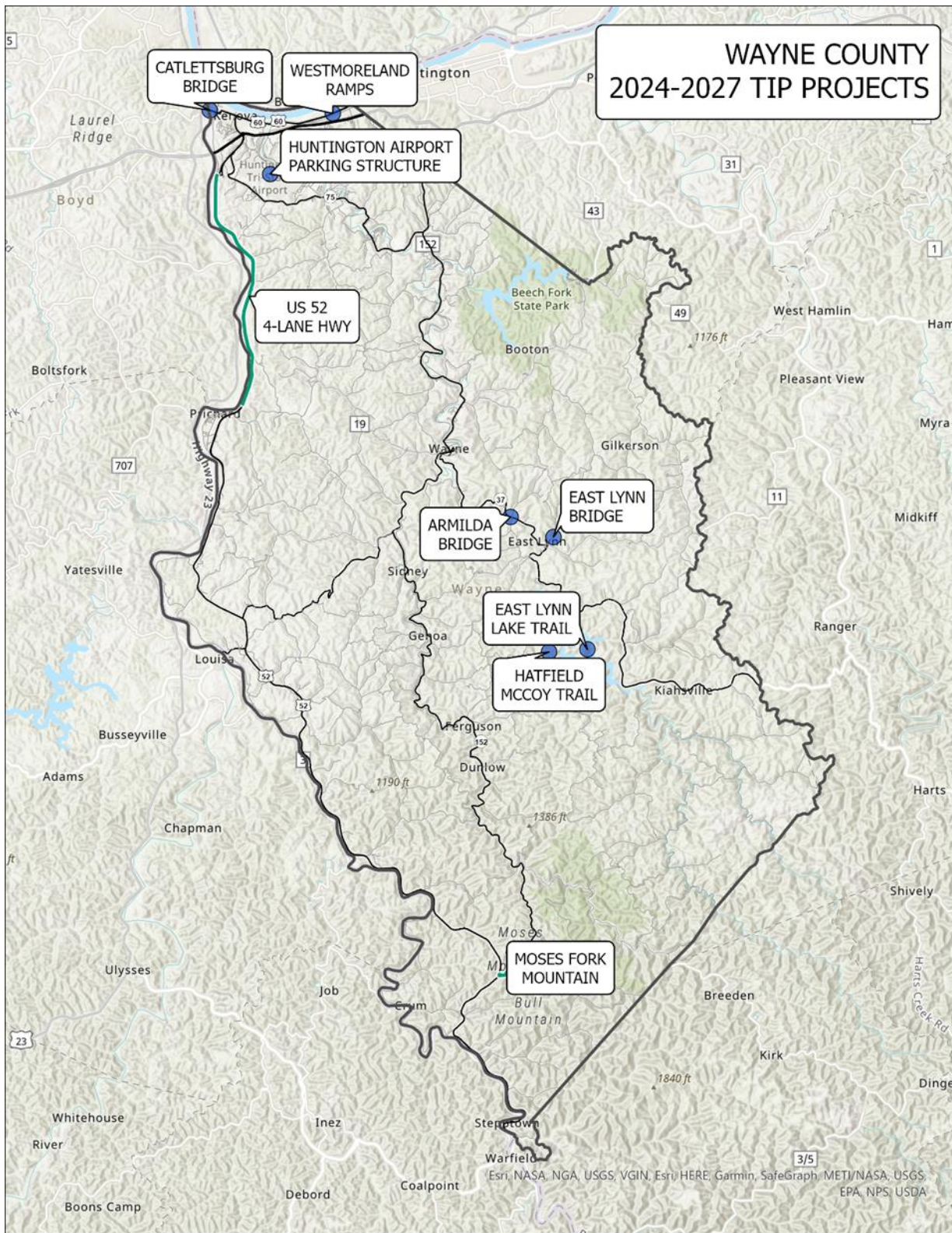


Table 8-3: District-Wide WV TIP Projects (FY 2024-2027)

PROJECT ID	MPO / DISTRICT / ALL STATEWIDE	ROUTE	LENGTH	LOCATION/DESCRIPTION	FUNDING AMOUNTS/SOURCE/PHASE						FEDERAL FUNDING YEAR				AIR	RESP AGENCY	PROJECT PROGRAM	GROUPABLE / NOT GROUPABLE	PERFORMANCE MEASURE ADDRESSED
					TOTAL	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2024	2025	2026	2027					
A399 TAPTMA 24 00 ???	MPO - KYOVA	NA	0	TAP-TMA ALLOCATION VARIOUS IMPROVEMENTS	\$209,542	\$167,634	\$0	\$0	TAP- TMA	CN	\$167,634	\$0	\$0	\$0	NONE	WVDOH	PLANNING AND WORKFORCE DEVELOPMENT PROGRAM	GROUPABLE	PM 3
A399 TAPTMA 24 00 ???	STATEWIDE	NA	0	TAP-TMA ALLOCATION VARIOUS IMPROVEMENTS	\$464,790	\$371,832	\$92,958	\$0	TAP- TMA	CN	\$371,832	\$0	\$0	\$0	NONE	WVDOH	PLANNING AND WORKFORCE DEVELOPMENT PROGRAM	GROUPABLE	PM 3
A399 TAPTMA 25 00 ???	MPO - KYOVA	NA	0	TAP-TMA ALLOCATION VARIOUS IMPROVEMENTS	\$209,542	\$167,634	\$0	\$0	TAP- TMA	CN	\$0	\$167,634	\$0	\$0	NONE	WVDOH	PLANNING AND WORKFORCE DEVELOPMENT PROGRAM	GROUPABLE	PM 3
A399 TAPTMA 25 00 ???	STATEWIDE	NA	0	TAP-TMA ALLOCATION VARIOUS IMPROVEMENTS	\$464,790	\$371,832	\$92,958	\$0	TAP- TMA	CN	\$0	\$371,832	\$0	\$0	NONE	WVDOH	PLANNING AND WORKFORCE DEVELOPMENT PROGRAM	GROUPABLE	PM 3
A399 TAPTMA 26 00 ???	STATEWIDE	NA	0	TAP-TMA ALLOCATION VARIOUS IMPROVEMENTS	\$464,790	\$371,832	\$92,958	\$0	TAP- TMA	CN	\$0	\$0	\$371,832	\$0	NONE	WVDOH	PLANNING AND WORKFORCE DEVELOPMENT PROGRAM	GROUPABLE	PM 3
A399 TAPTMA 27 00 ???	STATEWIDE	NA	0	TAP-TMA ALLOCATION VARIOUS IMPROVEMENTS	\$464,790	\$371,832	\$92,958	\$0	TAP- TMA	CN	\$0	\$0	\$0	\$371,832	NONE	WVDOH	PLANNING AND WORKFORCE DEVELOPMENT PROGRAM	GROUPABLE	PM 3
A399 TAPTMA 28 00 ???	STATEWIDE	NA	0	TAP-TMA ALLOCATION VARIOUS IMPROVEMENTS	\$464,790	\$371,832	\$92,958	\$0	TAP- TMA	CN	\$0	\$0	\$0	\$371,832 (FY 2028)	NONE	WVDOH	PLANNING AND WORKFORCE DEVELOPMENT PROGRAM	GROUPABLE	PM 3
A699 ??? 24 00 ???	MPO - KYOVA	NA	0	TRANSPORTATION MANAGEMENT AREA ALLOCATION HIGHWAY PLANNING	\$4,251,530	\$3,401,224	\$850,306	\$0	STBG- TMA	ENG	\$3,401,224	\$0	\$0	\$0	NONE	WVDOH	PLANNING AND WORKFORCE DEVELOPMENT PROGRAM	GROUPABLE	NA
A699 ??? 25 00 ???	MPO - KYOVA	NA	0	TRANSPORTATION MANAGEMENT AREA ALLOCATION HIGHWAY PLANNING	\$4,251,530	\$3,401,224	\$850,306	\$0	STBG- TMA	ENG	\$0	\$3,401,224	\$0	\$0	NONE	WVDOH	PLANNING AND WORKFORCE DEVELOPMENT PROGRAM	GROUPABLE	NA
A699 ??? 26 00 ???	STATEWIDE	NA	0	TRANSPORTATION MANAGEMENT AREA ALLOCATION HIGHWAY PLANNING	\$4,251,530	\$3,401,224	\$850,306	\$0	STBG- TMA	ENG	\$0	\$0	\$3,401,224	\$0	NONE	WVDOH	PLANNING AND WORKFORCE DEVELOPMENT PROGRAM	GROUPABLE	NA

					FUNDING AMOUNTS/SOURCE/PHASE						FEDERAL FUNDING YEAR								
PROJECT ID	MPO / DISTRICT / ALL STATEWIDE	ROUTE	LENGTH	LOCATION/DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2024	2025	2026	2027	AIR	RESP AGENCY	PROJECT PROGRAM	GROUPABLE / NOT GROUPABLE	PERFORMANCE MEASURE ADDRESSED
T682 NBIS 24 00 NHST-2024(013)D	DISTRICT - KYOVA	NA	0	FY 2024 SF BRIDGE INSPECTION - DISTRICT 2 BRIDGE INSPECTION BY SF	\$650,000	\$520,000	\$130,000	\$0	STBG- FLEX	ENG	\$520,000 (FY 2023)	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
T682 NBIS 24 00 NHST-2024(013)D	DISTRICT - KYOVA	NA	0	FY 2024 SF BRIDGE INSPECTION - DISTRICT 2 BRIDGE INSPECTION BY SF	\$650,000	\$520,000	\$130,000	\$0	STBG- OFF	ENG	\$520,000 (FY 2023)	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
T682 NBIS 25 00 NHST-2025(017)D	DISTRICT - KYOVA	NA	0	FY 2025 SF BRIDGE INSPECTION - DISTRICT 2 BRIDGE INSPECTION BY SF	\$650,000	\$520,000	\$130,000	\$0	STBG- FLEX	ENG	\$520,000	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
T682 NBIS 25 00 NHST-2025(017)D	DISTRICT - KYOVA	NA	0	FY 2025 SF BRIDGE INSPECTION - DISTRICT 2 BRIDGE INSPECTION BY SF	\$650,000	\$520,000	\$130,000	\$0	STBG- OFF	ENG	\$520,000	\$0	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
T682 NBIS 26 00 NHST-2026(013)D	DISTRICT - KYOVA	NA	0	FY 2026 SF BRIDGE INSPECTION - DISTRICT 2 BRIDGE INSPECTION BY SF	\$650,000	\$520,000	\$130,000	\$0	STBG- FLEX	ENG	\$0	\$520,000	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
T682 NBIS 26 00 NHST-2026(013)D	DISTRICT - KYOVA	NA	0	FY 2026 SF BRIDGE INSPECTION - DISTRICT 2 BRIDGE INSPECTION BY SF	\$650,000	\$520,000	\$130,000	\$0	STBG- OFF	ENG	\$0	\$520,000	\$0	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
T682 NBIS 27 00 NHST-2027(013)D	DISTRICT - KYOVA	NA	0	FY 2027 SF BRIDGE INSPECTION - DISTRICT 2 BRIDGE INSPECTION BY SF	\$650,000	\$520,000	\$130,000	\$0	STBG- FLEX	ENG	\$0	\$0	\$520,000	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
T682 NBIS 27 00 NHST-2027(013)D	DISTRICT - KYOVA	NA	0	FY 2027 SF BRIDGE INSPECTION - DISTRICT 2 BRIDGE INSPECTION BY SF	\$650,000	\$520,000	\$130,000	\$0	STBG- OFF	ENG	\$0	\$0	\$520,000	\$0	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
T682 NBIS 28 00 NHST-2028(013)D	DISTRICT - KYOVA	NA	0	FY 2028 SF BRIDGE INSPECTION - DISTRICT 2 BRIDGE INSPECTION BY SF	\$650,000	\$520,000	\$130,000	\$0	STBG- FLEX	ENG	\$0	\$0	\$0	\$520,000	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
T682 NBIS 28 00 NHST-2028(013)D	DISTRICT - KYOVA	NA	0	FY 2028 SF BRIDGE INSPECTION - DISTRICT 2 BRIDGE INSPECTION BY SF	\$650,000	\$520,000	\$130,000	\$0	STBG- OFF	ENG	\$0	\$0	\$0	\$520,000	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
T682 NBIS 29 00 NHST-2029(013)D	DISTRICT - KYOVA	NA	0	FY 2029 SF BRIDGE INSPECTION - DISTRICT 2 BRIDGE INSPECTION BY SF	\$650,000	\$520,000	\$130,000	\$0	STBG- FLEX	ENG	\$0	\$0	\$0	\$520,000 (FY 2028)	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
T682 NBIS 29 00 NHST-2029(013)D	DISTRICT - KYOVA	NA	0	FY 2029 SF BRIDGE INSPECTION - DISTRICT 2 BRIDGE INSPECTION BY SF	\$650,000	\$520,000	\$130,000	\$0	STBG- OFF	ENG	\$0	\$0	\$0	\$520,000 (FY 2028)	16	WVDOH	BRIDGE PROGRAM	GROUPABLE	PM 2
S382 RECAL 23 00 STP2023(006)D	DISTRICT - KYOVA	NA	0	DISTRICT 2 RECALL STRIPING (AC PAYBACK - SPLIT FUNDED) PAVEMENT MARKINGS(PAINT) AT VARIOUS LOCATIONS	\$100,000	\$100,000	\$0	\$0	HSIP	CN	\$100,000 (FY 2023)	\$0	\$0	\$0	2	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1
S382 RECAL 23 00 STP2023(006)D	DISTRICT - KYOVA	NA	0	DISTRICT 2 RECALL STRIPING (AC PAYBACK - SPLIT FUNDED) PAVEMENT MARKINGS(PAINT) AT VARIOUS LOCATIONS	\$339,083	\$207,358	\$131,725	\$0	STBG- FLEX	CN	\$207,358 (FY 2023)	\$0	\$0	\$0	2	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1

					FUNDING AMOUNTS/SOURCE/PHASE						FEDERAL FUNDING YEAR								
PROJECT ID	MPO / DISTRICT / ALL STATEWIDE	ROUTE	LENGTH	LOCATION/DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2024	2025	2026	2027	AIR	RESP AGENCY	PROJECT PROGRAM	GROUPABLE / NOT GROUPABLE	PERFORMANCE MEASURE ADDRESSED
S382 RECAL 24 00 STP2021(011)D	DISTRICT - KYOVA	NA	0	DISTRICT 2 RECALL STRIPING PAVEMENT MARKINGS(PAINT) AT VARIOUS LOCATIONS	\$267,908	\$187,535	\$80,373	\$0	STBG- FLEX	CN	\$187,535	\$0	\$0	\$0	2	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1
S382 RECAL 25 00 STP2021(011)D	DISTRICT - KYOVA	NA	0	DISTRICT 2 RECALL STRIPING PAVEMENT MARKINGS(PAINT) AT VARIOUS LOCATIONS	\$281,303	\$196,912	\$84,391	\$0	STBG- FLEX	CN	\$0	\$196,912	\$0	\$0	2	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1
S382 RECAL 26 00 STP2021(011)D	DISTRICT - KYOVA	NA	0	DISTRICT 2 RECALL STRIPING PAVEMENT MARKINGS(PAINT) AT VARIOUS LOCATIONS	\$231,400	\$162,000	\$69,400	\$0	STBG	CN	\$0	\$0	\$162,000	\$0	2	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1
S382 RECAL 27 00 STP2021(011)D	DISTRICT - KYOVA	NA	0	DISTRICT 2 RECALL STRIPING PAVEMENT MARKINGS(PAINT) AT VARIOUS LOCATIONS	\$281,303	\$196,912	\$84,391	\$0	STBG- FLEX	CN	\$0	\$0	\$0	\$196,912	2	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1
S382 RECAL 28 00 STP2021(011)D	DISTRICT - KYOVA	NA	0	DISTRICT 2 RECALL STRIPING PAVEMENT MARKINGS(PAINT) AT VARIOUS LOCATIONS	\$267,908	\$187,535	\$80,373	\$0	STBG- FLEX	CN	\$0	\$0	\$0	\$187,535 (FY2028)	2	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1
S382 STRIP 24 00 STP2024(003)D	DISTRICT - KYOVA	NA	0	ROADWAY STRIPING (D2) INSTALLATION OF PAVEMENT MARKINGS (PAINT) DISTRICT WIDE	\$1,211,836	\$678,628	\$533,208	\$0	STBG- FLEX	CN	\$678,628	\$0	\$0	\$0	2	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1
S382 STRIP 25 00 STP2025(007)D	DISTRICT - KYOVA	NA	0	ROADWAY STRIPING (D2) INSTALLATION OF PAVEMENT MARKINGS (PAINT) DISTRICT WIDE	\$1,211,836	\$678,628	\$533,208	\$0	STBG- FLEX	CN	\$0	\$678,628	\$0	\$0	2	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1
S382 STRIP 26 00 STP2026(007)D	DISTRICT - KYOVA	NA	0	ROADWAY STRIPING (D2) INSTALLATION OF PAVEMENT MARKINGS (PAINT) DISTRICT WIDE	\$1,211,836	\$678,628	\$533,208	\$0	STBG- FLEX	CN	\$0	\$0	\$678,628	\$0	2	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1
S382 STRIP 27 00 STP2027(007)D	DISTRICT - KYOVA	NA	0	ROADWAY STRIPING (D2) INSTALLATION OF PAVEMENT MARKINGS (PAINT) DISTRICT WIDE	\$1,211,836	\$678,628	\$533,208	\$0	STBG- FLEX	CN	\$0	\$0	\$0	\$678,628	2	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1
S382 STRIP 28 00 STP2028(007)D	DISTRICT - KYOVA	NA	0	ROADWAY STRIPING (D2) INSTALLATION OF PAVEMENT MARKINGS (PAINT) DISTRICT WIDE	\$1,211,836	\$678,628	\$533,208	\$0	STBG- FLEX	CN	\$0	\$0	\$0	\$678,628 (FY 2028)	2	WVDOH	TRAFFIC PROGRAM	GROUPABLE	PM 1
S382 RDWAY 200 HSIP-2023(026)D	DISTRICT - KYOVA	WV 10	0	D2 ROADWAY DEPARTURE +2 SIGNING DELIGNATIORS	\$640,000	\$576,000	\$64,000	\$0	HSIP	CN	\$576,000 (FY2023)	\$0	\$0	\$0	9	WVDOH	LOCALIZED MOBILITY IMPROVEMENT PROGRAM	GROUPABLE	PM 1

Table 8-4: Boyd County, KY TIP Projects (FY 2024-2027)

COUNTY	ITEM #	ROUTE	BEGIN/END MILEPOINT	LENGTH	LANES (CURRENT/FUTURE)	SPONSOR AGENCY	PROJECT DESCRIPTION	FUND TYPE	PHASE	YEAR	FUNDING SOURCE	AMOUNT	IMPROVEMENT TYPE	OPEN TO TRAFFIC DATE	AQ ANALYSIS	REGIONALLY SIGNIFICANT (Y/N)	GROUPABLE (Y/N)	PERFORMANCE MEASURE ADDRESSED
BOYD	09-180.00	KY-716	0.00/0.56	0.56	2/2	KYTC	IMPROVE SAFETY AND DECREASE CONGESTION ON KY-716 FROM MP 0.0 (US 60) TO MP 0.56 (KY-3293)(2020CCR).	STP1	P	2023	FEDERAL	\$120,000	SAFETY/ CONGESTION MITIGATION	2023	N	N	Y	PM1/PM2
											STATE	\$30,000						
								TOTAL COST										
BOYD	09-411.00	US-23	17.078/ 18.640	1.56	4/4	KYTC	REMOVE RAISED MEDIAN SECTIONS ON GREENUP AVENUE (US-23) IN BOYD COUNTY FROM MP 17.078 TO MP 18.640 AND ADD A CONTINUOUS TWO WAY TURN LANE (TWTL) FROM 20TH STREET TO 31ST STREET.	SAH (DED STP)	C	2020	FEDERAL	\$0	SAFETY/ CONGESTION MITIGATION	2020	Y-BOYD	N	Y	PM1/PM3
											OTHER	\$0						
								TOTAL COST										
BOYD	09-4310.00	KY-5	3.38/3.53	0.15	2/2	KYTC	INSTALL GUARDRAIL ON KY-5 IN BOYD COUNTY.	STP	C	2023	FEDERAL	\$24,800	SAFETY	2023	EXEMPT TITLE 40 CFR 90.126	N	Y	PM1
											STATE	\$6,200						
								TOTAL COST										
BOYD	09-4326.00	KY-3294	7.03/7.13	0.1	2/2	KYTC	INSTALL GUARDRAIL ON KY-3294 IN BOYD COUNTY.	STP	C	2021	FEDERAL	\$12,650	SAFETY	2021	EXEMPT TITLE 40 CFR 90.126	N	Y	PM1
											STATE	\$0						
								TOTAL COST										
BOYD	09-4328.00	KY-3294	4.65/4.9	0.25	2/2	KYTC	INSTALL GUARDRAIL ON KY-3294 IN BOYD COUNTY	GR	C	2023	FEDERAL	\$41,600	SAFETY	2024	EXEMPT TITLE 40 CFR 90.126	N	Y	PM1
											STATE	\$10,400						
								TOTAL COST										
BOYD	09-8400.00	US-60	0.20/4.0	3.82	2/3	KYTC	IMPROVE US-60 FROM I-64 AT INTERCHANGE 181 TO THE KY-180 INTERSECTION AT CANNONSBURG (08CCN)(10CCR)(12CCR)	STP	C	2021	FEDERAL	\$32,376,520	CONGESTION MITIGATION	2023	EXEMPT TITLE 40 CFR 93.126	N	N	PM3
											STATE	\$8,094,130						
								TOTAL COST										
BOYD	09-10016.00	I-64	191.4/ 191.5	0.1	4/4	KYTC	ADDRESS DEFICIENCIES ON PERRY GENTRY BRIDGES OVER THE BIG SANDY RIVER. JOINT PROJECT WITH WV (010B00046L/ 010B00046R).	BRO	C	2022	FEDERAL	\$1,200,000	AM-BRIDGE (P)	2020	EXEMPT TITLE 40 CFR 93.126	N	N	PM2
											STATE	\$300,000						
								TOTAL COST										
BOYD	09-10070.00	KY-3	0.00/0.003	0.003	2/2	KYTC	BRIDGE PROJECT IN BOYD COUNTY (010B00007N) KY-3 AT BOLTS FORK.	FBP2	D	2025	FEDERAL	\$22,400	BRIDGE REPAIR	2025	EXEMPT TITLE 40 CFR 93.126	N	N	PM2
											STATE	\$5,600						
								FBP2	C	2025	FEDERAL	\$224,000						
											STATE	\$56,000						
								TOTAL COST										
BOYD	09-10071.00	US-60	2.575/ 2.627	0.052	44594	KYTC	BRIDGE PROJECT IN BOYD COUNTY ON ((010B00017N) US-60 AT CSX RAILROAD.	FBP	D	2026	FEDERAL	\$506,400	BRIDGE REPAIR	2027	EXEMPT TITLE 40 CFR 93.126	N	N	PM2
											STATE	\$126,600						
								FBP	C	2027	FEDERAL	\$5,064,000						
											STATE	\$1,266,000						
								TOTAL COST										
BOYD	09-10074.00	KY-3	0.036/0.474	0.438	2/2	KYTC	BRIDGE PROJECT IN BOYD COUNTY ON (010B00058N) AT US-23 AT OHIO RIVER, CSX STREETS.	FBP	D	2025	FEDERAL	\$160,000	BRIDGE REPAIR	2025	EXEMPT TITLE 40 CFR 93.126	N	N	PM2
											STATE	\$40,000						
								FBP	C	2025	FEDERAL	\$1,600,000						
											STATE	\$400,000						
								TOTAL COST										
BOYD	09-10075.00	CR-1243	0.123/0.137	0.014	2/2	KYTC	BRIDGE PROJECT IN BOYD COUNTY ON (010C00018N) STRAIGHT CREEK AT STRAIGHT CREEK.	FBP	D	2027	FEDERAL	\$75,200	BRIDGE REPAIR	2025	EXEMPT TITLE 40 CFR 93.126	N	N	PM2
											STATE	\$18,800						
								FBP	C	2027	FEDERAL	\$752,000						
											STATE	\$188,000						
								TOTAL COST										
BOYD	09-20003.00	I-64	183.95/ 191.507	7.56	4/4	KYTC	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTIONS FROM MP 183.95 TO MP 191.507. (Amdt MTP14/TIP2)	NH	C	2021	FEDERAL	\$4,800,000	AM-PAVEMENT (INT)(P)	2021	EXEMPT TITLE 40 CFR 93.126	N	N	PM3
											STATE	\$1,200,000						
								TOTAL COST										

BOYD	09-22308.00	US-23	0.00/2.921	2.921	4/4	KYTC	ADDRESS CONDITION OF US-23 FROM MILEPOINT 0 TO MILEPOINT 2.921.	STP5	D	2025	FEDERAL	\$156,000	RESURFACING	2025	EXEMPT TITLE 40 CFR 93.126	N	N	PM3
										STATE	\$39,000							
										FEDERAL	\$1,404,000							
										STATE	\$351,000							
								TOTAL COST				\$1,950,000						
BOYD	09-3022.00	N/A	N/A	N/A	N/A	KYTC	DESIGN/CONSTRUCTION OF ADA SIDEWALKS ALONG 15TH AND 16TH STREETS IN THE CITY OF ASHLAND. MATCH PROVIDED BY THE CITY OF ASHLAND.	SAH - TAP (DED STP)	D	2020	FEDERAL	\$32,800	TRANSPORTATION ENHANCEMENT	2021	EXEMPT TITLE 40 CFR 93.126	N	Y	PM1
											LOCAL	\$8,200						
											STATE	\$600						
								SAH - TAP (DED STP)	C	2020	FEDERAL	\$64,800						
											LOCAL	\$14,800						
										STATE	\$800							
								TOTAL COST				\$122,000						
BOYD	09-239.00	N/A	N/A	0.25	2/2	KYTC	DESIGN FOR DAWES STREET RESTORATION AND REHABILITATION FROM BEECH STREET TO BLACKBURN AVENUE TO SAFELY ACCOMMODATE PEDESTRIAN AND BICYCLE TRAFFIC FOR SAFE ROUTES TO SCHOOL (SRTS) IN ASHLAND, KY. MATCH TO BE PROVIDED BY CITY OF ASHLAND.	SAH (DED STP)	D	2021	FEDERAL	\$200,000	SAFE ROUTES TO SCHOOL	N/A	EXEMPT TITLE 40 CFR 93.126	N	Y	PM1
											LOCAL	\$49,000						
											STATE	\$1,000						
								TOTAL COST				\$250,000						
BOYD	09-247.00	KY-168	6.756/ 8.179	1.5	2/2	KYTC	PLANNING STUDY/PRELIMINARY ENGINEERING: WESTWOOD SIDEWALK REHAB PROJECT - KY-168 FROM MP 6.756 TO MP 8.179 (HOODS CREEK PIKE AND WHEATLEY ROAD). MATCH TO BE PROVIDED BY BOYD COUNTY FISCAL COURT.	SAH -TAP (DED STP)	P	2020	FEDERAL	\$28,000	PLANNING STUDY/ PRELIMINARY ENGINEERING	N/A	EXEMPT TITLE 40 CFR 93.126	N	Y	PM1
											LOCAL	\$6,000						
											STATE	\$1,000						
								TOTAL COST				\$35,000						
BOYD	09-125.00	KY-168	5.8/7.45	1.65	2/2	KYTC	IMPROVE SAFETY AND OPERATIONAL EFFICIENCY OF KY-168 (BLACKBURN AVEN/WHEATLEY RD) FROM MP 5.8 (US-60) TO MP 7.4 (HOODS CREEK ROAD). (2020CCR) (2022CCR)	STP	P	2024	FEDERAL	\$416,000	SAFETY	2023	EXEMPT TITLE 40 CFR 93.126	N	Y	PM1
											STATE	\$104,000						
								TOTAL COST				\$520,000						
BOYD	09-308.00	KY-716/ KY-3293	KY-716: 0.541/0.598 KY-3293: 2.38/2.407	KY-716: 0.057 KY-3293: 0.027	2/1	KYTC	DESIGN AND CONSTRUCT MINI ROUNDABOUT AT THE INTERSECTION OF KY-716 AND KY-3293 (SUMMITT ROAD) IN BOYD COUNTY. (NOTE: FUNDING PROVIDED AT 100% FEDERAL FOR HSIP/SAFETY PROJECT)	SAH (DED STP)	D	2023	FEDERAL	\$200,000	SAFETY	2024	EXEMPT TITLE 40 CFR 93.126	N	N	PM1
								SAH (DED STP)	R	2023	FEDERAL	\$250,000						
								SAH (DED STP)	U	2024	FEDERAL	\$1,000,000						
								SAH (DED STP)	C	2024	FEDERAL	\$550,000						
								TOTAL COST				\$2,000,000						
BOYD	09-244.00	US-23X	0.855/1.108	0.0253	4/2	KYTC	WINCHESTER AVENUE STREETSCAPE PROJECT IN ASHLAND. THE STREETSCAPE PROJECT WILL BE COMPLETED FROM 7TH STREET TO 13TH STREET AND FROM 19TH STREET TO 22ND STREET.	SAH (DED STP)	C	2023	FEDERAL	\$1,560,000	TRANSPORTATION ENHANCEMENT	N/A	EXEMPT TITLE 40.93.126	N	Y	N/A
		US-60	2.182/12.329	0.147														
		US-23X	1.551/1.796	0.245							STATE	\$390,000						
		US-23	18.984/ 19.017	0.033				TOTAL COST				\$2,205,000						
BOYD	09-307.00	US-23X	1.108/1.551	0.443	4/2	KYTC	WINCHESTER AVENUE STREETSCAPE PROJECT FROM 13TH STREET TO 19TH STREET TO ADDRESS ADA COMPLIANCE, SAFETY, AND TRANSPORTATION ENHANCEMENT ACTIVITIES.	HSIP	C	2023	FEDERAL	\$2,600,000						
											MATCH	\$0						
								SAH (DED STP)	C	2023	FEDERAL	\$800,000						
											LOCAL	\$200,000						
								TOTAL COST				\$4,010,000						

**BOYD COUNTY
2024-2027 TIP PROJECTS**

Projects shown on the map include:

- KY 168 IMPROVEMENTS
- GREENUP AVE IMPROVEMENTS
- WESTWOOD SIDEWALK PLANNING STUDY
- KY 716 IMPROVEMENTS
- MINI ROUNDABOUT
- INSTALL GUARDRAIL
- US 60 IMPROVEMENTS
- BRIDGE PROJECT ON US 60 AT CSX RAILROAD
- ADDRESS PAVEMENT CONDITIONS ON I-64
- PERRY GENTRY BRIDGE IMPROVEMENTS
- ADDRESS PAVEMENT CONDITION ON US 23
- BRIDGE PROJECT

Map labels include: Coal Grove, West Fairview, Normal, South Point, Catlett, Kenova, Laurens Ridge, Meigs, Cannonsburg, Middlesboro, Kilgore, Norton Branch, Grant, Rich, Mayhew, Bolt, Culbertson, Cyrus, Prichard, and Adeline.

Map data sources: Esri, NASA, NGA, USGS, FEMA, VGIN, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc. METI/NASA, USGS, EPA, NPS, USDA.

Table 8-5: Greenup County, KY TIP Projects (FY 2024-2027)

COUNTY	ITEM #	ROUTE	BEGIN/END MILEPOINT	LENGTH	LANES (CURRENT/F UTURE)	SPONSOR AGENCY	PROJECT DESCRIPTION	FUND TYPE	PHASE	YEAR	FUNDING SOURCE	AMOUNT	IMPROVEMENT TYPE	OPEN TO TRAFFIC DATE	AQ ANALYSIS	REGIONALLY SIGNIFICANT (Y/N)	GROUPABLE (Y/N)	PERFORMANCE MEASURE ADDRESSED
GREENUP	09-132.00	KY-2	13.20/ 17.20	4300.00	2/2	KYTC	RECONSTRUCT KY-2 FROM MP 13.2 TO US-23 (MP 17.2) (Amdt MTP14/TIP2)	STPF	R	2024	FEDERAL	\$4,624,000	PAVEMENT/ RESURFACING	2028	N	N	Y	PM1
											STATE	\$1,156,000						
								STPF	U	2025	FEDERAL	\$3,200,000						
											STATE	\$800,000						
								STPF	C	2027	FEDERAL	\$8,000,000						
											STATE	\$2,000,000						
								STPF	C	2028	FEDERAL	\$8,000,000						
											STATE	\$2,000,000						
TOTAL COST												\$29,780,000						
GREENUP	09-402.00	KY-750	1.74/1.81	0.07	2/2	KYTC	DESIGN AND CONSTRUCTION OF SIDEWALK ALONG POWELL LANE (KY-750) IN FLATWOODS, KY BEGINNING AT THE END OF THE EXISTING SIDEWALK AT MP 1.74 AND EXTENDING APPROXIMATELY 0.7 MILES EAST TO THE INTERSECTION OF KY-750 WITH KY=1172 (RED DEVIL LANE) FOR SAFE ACCESS TO SCHOOLS AND PROVIDE ALTERNATIVE TRANSPORTATION OPTIONS TO LOW INCOME AREAS. MATCH PROVIDED BY THE CITY OF FLATWOODS. (Mod#6TIP/#60MTP -KYSTIP2018.236/9-21-2020)	SAH (DED STP)	R	2020	FEDERAL	\$60,000	SAFE ROUTES TO SCHOOL	N/A	N	N	Y	PM1
											LOCAL	\$15,000						
								SAH (DED STP)	U	2020	FEDERAL	\$4,000						
											LOCAL	\$1,000						
								SAH (DED STP)	C	2021	FEDERAL	\$1,162,599						
											LOCAL	\$290,650						
								CRRSAA (Z972)	C	2022	FEDERAL	\$400,000						
											LOCAL	\$0						
TOTAL COST												\$1,933,249						
GREENUP	09-4314.00	KY-827	4.41/4.50	0.09	2/2	KYTC	INSTALL GUARDRAIL ON KY-827 IN GREENUP COUNTY.	GR	C	2023	FEDERAL	\$15,200	SAFETY	2023	N	N	Y	PM1
											STATE	\$3,800						
TOTAL PROJECT COST												\$19,000						
GREENUP	09-4316.00	KY-7	7.86/8.10	0.24	2/2	KYTC	INSTALL GUARDRAIL ON KY-7 IN GREENUP COUNTY.	GR	C	2024	FEDERAL	\$42,400	SAFETY	2024	N	N	Y	PM1
											STATE	\$10,600						
TOTAL COST												\$53,000						
GREENUP	09-4317.00	KY-7	12.50/12.64	0.14	2/2	KYTC	INSTALL GUARDRAIL ON KY-7 IN GREENUP COUNTY.	GR	C	2024	FEDERAL	\$25,600	SAFETY	2024	N	N	Y	PM1
											STATE	\$6,400						
TOTAL COST												\$32,000						
GREENUP	09-8509.00	KY-207	10.932/ 15.880	4.95	0/2	KYTC	IMPROVE KY-207 FROM THE INDUSTRIAL PARKWAY TO THE KY-693 INTERSECTION IN FLATWOODS (08CCN)(16CCR).	STP	D	2021	FEDERAL	\$1,600,000	NEW ROUTE	2028	N	N	N	PM1/PM3
											STATE	\$400,000						
								NH	R	2025	FEDERAL	\$7,296,000						
											STATE	\$1,824,000						
								NH	R	2026	FEDERAL	\$3,456,000						
											STATE	\$864,000						
								NH	U	2025	FEDERAL	\$5,920,000						
											STATE	\$1,480,000						
								NH	C	2026	FEDERAL	\$25,600,000						
											STATE	\$6,400,000						
TOTAL COST												\$54,840,000						

GREENUP	09-10087.00	KY-827	0.042/.608	0.57	2/2	KYTC	BRIDGE PROJECT IN GREENUP COUNTY ON (045B00064N) KY-85 AT OHIO RVR-CSX RR-CO. RD.	FBP	D	2024	FEDERAL	\$264,000	BRIDGE REHAB	2025	N	N	Y	PM2
											STATE	\$66,000						
								FBP	C	2025	FEDERAL	\$2,640,000						
											STATE	\$660,000						
TOTAL COST												\$3,630,000						
GREENUP	09-9019.00	KY-1	12.9/13.2	0.30	2/2	KYTC	CONSTRUCT LEFT AND RIGHT TURN LANES ON KY-1 AT THE ENTRANCE OF ARGILLITE ELEMENTARY TO PROVIDE SAFETY AND EFFICIENCY FOR SCHOOL INGRESS.	SAH - (DED STP)	D	2021	FEDERAL	\$200,000	SAFETY/ CONGESTION MITIGATION	2022	N	N	Y	PM1/PM3
											STATE	\$50,000						
								SAH - (DED STP)	R	2021	FEDERAL	\$140,000						
											STATE	\$35,000						
								SAH - (DED STP)	U	2021	FEDERAL	\$168,000						
											STATE	\$42,000						
								SAH - (DED STP)	C	2021	FEDERAL	\$472,000						
											STATE	\$118,000						
TOTAL COST												\$1,225,000						
GREENUP	SAH - 11	N/A	N/A	N/A	N/A	KYTC	PHASE II - LLOYD SIDEWALK CONSTRUCTION OF 1500 LF OF 4' WIDE SIDEWALK ALONG OHIO RIVER ROAD. MATCH PROVIDED BY GREENUP COUNTY FISCAL COURT.	SAH - (DED STP)	D	2020	FEDERAL	\$12,000	SAFE ROUTES TO SCHOOL	2022	N	N	Y	PM1
											LOCAL	\$8,000						
								SAH - (DED STP)	C	2021	FEDERAL	\$124,800						
											LOCAL	\$31,200						
TOTAL COST												\$176,000						
GREENUP	09-257.00	N/A	N/A	N/A	N/A	KYTC	RESTORATION OF HISTORIC SCALE HOUSE ADJACENT TO MCCONNELL HOUSE TOURIST CENTER. PROPERTY TO SERVE AS 20% MATCH.	SAH - (DED STP)	D	2021	FEDERAL	\$16,000	TE HISTORIC TRANSPORTATION RESTORATION	2021	N	N	N	N/A
											LOCAL	\$4,000						
								SAH - (DED STP)	D	2023	FEDERAL	\$50,000						
											LOCAL	\$12,500						
								SAH - (DED STP)	C	2023	FEDERAL	\$14,000						
											LOCAL	\$3,500						
TOTAL COST												\$100,000						
GREENUP	09-413.00	N/A	N/A	N/A	N/A	KYTC	DESIGN/CONSTRUCTION OF SIDEWALK THROUGHOUT THE CITY OF GREENUP, KY RIVERFRONT PARK WITH CONNECTION TO THE PREVIOUS WALKING PATH PROJECT. MATCH TO BE PROVIDED BY THE CITY OF GREENUP, KY.	SAH - (DED STP)	D	2020	FEDERAL	\$60,000	PEDESTRIAN	2021	N	N	N	N/A
											LOCAL	\$15,000						
											STATE	\$4,000						
								SAH - (DED STP)	C	2020	FEDERAL	\$213,680						
											LOCAL	\$53,420						
TOTAL COST												\$346,100						

Exhibit 8-4: Greenup County Highway Projects

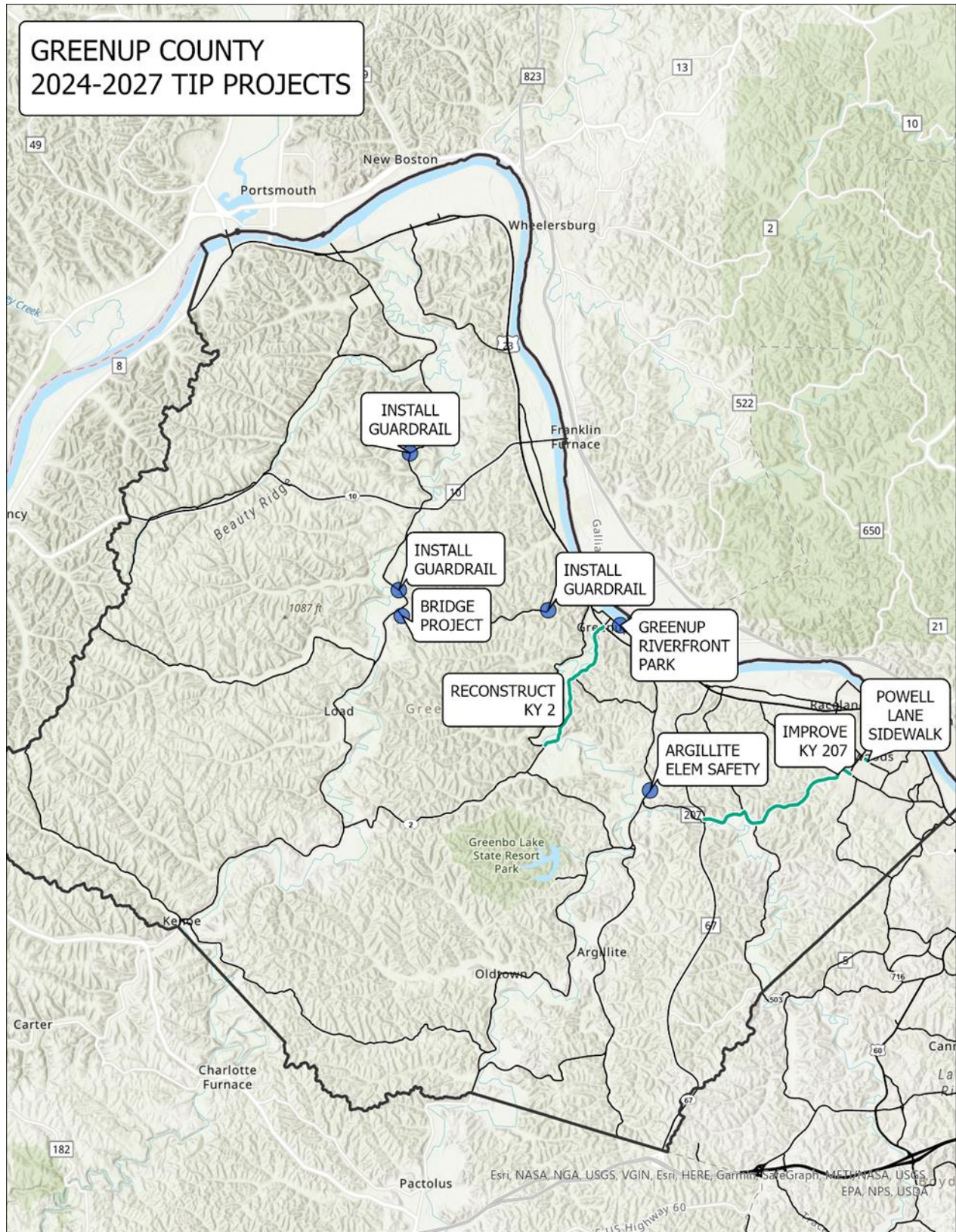


Table 8-6: Boyd-Greenup County, KY TIP Projects (FY 2024-2027)

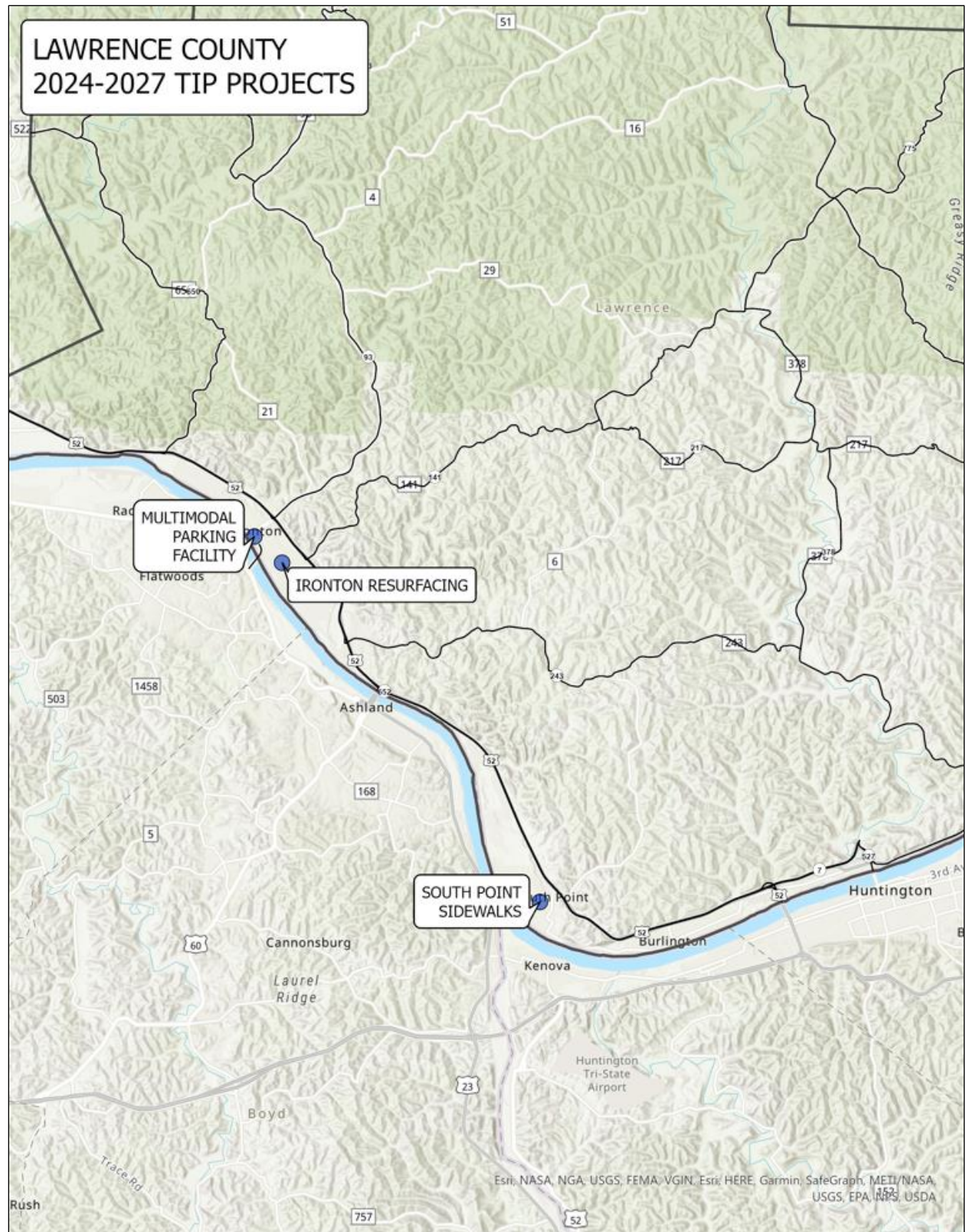
COUNTY	ITEM #	ROUTE	BEGIN/END MILEPOINT	LENGTH	LANES (CURRENT/ FUTURE)	SPONSOR AGENCY	PROJECT DESCRIPTION	FUND TYPE	PHASE	YEAR	FUNDING SOURCE	AMOUNT	IMPROVEMENT TYPE	OPEN TO TRAFFIC DATE	AQ ANALYSIS	REGIONALLY SIGNIFICAN T (Y/N)	GROUPABLE (Y/N)	PERFORMANCE MEASURE ADDRESSED
BOYD/ GREENUP	SAH (TBD)	N/A	N/A	N/A	N/A	KYTC	PLANNING FUNDS FOR KYOVA FY 2027 UNIFIED PLANNING WORK PROGRAM FOR SURFACE TRANSPORTATION PLANNING ACTIVITIES.	SAH-STP (DED STP)	PL	2027	FEDERAL	\$13,600	PLANNING	N/A	N/A	N	Y	N/A
											LOCAL	\$3,400						
								TOTAL COST			\$17,000							
BOYD/ GREENUP	SAH (TBD)	N/A	N/A	N/A	N/A	KYTC	PLANNING FUNDS FOR KYOVA FY 2026 UNIFIED PLANNING WORK PROGRAM FOR SURFACE TRANSPORTATION PLANNING ACTIVITIES.	SAH-STP (DED STP)	PL	2026	FEDERAL	\$13,600	PLANNING	N/A	N/A	N	Y	N/A
											LOCAL	\$3,400						
								TOTAL COST			\$17,000							
BOYD/ GREENUP	SAH (TBD)	N/A	N/A	N/A	N/A	KYTC	PLANNING FUNDS FOR KYOVA FY 2025 UNIFIED PLANNING WORK PROGRAM FOR SURFACE TRANSPORTATION PLANNING ACTIVITIES.	SAH-STP (DED STP)	PL	2025	FEDERAL	\$13,600	PLANNING	N/A	N/A	N	Y	N/A
											LOCAL	\$3,400						
								TOTAL COST			\$17,000							
BOYD/ GREENUP	SAH (TBD)	N/A	N/A	N/A	N/A	KYTC	PLANNING FUNDS FOR KYOVA FY 2024 UNIFIED PLANNING WORK PROGRAM FOR SURFACE TRANSPORTATION PLANNING ACTIVITIES. <i>FY2024 UPWP WORK ELEMENT #380724</i>	SAH-STP (DED STP)	PL	2024	FEDERAL	\$11,864	PLANNING	N/A	N/A	N	Y	N/A
											LOCAL	\$2,966						
								TOTAL COST			\$14,830							
BOYD/ GREENUP/ CARTER	09-397.00	KY-67	0.00/0.85	0.85	4/4	KYTC	SAFETY, SPOT IMPROVEMENTS AND CONGESTION MITIGATION FOR INDUSTRIAL PARKWAY (KY-67) IN CARTER, BOYD, AND GREENUP COUNTIES FOR BRAIDY INDUSTRIES ALUMINUM PLANT DEVELOPMENT (Amdt MTP14/TIP2)	NH	R	2026	FEDERAL	\$2,000,000	SAFETY/ CONGESTION MITIGATION	2024	Y	Y	N	PM1
											STATE	\$500,000						
								NH	U	2027	FEDERAL	\$2,000,000						
											STATE	\$500,000						
								NH	C	2028	FEDERAL	\$8,000,000						
											STATE	\$2,000,000						
TOTAL PROJECT COST			\$15,000,000															
BOYD/ GREENUP/ ROWAN	09-9010.00	BOYD: CS- 2350 / GREENUP : KY-693 / ROWAN: KY-32	BOYD: MP 1.582/1.782 GREENUP: MP 4.834/5.034 ROWAN: 5.58/5.758 & 5.308/5.508	BOYD: 0.2 / GREENUP: 0.2 / ROWAN: 0.4 (TOTAL = 0.8)	BOYD: 2/2 GREENUP: 4/4 ROWAN: 2/2	KYTC	PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DISTRICT 9. ENVIRONMENTAL DOCUMENT WILL BE PRODUCED AS PART OF THE DESIGN PHASE. BOYD COUNTY: CENTRAL AVENUE (CS-2350) MP 1.582 TO MP 1.782 (0.2 MILES) INTERSECTING ROUTE AT 23RD STREET (CS-2545) / GREENUP COUNTY: KY-693 MP 4.834 TO MP 5.034 (0.2 MILES) INTERSECTING ROUTE AT KY-1093 /ROWAN COUNTY: KY- 32 MP 5.58 TO MP 5.758 (0.2 MILES) INTERSECTION ROUTES AT OFF/ON RAMPS AT EB I-64 AT EXIT 137 / ROWAN COUNTY: KY-32 MP 5.308 TO MP 5.508 (0.2 MILES) INTERSECTING AT TRADEMORE DRIVE. TOTAL SUM LENGTH OF PROJECT = 0.8 MILES.	HSIP	C	2021	FEDERAL	\$0	SAFETY	2021	N/A	N	N	PM1
											STATE	\$0						
								TOTAL COST			\$0							

Table 8-7: Lawrence County, OH TIP Projects (FY 2024-2027)

					FUNDING INFORMATION															
PROJECT ID	COUNTY	ROUTE	LENGTH	LOCATION/DESCRIPTION	FUNDING AMOUNTS/SOURCE/PHASE						FEDERAL FUNDING YEAR				AIR	RESP AGENCY	PROJECT PROGRAM	GROUPABLE / NOT GROUPABLE	PERFORMANCE MEASURE ADDRESSED	
					TOTAL	TOTAL PER PHASE	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2024	2025	2026						2027
110295	LAWRENCE	NA	NA	VILLAGE OF SOUTH POINT SIDEWALK PROJECT. TO PROVIDE SIDEWALKS ON BOTH SIDES OF SOLIDA ROAD, THROUGH THE VILLAGE OF SOUTH POINT DOWNTOWN AREA. IT WILL PROVIDE PEDESTRIAN AND BICYCLE TRANSPORTATION TO THE SCHOOLS, VILLAGE OFFICES, LIBRARY, GROCERY STORES AND RESTAURANTS. THE LOCATION OF THE PROJECT WILL INCLUDE SIDEWALK ADDITIONS TO BOTH SIDES OF THE STREET ALONG SOLIDA ROAD IN SOUTH POINT, OHIO (ODOT ADDED RIGHT OF WAY W SERVICES TO USE \$78,000 IN 4CD7 (CARBON REDUCTION) FUNDS & REMAINDER IN 4TC7).	\$1,328,000	\$228,000 \$1,100,000	\$182,400 \$880,000	\$0	\$45,600 \$220,000	CRP / TE STBG	RW CN	\$0	\$182,400 \$0	\$0 \$880,000	\$0	26	ODOT	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	NOT GROUPABLE	PM 3
117068	LAWRENCE	US 52		LAWRENCE 52 - 13.59 (SAFETY) ADDING TURN LANE AT AN INTERSECTION ON US 52 IN LAWRENCE COUNTY.	\$162,634	\$47,716 \$0 \$114,918 \$0	\$0 \$0 \$103,426 \$0	\$47,716 \$0 \$0 \$11,492	\$0 \$0 \$0 \$0	HSIP - HSIP -	DD - CN -	\$0 \$0 \$103,426 \$0	\$0	\$0	\$0	10	ODOT	LOCALIZED MOBILITY IMPROVEMNET PROGRAM	GROUPABLE	NA
117283	LAWRENCE	NA		LAWRENCE - IRONTON 5TH STREET AND MAPLE AVENUE RESURFACING PROJECT AT 5TH STREET AND MAPLE AVENUE IN IRONTON, OHIO.	\$480,672	\$480,672	\$363,811	\$0	\$116,861	STBG	CN	\$480,672	\$0	\$0	\$0	15	IRONTON	RESURFACING PROGRAM	GROUPABLE	PM 2
92753	LAWRENCE	NA	NA	LAWRENCE NEW INTERMODAL CARGO DOCK SIB LOAN THE PROPOSED PROJECT IS THE CONSTRUCTION OF A SHEET PILE DOCK ALONG THE OHIO RIVER TO SUPPORT A CRANE AT THE RIVER PORT FACILITY AT THE POINT INDUSTRIAL PARK IN SOUTH POINT, OHIO. (SIB LOAN PAYMENTS, LAST PAYMENT IN FY2024)	\$2,327,412	\$2,327,412	\$0	\$0	\$0	CMAQ -	SIB LOAN	\$136,258	\$0	\$0	\$0	26	KYOVA	COMMUNITY DEVELOPMENT AND CONNECTIVITY PROGRAM	NOT GROUPABLE	PM 3
75923	LAWRENCE	US 52 / SR 7	5.12	LAWRENCE COUNTY CHESAPEAKE BYPASS PHASE 2 PHASE 2, PURCHASE RIGHT OF WAY AND CONSTRUCTION OF THE EASTBOUND LANES OF THE PROPOSED CHESAPEAKE BYPASS (SR 7) FROM THE INTERCHANGE OF SR 7 AND SR 527 EASTWARD TO ITS INTERSECTION WITH SR 775 FUNDS UNDETERMINED = TRAC FUNDS PENDING - RW \$8,894,498 & CN - \$22,000,000), BUT ARE SHOWN IN TOTAL COST PER PHASE.	\$50,037,131	\$20,077,042 - \$22,660,000 -	\$9,415,131 \$0 \$528,000 \$0	\$0 \$1,767,412 \$0 \$132,000	\$0 \$290,008 \$0 \$0	TRAC	RW - CN -	\$0	\$0	\$0	\$0	*	ODOT	REGIONAL MOBILITY PROGRAM	NOT GROUPABLE	PM 1, 2 & 3
118829	LAWRENCE	VARIOUS	NA	LAWRENCE COUNTY SAFE ROUTES TO SCHOOL AND SAFETY ANALYSIS. THIS PROJECT WILL INCLUDE WORKING WITH LAWRENCE COUNTY SCHOOLS TO GATHER INFORMATION REQUIRED FOR THE APPLICATION AND TO DEVELOP IMPROVEMENTS FOR INTERSECTIONS THROUGHOUT THE COUNTY. THIS WORK WILL FOLLOW THE GUIDELINES FOR ODOT SAFE ROUTES TO SCHOOL PROGRAM AND THE ODOT HSIP FORMAL SAFETY APPLICATION PROCESS. LOCATIONS WILL BE DETERMINED IN THE FUTURE.	\$29,603	\$29,603	\$29,603	\$0	\$0	CRRSAA	STUDY	\$29,603	\$0	\$0	\$0	25	KYOVA	TRAFFIC PROGRAM	GROUPABLE	PM 1
119448	LAWRENCE	NA	NA	LAWRENCE IRONTON 93 ACCESS IMPROVEMENT PHASE 2 - 3RD ROUNDABOUT THE PROJECT WOULD INCLUDE THE CONSTRUCTION OF A SHORT THIRD ROUNDABOUT AT THE CR 26 LAWRENCE STREET ROAD AND AN INTERCONNECTOR TO THE NORTHERN ROUNDABOUT OF THE PHASE 1 PROJECT. THIS SHORT INTERCONNECTOR ALLOWS FOR TRADITIONAL DEMAND WESTBOUND ENTRANCE ONTO US 52 BY TRANSFERRING ACROSS STORMS CREEK AND THROUGH THE 3RD ROUND ABOUT, THUS ADDRESSING THE CURRENT OBSTRUCTION FOR THAT ACCESS AT THE CURRENT INTERCHANGE DUE TO THE CURRENT 2 BRIDGE STRUCTURES ON US 52.	\$400,000	\$300,000 \$100,000	\$240,000 \$80,000	\$0 \$0	\$60,000 \$20,000	STBG STBG	DESIGN RW	\$0	\$240,000	\$0	\$80,000	*	ODOT	TRAFFIC PROGRAM	NOT GROUPABLE	PM 3

					FUNDING INFORMATION															
PROJECT ID	COUNTY	ROUTE	LENGTH	LOCATION/DESCRIPTION	FUNDING AMOUNTS/SOURCE/PHASE							FEDERAL FUNDING YEAR				AIR	RESP AGENCY	PROJECT PROGRAM	GROUPABLE / NOT GROUPABLE	PERFORMANCE MEASURE ADDRESSED
					TOTAL	TOTAL PER PHASE	FEDERAL	STATE	LOCAL	SOURCE	PHASE	2024	2025	2026	2027					
115780	LAWRENCE	NA	NA	LAW - IRONTON RUSSELL BRIDGE INSPECTION 26 FY26 FRACTURE CRITICAL AND ROUTINE BRIDGE INSPECTION	\$200,000	\$200,000	\$160,000	\$40,000	\$0	PRESERVATION	OTHER	\$0	\$0	\$160,000	\$0	28	ODOT	OTHER	GROUPABLE	PM 3
116235	LAWRENCE	VARIOUS	NA	LAW / SCI - 93 / 217 / 218 / 348-21.52 / 5.7 CHIPSEAL PAVING TREATMENT PROJECT ON VARIOUS ROUTES IN LAWRENCE AND SCIOTO COUNTIES.	\$1,161,687	\$1,161,687	\$801,022	\$360,665	\$0	PRESERVATION	CN	\$801,022	\$0	\$0	\$0	15	ODOT	RESURFACING PROGRAM	GROUPABLE	PM 2
116263	LAWRENCE	13TH STREET	NA	ASHLAND 13TH STREET BRIDGE OVERLAY. THIS PROJECT IS SPLIT BETWEEN KENTUCKY AND OHIO AND IS IN 2027.	\$2,581,000	\$2,581,000		\$413,000	\$2,168,000	BRIDGE	CN	\$0	\$0	\$0	\$0		ODOT	MAJOR BRIDGE PROGRAM	GROUPABLE	PM 3
117188	LAWRENCE	VARIOUS	NA	DISTRICT 9 OVERHEAD FLASHER - FY2025 INSTALLATION OF OVERHEAD FLASHERS DISTRICTWIDE IN FY2025	\$550,000	\$550,000	\$0	\$550,000	\$0	PRESERVATION	CN	\$0	\$0	\$0	\$0	21	ODOT	TRAFFIC CONTROL (SAFETY)	GROUPABLE	PM 1
118119	LAWRENCE	US 52	NA	US 52 - 21.52 (SAFETY) ADDING TURN LANES AT VARIOUS INTERSECTION APPROACHES AT CHARLEY CREEK AND US ROUTE 52 IN LAWRENCE COUNTY.	\$943,375	\$75,000 \$868,375	\$67,500 \$730,409	\$7,500 \$137,966	\$0 \$0	SAFETY	RW CN	\$67,500 \$0	\$0 \$730,409	\$0	\$0	10	ODOT	INTERSECTION IMPROVEMENT (SAFETY)	GROUPABLE	PM 1
118758	LAWRENCE	SR 141	NA	LAW - 141 - 0.98 RESURFACING PROJECT ON SR 141 IN LAWRENCE COUNTY	\$4,389,818	\$4,389,818	\$3,511,854	\$877,964	\$0	PRESERVATION	CN	\$0	\$3,511,854	\$0	\$0	15	ODOT	RESURFACING PROGRAM	GROUPABLE	PM 2
118776	LAWRENCE	US 52	NA	LAW 52 - 7.44 ROCKFALL REMEDIATION ON LAW 52 7.44	\$7,553,510	\$300,000 \$7,253,510	\$240,000 \$5,802,808	\$60,000 \$1,450,702	\$0	PRESERVATION	PE ENV. CN	\$240,000 \$0	\$0	\$0 5,802,808	\$0	3	ODOT	LANDSLIDE DRAINAGE REPAIR	GROUPABLE	PM 1
118858	LAWRENCE	SR 243	NA	LAW - 243-1.57 RESURFACING PROJECT ON SR 243 IN LAWRENCE COUNTY	\$2,951,520	\$2,951,520	\$2,361,216	\$590,304	\$0	PRESERVATION	CN	\$0	\$0	\$2,951,520	\$0	15	ODOT	RESURFACING PROGRAM	GROUPABLE	PM 2

Exhibit 8-5: Lawrence County, OH TIP Projects





Section 9: Public Transportation

Capital and Operating Investment Program

Introduction

The Transportation Improvement Program is a requirement of all MPOs to demonstrate a fiscally constrained listing of all capital and non-capital projects involving FTA and FHWA funding that is in agreement with Metropolitan Transportation Plan (MTP), the Coordinated Public Transit-Human Services Transportation Plan, and the Statewide Transportation Improvement Program (STIP). The IIJA requires that MPOs consider all modes of transportation in the analysis of region-wide mobility and the formulation of recommended plans, programs, and policies. The collective result of the modal elements should be an integrated, balanced intermodal transportation system that safely and efficiently moves people and goods. The TIP 1) delineates the existing conditions and potential needs of the area and 2) satisfies federal and state eligibility requirements for financial assistance.

5307 Transit Agencies Operating Inside the TMA Area

Three 5307 transit agencies serve the Huntington, WV-KY-OH TMA area: Tri-State Transit Authority (TTA) of Huntington, WV; Ashland Bus Service (ABS) in Ashland, KY; and Lawrence County Transit (LCT) in Ironton, OH.

Tri-State Transit Authority (TTA)

Tri-State Transit Authority is based in Huntington, WV and provides fixed route and paratransit service Monday through Saturday, including Non-Emergency Medical Transportation, to Huntington, Barboursville, and Milton, along the major transportation arteries and to ride generators in Cabell County.

Ashland Bus System

Ashland Bus Service, based in Ashland, KY, provides fixed route and door-to-door paratransit service to the Ashland area, including Catlettsburg, Kenova and Summitt. ABS operates Monday through Saturday and is operated by Ashland's Public Works Department.

Lawrence County Transit

Lawrence County Transit operates a fixed route deviated shuttle service and paratransit service under the umbrella of the Port Authority and in conjunction with Lawrence County Community Action. LCT provides fixed route and demand-response service.

Funding for 5307 Agencies

All three of these agencies work together and are exploring ways they can coordinate their services more fully. They work collaboratively to support the others' services and on the split letters for the apportionments designated for the TMA, cognizant of the needs of individual agencies as well as the region.

The 5307/5340 funds and the 5339 funds are allocated based on the TMA as a whole. All of the transit agencies in the region agree to an equitable split of the 5307/5340 funds, as well as the 5339 funds. The following transit tables illustrate projected funds for Fiscal Years 2024-2027. For any additional funding, these states rely upon their state level departments of transit.

The projected 5307/ 5340 sub-regional allocation figures may be found in table 9-1.



Table 9-1: 5307/5340 Projected Apportionments*

Section 5307/ 5340	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Tri-State Transit	\$1,746,128	\$1,815,973	\$1,888,612	\$1,964,156	\$7,414,869
Ashland Bus System	\$886,957	\$922,435	\$959,332	\$997,706	\$3,766,430
Lawrence Co.	\$528,387	\$549,522	\$571,503	\$594,363	\$2,243,775
TOTAL	\$3,161,471	\$3,287,930	\$3,419,447	\$3,556,225	\$13,425,073

*based on the apportionments for FY 2023

In addition to the 5307/5340 funding, the 5339 grant for buses and bus facilities will be split between the three transit agencies. The projected sub regional allocations for the 5339 Funds apportioned to the KYOVA TMA are provided in table 9-2.

Table 9-2: 5339 Projected Allocations*

Section 5339	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Tri-State Transit	\$143,643	\$149,388	\$155,364	\$161,579	\$609,974
Ashland Bus System	\$73,127	\$76,052	\$79,094	\$82,257	\$310,529
Lawrence Co.	\$44,399	\$46,175	\$48,022	\$49,942	\$188,537
TOTAL	\$261,168	\$271,615	\$282,479	\$293,778	\$1,109,040

*based on the apportionments for FY 2023

In addition to the 5307/5340 and 5339 funds for operating, capital, administration, planning, etc., the agencies can apply for funds through Congestion and Air Quality Mitigation (flex funds) for special projects. Lawrence County Transit is the only agency that programmed funds in the FY 2024 - FY 2027 span. Please find the amounts for which LCT plans to apply table 9-3.

Table 9-3: CMAQ Flex Funds

Section 5339	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ	\$489,335	\$499,122	\$509,105	\$408,042	\$1,905,624

Tri-State Transit Authority is the designated recipient for 5310 Program funds, used to provide specialized transportation to seniors and individuals with disabilities. Since these funds are sub-allocated through a competitive grant process, the 5310 Program apportionment is shown for the TMA area, not disbursed to individual transit agencies. The projected apportionment for FY2024-2027 will apply to the whole TMA in table 9-4.

Table 9-4: 5310 Projected Allocations*

Section 5310	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Transportation Management Area (TMA)	\$367,983	\$382,703	\$398,011	\$413,931	\$1,562,627

*based on the apportionments for FY 2023

The total of the 5307/ 5340, 5339, 5310, CMAQ, and STP funds can be found in table 9-5. All three agencies apply to their states for available state and federal funding and have different sources of state and local funds based on the regulations of the state in which they are located.

Table 9-5: Total FTA Apportionments for the TMA

TTA/ABS/LCT	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
5307/5340	\$3,161,471	\$3,287,930	\$3,419,447	\$3,556,225	\$13,425,073
5339	\$261,168	\$271,615	\$282,479	\$293,778	\$1,109,040
5310	\$367,983	\$382,703	\$398,011	\$413,931	\$1,562,627
CMAQ	\$489,335	\$499,122	\$509,105	\$408,042	\$1,905,624
TOTAL	\$4,279,957	\$4,441,369	\$4,609,042	\$4,671,976	\$18,002,365

5311 Rural Transit Operating Inside the TMA Area

Wayne Express

Wayne Express provides weekday deviated fixed route service in Ceredo and Kenova and demand response in Wayne County, West Virginia. Wayne Express is a service of WCCSO, Inc., a multipurpose human service agency, based in Kenova. FTA funding for the transit service comes through the West Virginia Division of Public Transit and is programmed in the WV STIP.

Human Service Agencies Providing Transportation Inside the TMA Area

Cabell County Community Services Organization

Cabell County Community Services Organization, Inc. (CCCSO) is a private non-profit agency whose purpose is to plan, develop, finance, and provide programs for elderly, low income, and disabled residents in areas of economic development, health care, education, welfare, and transportation. The agency is primarily involved with aging services, through the operation of five service centers. The main office is located in Huntington. The agency is an authorized non-emergency Medicaid transportation provider. This agency uses the TTA paratransit service as much as possible to serve their clients.

Cabell-Wayne Association of the Blind, Inc.

Cabell-Wayne Association of the Blind, Inc., located in Huntington, is a private non-profit agency that provides free transportation, orientation and mobility training to the blind and visually impaired.

Transportation is also provided by taxi and through the purchase of tickets for the TTA dial-a-ride service.

Cammack Children's Center

Cammack Children's Center is a non-profit residential treatment facility serving emotionally disturbed adolescents, ages 12 to 17. Transportation is provided for their residents only.

Housing Development Corporation, Inc.

Housing Development Corporation, Inc. is a non-profit organization, operating in conjunction with Fairfield East Community Center, whose purpose is to serve the needs of seniors and persons with disabilities in the community.

Mountain State Centers for Independent Living

Mountain State Centers for Independent Living, located in Huntington, is a public non-profit that provides training and support to individuals with disabilities.

Prestera Center

Prestera Center is a non-profit organization that provides services for clients with mental health and other disabilities. With over 50 locations, transportation is provided for the consumers to and from activities.

FIVCO Area Development District

FIVCO administers the Title III Program for three multipurpose senior citizen centers and six nutrition sites located throughout FIVCO's counties: Boyd,



Carter, Elliott, Greenup and Lawrence.
Transportation to and from their sites is offered.

Area Agency on Aging District 7, Inc.

The Area Agency on Aging District 7, Inc. (AAA7) is a private, non-profit agency designated by the State of Ohio to be the planning, coordinating and administrative agency for federal and state programs in Adams, Brown, Gallia, Highland, Jackson, Lawrence, Pike, Ross, Scioto, and Vinton counties in southern Ohio. Of these counties, only Lawrence County, Ohio is included in the KYOVA Interstate Planning Commission region.

Ironton-Lawrence County CAO

The Ironton-Lawrence County CAO provides a wide variety of human service programs, including some weekday ADA paratransit as well as transportation for Senior Services and Head Start.

Lawrence County Jobs and Family Services

JFS provides transportation for clients in two ways—gas vouchers as a form of reimbursement and contracting with local taxi companies—mostly for trips to medical facilities in Ashland and Huntington. It provides non-emergency medical transportation to a variety of medical facilities, many of which are out-of-county destinations in locations, such as Cincinnati and Columbus.

Lawrence County Developmental Disabilities

The Lawrence County Developmental Disabilities provides transportation to children and adults with developmental disabilities.

Other Services

Park-and-Ride Lots

Park-and-ride facilities provide a common location for individuals to transfer from a low-occupancy

vehicle to a higher-occupancy vehicle. The lots are intended to provide commuters, public transportation passengers, carpoolers, and vanpoolers with a facility to park their vehicles.

Amtrak

Amtrak operates two long distance trains through West Virginia. The Capitol Limited operates daily on its Washington-Martinsburg-Pittsburgh-Chicago route. The second train, the Cardinal, provides tri-weekly service on a New York-Washington-Charleston-Cincinnati-Chicago route that stops in Huntington. The Cardinal also stops in Charleston and Ashland, KY. Amtrak stops at Huntington in both directions (westbound in the late evening and eastbound in the early morning) on Sundays, Wednesdays and Fridays.

Taxi Service

Numerous taxi companies have operations centered in the KYOVA region. The taxis provide traditional on-call point-to-point transportation throughout the tri-county area. Some taxi operators also provide prearranged time-call service to homes, hotels, or places of work, as well as on-demand delivery and courier service. Taxi Service is available at the Huntington Tri-State Airport, the TTA Center/Greyhound terminal, and the Amtrak train station to assist passengers to their final destinations. Recent transportation studies in the KYOVA area have found that some human service agencies are utilizing taxi companies for client transportation.

Financial Tables for Public Transit

Below are financial tables showing expenditures on public transit projects for TTA (Table 9.6), Ashland Bus System (Table 9.7), and Lawrence County Transit (Table 9.8) for FY 2024-2027.

Table 9-6: Tri-State Transit Authority TIP Program

FY 2024-2027 Transportation Improvement Program TTA Transit Projects															
							2024		2025		2026		2027		
Project Description	Co.	Agency	Fund Type	Total	Fed.	Local	Fed.	Local	Fed.	Local	Fed.	Local	Fed.	Local	
Operating Assistance															
Operating Assistance	C	TTA	5307	\$14,257,319	\$7,128,523	\$7,128,796	\$1,678,696	\$1,678,969	\$1,745,844	\$1,745,844	\$1,815,678	\$1,815,678	\$1,888,305	\$1,888,305	
Preventive Maintenance															
Preventive Maintenance	C	TTA	5307	\$2,654,040	\$2,123,232	\$530,808	\$500,000	\$125,000	\$520,000	\$130,000	\$540,800	\$135,200	\$562,432	\$140,608	
Misc. Equipment in Total															
Farebox Replacement	C	TTA	5339	\$731,970	\$609,974	\$121,996	\$143,643	\$28,729	\$149,388	\$29,878	\$155,364	\$31,073	\$161,579	\$32,316	
Elderly & Handicap Vans in Total				\$1,503,727	\$1,503,727		\$353,830		\$367,983		\$383,291		\$398,623		
State 5310 Program															
Project Administration	CP	Various	5310	150,372	150,372		\$35,383		\$36,798		\$38,329		\$39,862		
Capital Projects	CP	Various	5310	1,774,490	1,436,151	338,339	\$318,447	\$79,612	\$331,185	\$82,796	\$344,962	\$86,241	\$358,761	\$89,690	
NOTES: TTA'S LOCAL MATCH IS FUNDED BY A PROPERTY LEVY IN THE CITY OF HUNTINGTON AND CABELL COUNTY.															
SECTION 5310 FUNDS ARE FOR THE WHOLE HUNTINGTON URBANIZED AREA. THEY ARE APPLIED FOR THROUGH KY OVA'S COMPETITIVE GRANT PROCESS AND AWARDED ACCORDINGLY.															
THE 5310 FUNDS ARE SHOWN ON THE TTA TABLE BECAUSE TTA IS THE DESIGNATED RECIPIENT															

Table 9-7: Ashland Bus System

TRANSIT PROJECTS - BOYD AND GREENUP COUNTY																		
COUNTY	ITEM #	ROUTE	BEGIN/END MILEPOINT	LENGTH	LANES (CURRENT/FUTURE)	SPONSOR AGENCY	PROJECT DESCRIPTION	FUND TYPE	PHASE	YEAR	FUNDING SOURCE	AMOUNT	IMPROVEMENT TYPE	OPEN TO TRAFFIC DATE	AQ ANALYSIS	REGIONALLY SIGNIFICANT (Y/N)	GROUPABLE (Y/N)	PERFORMANCE MEASURE ADDRESSED
BOYD	N/A	N/A	N/A	N/A	N/A	KYTC	FY 2021 FTA 5307/5340/5339 FUNDING FOR ASHLAND BUS SYSTEM .	FTA 5307/5340	FTA	2021	FEDERAL	\$326,249	TRANSIT	N/A	N	N	N	ROLLING STOCK
								FTA 5307 OPERATING	FTA	2021	FEDERAL	\$323,425						
								FTA 5339	FTA	2021	FEDERAL	\$77,470						
								TOTAL COST				\$727,144						
BOYD	N/A	N/A	N/A	N/A	N/A	KYTC	FY 2022 FTA 5307/5340/5339 FUNDING FOR ASHLAND BUS SYSTEM .	FTA 5307/5340	FTA	2022	FEDERAL	\$330,034	TRANSIT	N/A	N	N	N	ROLLING STOCK
								FTA 5307 OPERATING	FTA	2022	FEDERAL	\$327,177						
								FTA 5339	FTA	2022	FEDERAL	\$78,245						
								TOTAL COST				\$735,456						
BOYD	N/A	N/A	N/A	N/A	N/A	KYTC	FY 2023 FTA 5307/5340/5339 FUNDING FOR ASHLAND BUS SYSTEM .	FTA 5307/5340	FTA	2023	FEDERAL	\$333,862	TRANSIT	N/A	N	N	N	ROLLING STOCK
								FTA 5307 OPERATING	FTA	2023	FEDERAL	\$330,972						
								FTA 5339	FTA	2023	FEDERAL	\$79,027						
								TOTAL COST				\$743,861						
BOYD	N/A	N/A	N/A	N/A	N/A	KYTC	FY 2024 FTA 5307/5340/5339 FUNDING FOR ASHLAND BUS SYSTEM .	FTA 5307/5340	FTA	2024	FEDERAL	\$425,248	TRANSIT	N/A	N	N	N	ROLLING STOCK
								FTA 5307 OPERATING	FTA	2024	FEDERAL	\$467,771						
								FTA 5339	FTA	2024	FEDERAL	\$73,127						
								TOTAL COST				\$966,145						
BOYD	N/A	N/A	N/A	N/A	N/A	KYTC	FY 2025 FTA 5307/5340/5339 FUNDING FOR ASHLAND BUS SYSTEM .	FTA 5307/5340	FTA	2025	FEDERAL	\$442,258	TRANSIT	N/A	N	N	N	ROLLING STOCK
								FTA 5307 OPERATING	FTA	2025	FEDERAL	\$486,482						
								FTA 5339	FTA	2025	FEDERAL	\$76,052						
								TOTAL COST				\$1,004,791						
BOYD	N/A	N/A	N/A	N/A	N/A	KYTC	FY 2026 FTA 5307/5340/5339 FUNDING FOR ASHLAND BUS SYSTEM .	FTA 5307/5340	FTA	2026	FEDERAL	\$459,948	TRANSIT	N/A	N	N	N	ROLLING STOCK
								FTA 5307 OPERATING	FTA	2026	FEDERAL	\$505,941						
								FTA 5339	FTA	2026	FEDERAL	\$79,094						
								TOTAL COST				\$1,044,983						
BOYD	N/A	N/A	N/A	N/A	N/A	KYTC	FY 2027 FTA 5307/5340/5339 FUNDING FOR ASHLAND BUS SYSTEM .	FTA 5307/5340	FTA	2027	FEDERAL	\$478,346	TRANSIT	N/A	N	N	N	ROLLING STOCK
								FTA 5307 OPERATING	FTA	2027	FEDERAL	\$526,179						
								FTA 5339	FTA	2027	FEDERAL	\$82,258						
								TOTAL COST				\$1,086,783						
BOYD	N/A	N/A	N/A	N/A	N/A	KYTC	PURCHASE OF TRANSIT VEHICLES TO REPLACE AGING FLEET - ASHLAND BUS SYSTEM.	FTA 5399	FTA	2023	FEDERAL	\$188,552	TRANSIT	N/A	N	N	N	ROLLING STOCK
								FTA 5339	FTA	2023	FEDERAL	\$23,569						
								FTA 5339	FTA	2023	LOCAL	\$23,569						
								TOTAL COST				\$235,690						
BOYD	N/A	N/A	N/A	N/A	N/A	KYTC	PURCHASE OF TRANSIT VEHICLES TO REPLACE AGING FLEET - ASHLAND BUS SYSTEM.	FTA 5339	FTA	2019	FEDERAL	\$18,847	TRANSIT	N/A	N	N	N	ROLLING STOCK
								FTA 5339	FTA	2019	STATE	\$2,355						
								FTA 5339	FTA	2019	LOCAL	\$2,356						
								FTA 5339	FTA	2020	FEDERAL	\$76,703						
								FTA 5339	FTA	2020	STATE	\$9,587						
								FTA5339	FTA	2020	LOCAL	\$9,588						
								FTA 5339	FTA	2021	FEDERAL	\$71,333						
								FTA 5339	FTA	2021	STATE	\$8,917						
								FTA 5339	FTA	2021	LOCAL	\$8,917						
								FTA 5339	FTA	2022	FEDERAL	\$21,669						
								FTA 5339	FTA	2022	STATE	\$2,709						
								FTA5339	FTA	2022	LOCAL	\$24,709						
								TOTAL COST				\$257,690						

Table 9-8: Lawrence County Transit

Ohio Statewide Transportation Improvement Program SFY 2024 to SFY 2027 Urban Transit Projects															
PID	MPO	County	Project Name	Project Description / Location	Sponsoring Agency	Air Quality	ALI Code / Quantity	Phase (Transit)	Sub Phase	Fiscal Year	SAC	Fund Type (F,S,O)	Billing Code	Obligation Description	Estimate Amount
111986	KYOVA	LAW	LAW LCPA 2023	Operating Assistance	LCPA	Exempt	30.09.03 Federal 30.09.03 Local 30.09.03 State	Operating Operating Operating		2023 2023 2023		Fed. Local State		FTA 5307 LNTP State	\$ 225,000 \$ 107,200 \$ 57,800 \$ 390,000
111987	KYOVA	LAW	LAW LCPA 2024	Operating Assistance	LCPA	Exempt	30.09.03 Federal 30.09.03 Local 30.09.03 State	Operating Operating Operating		2024 2024 2024		Fed. Local State		FTA 5307 LNTP State	\$ 225,000 \$ 165,000 \$ 60,000 \$ 450,000
118604	KYOVA		LAW LCPA 2025	Operating Assistance, Capital, and Planning (Op/Cap./PI)	LCPA	Exempt	30.09.03 Federal 30.09.03 State 30.09.03 State 30.09.03 Local 11.7A.00 Fed. 11.7A.00 Local	Op/Cap./PI Op/Cap./PI Op/Cap./PI Op/Cap./PI Op/Cap./PI Op/Cap./PI		2025 2025 2025 2025 2025 2025		Fed. State State Local Fed. Local		FTA 5307 State State LNTP FTA 5307 LNTP	\$ 225,000 \$ 58,000 \$ 3,000 \$ 164,000 \$ 50,000 \$ 12,500 \$ 512,500
118605	KYOVA		LAW LCPA 2026	Operating Assistance, Capital, and Planning	LCPA	Exempt	30.09.03 Federal 30.09.03 State 30.09.03 State 30.09.03 Local 11.7A.00 Fed. 11.7A.00 Local	Op/Cap./PI Op/Cap./PI Op/Cap./PI Op/Cap./PI Op/Cap./PI Op/Cap./PI		2026 2026 2026 2026 2026 2026		Fed. State State Local Fed. Local		FTA 5307 State State LNTP FTA 5307 LNTP	\$ 225,000 \$ 58,000 \$ 3,000 \$ 164,000 \$ 50,000 \$ 12,500 \$ 512,500
118606	KYOVA		LAW LCPA 2027	Operating Assistance, Capital, and Planning	LCPA	Exempt	30.09.03 Federal 30.09.03 State 30.09.03 State 30.09.03 Local 11.7A.00 Fed. 11.7A.00 Local	Op/Cap./PI Op/Cap./PI Op/Cap./PI Op/Cap./PI Op/Cap./PI Op/Cap./PI		2027 2027 2027 2027 2027 2027		Fed. State State Local Fed. Local		FTA 5307 State State LNTP FTA 5307 LNTP	\$ 225,000 \$ 58,000 \$ 3,000 \$ 164,000 \$ 50,000 \$ 12,500 \$ 512,500
111990	KYOVA	LAW	LAW LCPA 2023 Prev. Maint.	Preventive Maintenance Lawrence County Ohio	LCPA	Exempt	11.7A.00 Federal 11.7A.00 Local	Capital Capital		2023 2023		Fed. Local		FTA 5307 LNTP	\$ 50,000 \$ 12,500 \$ 62,500
111992	KYOVA	LAW	LAW LCPA 2024 Prev. Maint.	Preventive Maintenance Lawrence County Ohio	LCPA	Exempt	11.7A.00 Federal 11.7A.00 Local	Capital Capital		2024 2024		Fed. Local		FTA 5307 LNTP	\$ 50,000 \$ 12,500 \$ 62,500
111995	KYOVA	LAW	LAW LCPA 2023 Security	Security Equipment Lawrence County Ohio	LCPA	Exempt	11.42.09 Federal 11.42.09 Local	Capital Capital		2023 2023		Fed. Local		FTA 5307 LNTP	\$ 5,000 \$ 1,250 \$ 6,250
111996	KYOVA	LAW	LAW LCPA 2024 Security	Security Equipment Lawrence County Ohio	LCPA	Exempt	11.42.09 Federal 11.42.09 Local	Capital Capital		2024 2024		Fed. Local		FTA 5307 LNTP	\$ 5,000 \$ 1,250 \$ 6,250
111999	KYOVA	LAW	LAW LCPA Equipment	Shop/Office Equipment 2023 Lawrence County Ohio	LCPA	Exempt	11.42.20 Federal 11.42.20 Local	Capital Capital		2023 2023		Fed. Local		FTA 5307 LNTP	\$ 5,000 \$ 1,250 \$ 6,250
112000	KYOVA	LAW	LAW LCPA Equipment	Shop/Office Equipment 2024 Lawrence County Ohio	LCPA	Exempt	11.42.20 Federal 11.42.20 Local	Capital Capital		2024 2024		Fed. Local		FTA 5307 LNTP	\$ 5,000 \$ 1,250 \$ 6,250
112002	KYOVA	LAW	LAW LCPA Planning	Short Range Planning 2023 Lawrence County Ohio	LCPA	Exempt	44.24.00 Federal 44.24.00 Local	Planning Planning		2023 2023		Fed. Local		FTA 5307 LNTP	\$ 40,000 \$ 10,000 \$ 50,000
112003	KYOVA	LAW	LAW LCPA Planning	Short Range Planning 2024 Lawrence County Ohio	LCPA	Exempt	44.24.00 Federal 44.24.00 Local	Planning Planning		2024 2024		Fed. Local		FTA 5307 LNTP	\$ 40,000 \$ 10,000 \$ 50,000
112006	KYOVA	LAW	LAW LCPA Rep. Buses	Bus and Bus Facilities for the 2023 Huntington Urbanized Area	LCPA	Exempt	11.12.15 Federal 11.12.015Local	Capital Capital		2023 2023		Fed. Local		FTA 5339 LNTP	\$ 40,000 \$ 10,000 \$ 50,000
112007	KYOVA	LAW	LAW LCPA Rep. Buses	Bus and Bus Facilities for the 2024 Huntington Urbanized Area	LCPA	Exempt	11.12.15 Federal 11.12.15 Local	Capital Capital		2024 2024		Fed. Local		FTA 5339 LNTP	\$ 40,000 \$ 10,000 \$ 50,000
112009	KYOVA	LAW	LAW LCPA <30 Buses	Less Than 30' Replacement 2023 Transit Buses (One)	LCPA	Exempt	11.12.04 Federal 11.12.04 Local	Capital Capital		2023 2023		Fed. Local		FTA 5307 LNTP	\$ 60,000 \$ 15,000 \$ 75,000
112010	KYOVA	LAW	LAW LCPA <30 Buses	Less Than 30' Replacement 2024 Transit Buses (One)	LCPA	Exempt	11.12.04 Federal 11.12.04 Local	Capital Capital		2024 2024		Fed. Local		FTA 5307 LNTP	\$ 60,000 \$ 15,000 \$ 75,000
112012	KYOVA	LAW	LAW LCPA ADA Paratransit	2023 ADA Paratransit Service	LCPA	Exempt	11.7C.00 Federal 11.7C.00 Local	Capital Capital		2023 2023		Fed. Local		FTA 5307 LNTP	\$ 15,000 \$ 3,750 \$ 18,750
112013	KYOVA	LAW	LAW LCPA ADA Paratransit	2024 ADA Paratransit Service	LCPA	Exempt	11.7C.00 Federal 11.7C.00 Local	Capital Capital		2024 2024		Fed. Local		FTA 5307 LNTP	\$ 15,000 \$ 3,750 \$ 18,750
112187	KYOVA	LAW	2027 LCPA Multi - Modal Parking Deck Facility	New Intermodal Parking Facility in Ironton, Ohio	LCPA	Exempt	11.31.03 State 11.31.03 Federal 11.31.03 Federal 11.31.03 Federal 11.31.03 Local 11.31.03 Federal 11.31.03 Local	Design Design Design Design Design Design Design		2024 2024 2024 2024 2024 2027 2027		State Federal Fed. Fed. Local Fed. Local		State FTA 5307 Flex Transfer CRP Flex Transfer STBG LNTP Flex Transfer CRP LNTP	\$ 5,704 \$ 32,321 \$ 20,000 \$ 180,000 \$ 55,000 \$ 20,000 \$ 5,000 \$ 318,025
112187	KYOVA	LAW	2027 LCPA Multi - Modal Parking Deck Facility	New Intermodal Parking Facility in Ironton, Ohio	LCPA	Exempt	11.32.03 Federal 11.32.03 Local	Right of Way Right of Way		2027 2027		Fed. Local		Flex Transfer STBG LNTP	\$ 180,000 \$ 45,000 \$ 225,000
112187	KYOVA	LAW	2027 LCPA Multi - Modal Parking Deck Facility	New Intermodal Parking Facility in Ironton, Ohio	LCPA	Exempt	11.33.03 State 11.33.03 Federal 11.33.03 Federal 11.33.03 Local	Construction Construction Construction Construction		2027 2027 2027 2027		State Local Fed. Local		Flex Transfer CRP LNTP Flex Transfer STBG LNTP	\$ 2,500,000 \$ 625,000 \$ 1,180,000 \$ 295,000 \$ 4,600,000
113227	KYOVA	LAW	LCPA 2023 Commuter Deviated Fixed Route	New Lawrence County Transit Commuter Deviated Fixed Route	LCPA	Exempt	30.80.01 Federal 30.80.01 Local	Capital Capital		2023 2023		Fed. Local		CMAQ FLEX LNTP	\$ 164,000 \$ 41,000 \$ 205,000
113228	KYOVA	LAW	LCPA 2024 Commuter Deviated Fixed Route	New Lawrence County Transit Commuter Deviated Fixed Route	LCPA	Exempt	30.80.01 Federal 30.80.01 Local	Capital Capital		2024 2024		Fed. Local		CMAQ FLEX LNTP	\$ 164,000 \$ 41,000 \$ 205,000

Section 10: Amendments and Modification

Amendment Process

The Transportation Improvement Program (TIP), as with any planning document, must recognize studied changes. Proposed changes must be reviewed and analyzed in a uniform manner and are achieved through the TIP amendment policy.

The intent of the amendment process is to serve several major needs in order to meet previously unforeseen needs and to add or delete projects to/from the TIP.

The TIP is a dynamic document and is amended or modified by policy makers as needed. Federal regulation requires the TIP to be updated at least every four years. However, to ensure proper planning, the TIP amendments must be kept to a minimum. Projects that may affect the air quality may be amended only on a semi-annual basis. This is due to the time and funding required to complete the required technical analysis, public involvement and air quality conformity consultation. Other projects, which do not affect the air quality, may be amended as needed. It is preferred that amendments to the TIP occur on the same schedule as the TIP update. The Transportation Policy Committee (TPC), at their discretion, may change the schedule but must afford the proper timeline for review, analysis and public comment.

Eligible Amendments

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

- Add/Delete a project or phase(s) that requires a federal action (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.

There are times throughout the year when KYOVA is contacted by project sponsors concerning changes to projects. At that time, staff reviews the request and determines the appropriate action required to make the changes.

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

- Projects must be reviewed for inclusion in the Metropolitan Transportation Plan.
- Projects programmed with West Virginia, Kentucky and Ohio must be reviewed for fiscal constraint.
- KYOVA must review 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 FHWA and FTA.
- The public is afforded the opportunity to comment on the amendments and participation by interested citizens is sought as described in the KYOVA Participation Plan.
- Adoption by the Policy Committee at an open meeting. Open meetings may consist of a regularly scheduled meeting or an advertised special meeting. Meetings may be held in person, telephone conference or other electronic means such as video conference which will ensure that the members can hear, and be heard by, each other and any media or member of the public present at the meeting.

Additionally, MTP/TIP Amendments should have the following:

- MTP/TIP Amendments shall have sufficient descriptive material to identify the project and include the total estimated cost. The amendments shall identify the location and project sponsor, amounts and sources of funds to be obligated each year. It shall also identify attainment and non-attainment areas and conformity type.
- For a MTP/TIP Amendment, KYOVA is responsible for notification to WVDOT, KYTC (Division of Planning), ODOT, FHWA-WV, KY and OH Divisions, FTA-Regional offices and others as identified on the *KYTC's Routing and Information Sheet* and as directed by the WVDOT and ODOT to ensure immediate action is taken and to assure that the Amendment process and appropriate public involvement procedures have been followed. Notification may be by letter or e-mail with all appropriate documentation including a signed Resolution, a MTP/TIP replacement page and public notice documentation.
- KYOVA staff will contact each Policy Committee member either by telephone or e-mail and provide a description of the amendment.
- For a STIP amendment that is solely for inclusion of an approved MTP/TIP or approved amended MTP/TIP, public involvement is not necessary as this requirement was fulfilled by KYOVA prior to WVDOT, KYTC or ODOT approval.
- The WVDOT, KYTC and ODOT are responsible for ensuring that the cost changes made to the STIP will be balanced during the STIP yearly update process.

Administrative Modification Process

In the event that a minor change is requested for a project in the MTP/TIP, it is possible that an Administrative Modification can be made. The

following actions are eligible as Administrative Modifications to the MTP/TIP:

- Correcting obvious minor data entry errors.
- Splitting or combining projects without modifying the original project design, concept, scope and funding.
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project design, concept or scope.
- Moving a project from one federal funding category to another except for STBG-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 MTP/TIP (with no impact to fiscal constraint).
- Updating project cost estimates (within the original project scope and intent).
- Adding Planning, Design, Right of Way or Utilities “phases” to a construction project that is already included in the STIP.
- Moving any identified project phase programmed for previous year into a new TIP (rollover provision).
- Adding projects that are considered “Grouped Projects” as approved in the KYOVA TIP and MTP that do not require public review, redemonstration of fiscal constraint, or conformity determination.

Administrative Modifications will be tracked by KYOVA staff and made available to appropriate committees through electronic communication and/or a written memorandum. Since Administrative Modifications are non-action items, this notification does not have to be presented to KYOVA committees or the public prior to approval.

Appendices



2024-2027

Transportation Improvement
Program

KYOVA Interstate Planning Commission

Appendix A – Air Quality

CRITERIA FOR GOOD PRACTICE TOWARD CONFORMITY DETERMINATIONS

Good Practice of the Conformity Determinations for the KYOVA 2050 Metropolitan Transportation Plan (MTP) and the 2024-2027 Transportation Improvement Program (TIP)

February 2023

Section of 40 CFR Part 93	Criteria	Y/N	Comments
93.106(a)(1)	Are the horizon years correct?	Y	The horizon year of the model is 2050. The model interim years are 2030 and 2040.
93.106 (a)(2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Y	The plan includes all the projects, current and future population, employment, travel pattern, and congestion information available from the Census, socioeconomic projections, and the travel demand model. Refer to Chapter 4 of the 2050 MTP for more information.
93.106 (a)(2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation envisions to be operational in the horizon years?	Y	Yes, the recommended plan includes all regionally significant changes expected to the transportation network. The KYOVA 2050 MTP recognizes the relationship between transportation facilities, population, employment, goods movement, and land use. The KYOVA 2050 MTP emphasizes maintaining and increasing operating efficiency.
93.108	Is the Transportation Plan Financially Constrained?	Y	Projected revenues are based upon past expenditures for individual funding categories (WVDOT, KYTC, ODOT, FHWA, and FTA) as well as revenue projections provided by WVDOT, KYTC, and ODOT. The individual projects and travel modes are part of a financially constrained plan. See Chapter 9 for more information.
93.110	Are the conformity determinations based upon the latest planning assumptions?	Y	The requirement to use the latest planning assumptions generally applies to conducting a regional emissions analyses, including modeling inputs, but also includes assumptions about transportation control measures (TCMs) if any are included in an approved and applicable SIP. As orphan areas do not require regional emission analyses, and the SIP for the KYOVA region did not include TCMs, the use of latest planning assumptions is not applicable for the regional conformity determinations for the KYOVA 2050 MTP.

Section of 40 CRF Part 93	Criteria	Y/N	Comments
93.110	(a) Is the conformity determination, with respect to all other applicable criteria in tt 93.111 – 93.119, based upon the most recent planning assumptions in force at the time of the conformity determination?	Y	See above response.
	(b) Are the assumptions derived from the estimates of current and future populations, employment travel, and congestion most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	Y	Yes. KYOVA's travel demand model is now validated in version 7.0, build 12430 (64-bit) of TransCAD, based on an updated forecast and traffic counts for 2015.
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination.	N	No substantial changes in operations or ridership are expected. Refer to Chapters 6 and 8 of the KYOVA 2050 MTP.
	(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	N/A	There are no plans to increase fares or implement bridge tolls at this time in the MPO coverage area. Refer to Chapters 6 and 8 of the KYOVA 2050 MTP.
	(e) The conformity determination must use the latest existing information regarding the effectiveness of the TCMs and other implementation plan measures which have already been implemented.	N/A	There are no TCMs in West Virginia. Therefore, this is not applicable.
	(f) Key assumptions shall be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by t93.105.	Y	<p>The KYOVA 2050 MTP with Air Quality Conformity documentation was subjected to a 30-day public comment period prior to approval by the KYOVA board. Interagency consultation procedures were followed.</p> <p>Prior to the development of the KYOVA 2050 MTP, notices were placed in KYOVA's local newspapers, and a mailing list of all known interested parties was maintained by the KYOVA staff. The list included the KYOVA Policy Board and Technical Advisory Committee, private providers of transportation, and representatives of transportation agency employees and social service agencies (particularly those that serve the minority population).</p> <p>For comments received during the Public Involvement Process or the interagency consultation process required under the</p>

Section of 40 CRF Part 93	Criteria	Y/N	Comments
			US EPA's conformity regulations, a summary, analysis, and report on the disposition of the comments will be made part of the final documents. Refer to Chapter 2 of the KYOVA 2050 MTP.
93.111	Is the conformity determination based upon the latest emissions model?	N/A	As stated earlier, no regional modeling analysis is required.
93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?	N/A	Interagency coordination between KYOVA, WVDEP, WVDOT, KYTC, ODOT, EPA, and FHWA took place during the MTP development process. No regional conformity modeling is required.
93.113 (b)	Are TCMs being implemented in a timely manner?	N/A	There are no TCMs in West Virginia. Therefore, this is not applicable.
93.118	For areas with SIP Budgets: Is the Transportation Plan, TIP, or Project consistent with the motor vehicle emissions budget(s) in the applicable SIP?	N/A	A regional emissions analysis was not required for the MTP.

KYOVA Interstate Planning Commission

KYOVA 2024-2027
Transportation
Improvement Program

March 3, 2023

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Attachments

Acknowledgements

This *Transportation Conformity Report* for the 2024-2027 Transportation Improvement Program (TIP) was prepared by the KYOVA Interstate Planning Commission (KYOVA). Individuals from the following agencies contributed their efforts toward the completion of the Transportation Conformity Determination Report. They include:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Environmental Protection Agency (EPA)
- West Virginia Department of Environmental Protection (WVDEP)
- West Virginia Department of Highways (WVDOH)
- Kentucky Transportation Cabinet (KYTC)
- Ohio Department of Transportation (ODOT)
- Kentucky Department for Environmental Protection (KYDEP)
- Ohio Environmental Protection Agency (OEPA)

Executive Summary

As part of its transportation planning process, the KYOVA Interstate Planning Commission (KYOVA) completed the transportation conformity process for the 2024-2027 Transportation Improvement Program (TIP). This report documents that the 2024-2027 TIP meets the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Huntington-Ashland area was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS on the MTP and TIP.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area. The KYOVA MPO is situated in the Huntington-Ashland airshed for 8-hr Ozone, which includes Cabell and Wayne counties in West Virginia and Boyd County in Kentucky.

1997 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997 (62 FR 38856), with an effective date of September 16, 1997. Effective June 15, 2004, the EPA designated Boyd County in Kentucky, and Cabell and Wayne counties in West Virginia as nonattainment for the 1997 8-hour ozone standard. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). Effective October 16, 2006 (71 FR 54421), EPA redesignated the West Virginia (Huntington) portion of the Huntington-Ashland WV-KY area to attainment. Subsequently, on August 3, 2007 (72 FR 43172), the EPA published the

redesignation of the Kentucky portion of the Huntington-Ashland (Boyd County) 8-hr ozone area to attainment effective on September 4, 2007. The Huntington-Ashland, WV-KY Area is considered a maintenance area. On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160). The Huntington-Ashland area was a maintenance area under the 1997 8-hour ozone NAAQS at the time the NAAQS was revoked.

On March 3, 2021 (86 FR 12265), EPA approved a limited maintenance plan, with an effective date of April 2, 2021, for the West Virginia (Huntington) portion of the Huntington-Ashland WV-KY maintenance area through October 15, 2026. Subsequently, On September 30, 2022 (87 FR 59311), EPA approved a limited maintenance plan, with an effective date of October 31, 2022, for the Kentucky portion of the Huntington-Ashland (WV-KY) for the 1997 8hr ozone NAAQS through 2027.

2008 and 2015 8-hour Ozone NAAQS

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. The Huntington-Ashland area was designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively. The EPA revised the levels of both standards to 0.070 ppm. The EPA published the 2015 8-hour ozone NAAQS on October 26, 2015 (80 FR 65292), with an effective date of December 28, 2015. Thus, an area is in nonattainment of the 2015 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.070 ppm. The Huntington-Ashland area was designated as an attainment area under the 2015 8-hour ozone NAAQS, effective August 3, 2018 (83 FR 25776).

On February 16, 2018, the D.C. Circuit reached a decision in *South Coast Air Quality Management District v. EPA*, Case No. 15-1115. In that decision, the court vacated major portions of the final rule that established procedures for transitioning from the 1997 ozone NAAQS to the stricter 2008 ozone NAAQS. By court decision, the Huntington-Ashland area was designated as an “orphan” maintenance area since the area was maintenance for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 NAAQS in EPA’s original designations for this NAAQS.

2.0 KYOVA 2024-2027 Transportation Improvement Program

The KYOVA Interstate Planning Commission (KYOVA) is the federally designated MPO for the Tri-State area of West Virginia, Kentucky, and Ohio. MPOs such as KYOVA represent areas with a population of 50,000 or more. The MPO's mission is to ensure consistency with federal planning requirements while planning for short- and long-term solutions to regional transportation issues and concerns.

The KYOVA 2024-2027 Transportation Improvement Program (TIP) is a four-year, short-range plan that provides information regarding the transportation projects that are regionally significant and federally funded in the KYOVA region. The planning process includes the development of a Metropolitan Transportation Plan (MTP). The MPO adopts the long-range transportation plan. As projects in these long-range plans advance to implementation, they are programmed in the TIP for study, design, and construction, provided they attain environmental permits and other necessary clearances.

The TIP includes projects for all modes of surface transportation including highways and streets, active transportation, and public transportation. Project lists are developed in cooperations with state and local agencies.

The purpose of the TIP is to set forth the MPO's short-term program for transportation projects. The TIP is prepared according to the MPO's procedures. An MPO Committee works with the State DOTs and appropriate transit operators in soliciting project proposals from the public and cities and towns, and in developing a draft TIP. Following public and agency review, the draft TIP is approved by the MPO, forwarded to the State DOTs, then on to federal funding agencies – the Federal Highway Administration, and the Federal Transit Administration.

The approved TIP can be amended or modified to add or delete projects and adjust for changes in scope, cost, or timeframe. Amendments are required to go through Policy Board approval and subject for public review, while minor changes can be made by Administrative Modifications.

The KYOVA 2024-2027 TIP was developed to meet all requirements of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the Bipartisan Infrastructure Law [BIL]), signed into law on November 21, 2021. The bill included the reauthorization of the Fixing America's Surface Transportation (FAST) Act, which had been in effect since 2016, and the previous transportation bill – Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law on July 6, 2012.

3.0 Transportation Conformity Determination: General Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended

¹ The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Appendix A – Air Quality

metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the KYOVA 2024-2027 TIP conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the KYOVA 2024-2027 TIP.

4.0 Transportation Conformity Requirements

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the KYOVA 2024-2027 TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation .

² Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. The SIP for the Huntington-Ashland area does not include any TCMs, see also Section 4.4.

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with WVDOH, KYTC, ODOT, FHWA, FTA Regions 3, 4 and 5, US EPA Regions 3, 4 and 5, WVDEP, KYDEP, and OEPA. Interagency consultation began with convening the Interagency Consultation Group via email on February 2, 2023. KYOVA met with the Interagency Consultation Group via conference call on February 16, 2023 to obtain concurrence on the latest planning assumptions discussed in Section 4.2. Interagency consultation was conducted consistent with the West Virginia, Kentucky, and Ohio Conformity SIPs.

Public consultation conducted was consistent with planning rule requirements in 23 CFR 450. KYOVA conducted a public review of the draft 2024-2027 TIP consistent with its adopted Public Participation Plan. The public review and comment period will be conducted March 10, 2023 to April 10, 2023.

Consultation materials and public notices are provided in Appendix A.

4.4 Timely Implementation of TCMs

As noted above under Section 4.2, this requirement is not applicable for the KYOVA 2024-2027 TIP conformity determination as the Ohio, Kentucky, and West Virginia SIPs do not include TCMs.

5.0 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. KYOVA, in conjunction with WVDOT, ODOT, KYTC, FHWA, and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the region and has compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The KYOVA 2024-2027 TIP is fiscally constrained, as documented in **Section 7** of the 2024-2027 TIP.

Conclusion

The conformity determination process completed for the KYOVA 2024-2027 TIP demonstrates that this planning document meets the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Attachment A

2024-2027 TIP Resolution

**RESOLUTION ADOPTING THE TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR FISCAL YEARS 2024-2027**

WHEREAS, the Bipartisan Infrastructure Law/Infrastructure Investment and Jobs Act (BIL/IJIA), enacted by Congress on November 15, 2021, requires a Transportation Improvement Program (TIP) be adopted by each Metropolitan Planning Organization; and

WHEREAS, KYOVA Interstate Planning Commission has been designated as the Metropolitan Planning Organization (MPO) by the Governors of West Virginia, Kentucky, and Ohio for the Huntington, WV-KY-OH Urbanized Area acting through the West Virginia Division of Highways (WVDOH), the Kentucky Transportation Cabinet (KYTC), the Ohio Department of Transportation (ODOT), and locally elected officials in the KYOVA region; and

WHEREAS, KYOVA Interstate Planning Commission has met the provisions of the IJIA in the Transportation Improvement Program (TIP) for Fiscal Years 2024-2027, which is financially constrained and a subset of the updated regional 2050 Metropolitan Transportation Plan; and

WHEREAS, the KYOVA 2024-2027 TIP has met the requirements of public participation as described in the KYOVA Participation Plan; and

WHEREAS, no conformity report is required for Huntington, WV-KY-OH Urbanized Area due to the court vacating the revocation of the 1997 8-hour ozone standard. This area is in attainment for the 2008 and 2015 8-hour ozone standard; and

WHEREAS, the insignificance finding of the 1997 PM_{2.5} annual NAAQs means no regional modeling is required as the Huntington-Ashland area is in attainment for the 24-hour 2006 PM_{2.5} standard; and

WHEREAS, KYOVA has completed the Air Quality Analysis Report that addresses the Huntington-Ashland 1997 8-hour ozone standard maintenance process; and

WHEREAS, it has been determined that the KYOVA 2024-2027 TIP has met the Air Quality Conformity requirements;

NOW, THEREFORE, BE IT RESOLVED that the KYOVA Interstate Planning Commission adopt the Transportation Improvement Program (TIP) for Fiscal Years 2024-2027 to become effective upon its inclusion in each of the three Statewide Transportation Improvement Programs (STIPs) and its adoption by FHWA and FTA.

ADOPTED this 28th day of April 2023, at the regularly scheduled meeting of the
KYOVA Interstate Planning Commission Policy Committee.

A handwritten signature in black ink, appearing to read "DeAnna Holliday", written over a horizontal line.

DeAnna Holliday, Chair

Date: April 28, 2023

A handwritten signature in blue ink, appearing to read "Chris M. Chiles", written over a horizontal line.

Christopher M. Chiles, Executive Director

Date: April 28, 2023

Attachment B

IAC Conference Call Minutes

February 15, 2023



KYOVA Interstate Planning Commission

*KYOVA 2024-2027 TIP IAC Review Meeting
February 15, 2023 / 10:00 a.m. – 11:00 a.m.*

Meeting Minutes

Attendees:

Saleem Salameh, KYOVA
Bethany Wild, KYOVA
Terri Sicking, KYOVA
Jody Sigmon, KYOVA
Kelsey Tucker, RIC
Michael Dombrowski, ODOT
Thomas Witt, KYTC

Brian Carr, WVDOH Planning Division
Kevin Sullivan, WVDOH Planning Division
Sarah LaRocca, EPA Region 4
Dianna Myers, EPA Region 4
Chelsea Beytas, FTA Region 3
Kara Greathouse, FHWA WV
Erin Grushon, B&N

Purpose:

The purpose of this meeting was to convene the Interagency Consultation (IAC) group to review and discuss requirements for demonstrating air quality conformity for the KYOVA 2024-2027 Transportation Improvement Program (TIP). The 2024-2027 TIP and Air Quality Conformity Report were distributed electronically to the IAC and other agency partners prior to the meeting.

Summary:

- The IAC reviewed the draft Air Quality Conformity Report prepared for the KYOVA 2024-2027 TIP. The Huntington-Ashland area is designated as an “orphan” maintenance area since the area was maintenance for the 1997 ozone NAAQS at the time of its revocation on March 6, 2015 and was designated attainment for the 2008 NAAQS in EPA’s original designations for this NAAQS. Due to its status as an “orphan” area, KYOVA is not required to complete a regional emissions analysis.
- The IAC discussed when conformity will end for KYOVA. Sarah LaRocca and Dianna Myers said that conformity will end for KYOVA in 2027.
- Dianna Myers also provided an update that the Commonwealth of Kentucky submitted a second 10-year limited maintenance plan. Dianna offered to provide language to add to the revised Air Quality Conformity Report to discuss this.
- Conformity for the KYOVA 2024-2027 TIP can be demonstrated by showing that the following requirements have been met: latest planning assumptions updated within last five years; consultation; Transportation Control Measures; and fiscal constraint. KYOVA updated the planning assumptions as part of the travel demand model update that was completed in 2021 to feed into the MTP update. Consultation, which this call is part of, is currently underway. The TIP document lists the programmed projects and includes the fiscally constrained financial plan for those projects. The Transportation Control Measures (TCMs) are not applicable because the WV State Implementation Plan (SIP) does not include TCMs.
- KYOVA will release a second draft of the 2024-2027 TIP in March for a 30-day public review from March 10th to April 10th. KYOVA will also be conducting three public meetings during the public

review period: March 28th in WV, March 29th in Ohio, and March 30th in KY. KYOVA will send information to the IAC about the public meetings.

- The KYOVA Policy Board will review the 2024-2027 for approval at their meeting on April 28th.
- The Consultation Requirements section of the draft Air Quality Conformity Report will be updated to reflect that the IAC conference call has occurred, and a revised draft report will be sent out to the IAC group.

Attachment C

Public Involvement Notice & Comments Received

PUBLIC NOTICE FOR THE 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The KYOVA Interstate Planning Commission is updating the Transportation Improvement Program (TIP) for Fiscal Years 2024-2027 and invites the public to submit comments on the draft plan. The TIP is available for public review online during a 30-day comment period from March 10, 2023 through April 10, 2023 and can be accessed by visiting http://kyovaipc.org/comments_announcements.php.

In-person public open houses will be held from 4:00pm-6:00pm on the following dates: March 28, 2023 at KYOVA's office - 400 Third Ave. Huntington, WV 25701; March 29, 2023 at the ODOT Lawrence County Garage - 364 Commerce Dr, Ironton, OH 45638; and March 30, 2023 at the Ashland Transportation Center - 99 15th Street Ashland, KY 41101.

If you have any special needs or disabilities and would like additional assistance with this material or would like to submit comments, please direct inquiries to Chris Chiles, Executive Director or Saleem A. Salameh, P.E., Deputy Executive Director/Technical Study Director at 304-523-7434 or by visiting the KYOVA at the address listed above. Email requests and comments may be sent to ssalameh@kyovaipc.org. Comments must be received no later than close of business April 10, 2023.

Newspaper Advertisement for Public Notice of 2024-2027 TIP

March 10, 2023

PUBLIC NOTICE FOR THE 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The KYOVA Interstate Planning Commission is updating the Transportation Improvement Program (TIP) for Fiscal Years 2024-2027 and invites the public to submit comments on the draft plan. The TIP is available for public review online during a 30-day comment period from March 10, 2023 through April 10, 2023 and can be accessed by visiting http://kyovaipc.org/comments_announcements.php.

In-person public open houses will be held from 4:00pm-6:00pm on the following dates: March 28, 2023 at KYOVA's office - 400 Third Ave. Huntington, WV 25701; March 29, 2023 at the ODOT Lawrence County Garage - 364 Commerce Dr, Ironton, OH 45638; and March 30, 2023 at the Ashland Transportation Center - 99 15th Street Ashland, KY 41101.

If you have any special needs or disabilities and would like additional assistance with this material or would like to submit comments, please direct inquiries to Chris Chiles, Executive Director or Saleem A. Salameh, P.E., Deputy Executive Director/Technical Study Director at 304-523-7434 or by visiting the KYOVA at the address listed above. Email requests and comments may be sent to ssalameh@kyovaipc.org. Comments must be received no later than close of business April 10, 2023.

**LH-148331
3-10-2023**

No comments were received from the public during the public involvement dates – March 10, 2023 through April 10, 2023.

Appendix B – Public Involvement

PUBLIC MEETINGS AND OUTREACH

Public Involvement, in accordance with 23 CFR Part 450, is required during an update or development of transportation plans and programs to afford interested citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties and opportunity to offer comments and suggestions. KYOVA followed all procedures for updating the TIP as outlined in the Participation Plan (adopted December 6, 2020).

PUBLIC NOTIFICATION

1. A 30-day public involvement period was held from March 10, 2023 to April 10, 2023.
2. KYOVA and ODOT held a STIP/TIP Public Open House on Wednesday, March 29, 2023 at the ODOT Lawrence County Garage from 4:00pm to 6:00pm
3. KYOVA held additional public meetings in West Virginia at KYOVA's office on Tuesday, March 28, 2023 from 4:00pm to 6:00pm and in Kentucky at the Ashland Transportation Center on Thursday, March 30, 2023 from 4:00pm to 6:00pm.

No comments were received from the public during the public involvement period from March 10, 2023 through April 10, 2023.

PUBLIC MEETINGS!

KYOVA 2024-2027 TIP Public Meetings

The KYOVA Interstate Planning Commission (KYOVA) is preparing an updated Transportation Improvement Program (TIP) for the region. To reach as many people as possible, KYOVA will host public meetings in West Virginia, Kentucky, and Ohio. Meeting dates, times, and locations are provided below. Visit KYOVA's website to review the draft TIP and provide comments between March 10th and April 10th: <http://www.kyovaipc.org/>

Tuesday, March 28th from 4:00 to 6:00 PM

KYOVA Interstate Planning Commission

400 3rd Ave, Huntington, WV, 25701

Wednesday, March 29th from 4:00 to 6:00 PM

ODOT Lawrence County Garage

364 Commerce Dr. Ironton, OH 45638

Thursday, March 30th from 4:00 to 6:00 PM

Ashland Transportation Center

99 15th Street Ashland, KY 41101

If you have any special needs or disabilities and would like additional assistance, please contact Saleem Salameh by email or phone at ssamaleh@kyovaipc.org or (304) 523-7434.



**KYOVA
Interstate
Planning
Commission**

Appendix C – Glossary

GLOSSARY OF TRANSPORTATION TERMS AND ACRONYMS

BIL – Bipartisan Infrastructure Law

Clean Air Act Amendments of 1990 (CAAA) - Identified vehicles as one of the primary sources of pollution and called for stringent new requirements in metropolitan areas and states where attainment of National Ambient Air Quality Standards (NAAQS) is a potential problem

CMAQ - The Congestion Mitigation and Air Quality Program provides funding for transportation projects that help nonattainment areas meet clean air standards under the 1990 CAAA

CO - Carbon monoxide

Conformity - A process defined in the Clean Air Act Amendments and required for nonattainment areas that involves assessing the compliance of a transportation plan, program or project with the State Implementation Plan (SIP)

EJ - Environmental justice

Eight-Hour NAAQS - A method of measuring air quality based on the maximum eighth- hour rolling averages throughout the day. At the end of each year, the fourth highest daily eight-hour reading at each monitoring site is recorded. If the average for these readings over three consecutive years is more than 0.084 ppm, the eight-hour NAAQS is exceeded

EPA - The Environmental Protection Agency

FAST Act (Fixing America's Surface Transportation Act) – Signed into law on December 4, 2015, the FAST Act provides long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016-2020.

FHWA - Federal Highway Administration

HIATS -Huntington Ironton Area Transportation Study

FTA - Federal Transit Administration

IIJA – Infrastructure Investment and Jobs Act

Intermodal - the interaction of various modes of transportation, particularly as it relates to connections, choices, coordination, and cooperation

ITS - Intelligent Transportation Systems

LOS - Level of service. The Highway Capacity Manual defines six levels of service, ranging from LOS A (best) to LOS F (worst)

Moving Ahead for Progress in the 21st Century Act (MAP-21) – This Transportation bill was signed into law on July 6, 2012. MAP-21 was the first long-term federal highway authorization enacted since 2005 and allocated \$105 billion for surface transportation programs in its first two fiscal years (FY2013 and FY2014).

MPO - Metropolitan Planning Organization. The agency designated by the governor of each state to carry out long-range transportation planning for a designated metropolitan area. KYOVA serves as the MPO for the HIATS area.

Multimodal - Involves all modes of transportation

NAAQS - National Ambient Air Quality Standards (both one and eight standards)

NHS - National Highway System

NOx - Nitrogen Oxides

Nonattainment Area - A metropolitan area that is not in compliance with the National Ambient Air Quality Standards. Areas can be considered nonattainment for one or more pollutants including carbon monoxide (CO), ozone, and particulate matter (PM). In nonattainment areas, Transportation Plans and Transportation Improvement Programs (TIP's) must demonstrate conformity with the State Implementation Plan (SIP) before receiving annual, and thus, federal funding for transportation improvements.

One-Hour NAAQS - A method of measuring air quality based on a one-hour measurement. The one-hour NAAQS is exceeded when the maximum hourly ozone levels are above 0.124 parts per million at any monitoring site for more than three days over three years.

SIP - State Implementation Plan - Each state is required to develop an air quality plan to ensure attainment of National Ambient Air Quality Standards. All MTP's must adhere to transportation emission budgets listed in the SIP.

STBG (Formerly STP) - Surface Transportation Block Group - - A funding category which provides flexibility in the expenditure of "road" funds for non-motorized and transit modes, and for a category of activities known as transportation enhancement, which could be used to enhance the historic, environmental, and multimodal characteristics of the transportation system.

TCM - Transportation Control Management – This influences travel behavior by changing the structure of the transportation system to promote more efficient use of the roadway. Examples of TCM include ramp metering, signalized timing, and turning bays

TAP/TA – Transportation Alternatives Program – funding category for providing on- and off- road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

TIP - Transportation Improvement Program - The TIP is a financially contained short- range document that lists specific projects to be implemented within an MPO jurisdiction. Projects included in the TIP must be consistent with the long-range plan, and inclusion of projects in the TIP is a requirement for the use of federal transportation funding.

USDOT - The United States Department of Transportation

VOC - Volatile Organic Compounds

VMT - Vehicles miles traveled - A measure of overall auto use in



2024-2027

Transportation Improvement Program

KYOVA Interstate Planning Commission