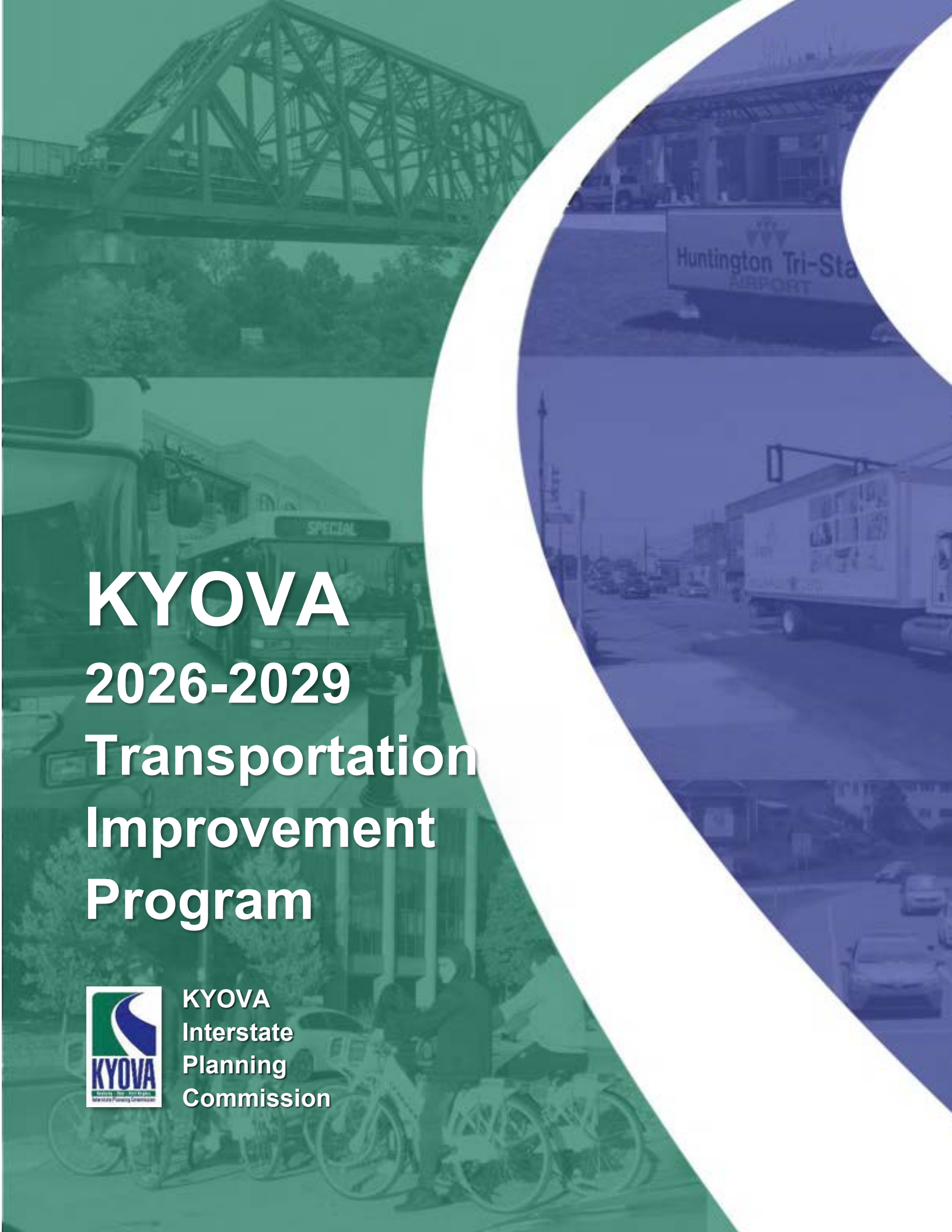

KYOVA 2026-2029 Transportation Improvement Program

KYOVA Interstate Planning Commission

Resolution #2025-015

RESOLUTION ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FISCAL YEAR 2026-2029

WHEREAS, the Infrastructure Investment and Jobs Act (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 (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 IIJA in the Transportation Improvement Program (TIP) for Fiscal Years 2026-2029, which is financially constrained and a subset of the updated regional 2050 Metropolitan Transportation Plan; and

WHEREAS, the KYOVA 2026-2029 TIP has met the requirements of public participation as described in the KYOVA Participation Plan; and

WHEREAS, the conformity report for the Huntington, WV-KY-OH Urbanized Area is required for the conformity determination due to the court vacating revocation of the 1997 8-hour ozone standard. This area is in attainment for the 2008 8-hour ozone standard; and

WHEREAS, the insignificance finding of the 1997 PM2.5 annual NAAQS requires no regional modeling 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 2026-2029 TIP has met the Air Quality Conformity requirements; and

NOW, THEREFORE, BE IT RESOLVED that the KYOVA Interstate Planning Commission adopt the Transportation Improvement Program (TIP) for Fiscal Years 2026-2029 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 2nd day of May 2025, at the regularly scheduled meeting of the KYOVA Interstate Planning Commission Policy Committee.

DeAnna Holliday

DeAnna Holliday, Chair
Date: May 2, 2025

Christopher M. Chiles, Executive Director
Date: May 2, 2025

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

WHEREAS, the USDOT the Infrastructure Investment and Jobs Act (IIJA) [Public Law 117-58] 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, KYOVA Interstate Planning Commission, the Metropolitan Planning Organization for the Huntington WV-KY-OH urbanized area, hereby certifies 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;**

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

03/19/2025

Date

KYOVA 2026-2029

Transportation Improvement Program (TIP)

PREPARED BY THE
KYOVA Interstate Planning Commission
400 Third Avenue
Huntington, West Virginia 25701
www.kyovaipc.org www.Facebook.com

April 2025

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.

Abstract

TITLE: Transportation Improvement Program[1]

AUTHOR: KYOVA Interstate Planning Commission

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

DATE: April 2025

SOURCE: KYOVA Interstate Planning Commission
400 Third Avenue
Huntington, West Virginia 25701
www.kyovaipc.org
www.Facebook.com

AUTHORIZED OFFICER: Christopher M. Chiles, Executive Director Cchiles@kyovaipc.org

ABSTRACT: This document describes the Transportation Improvement Program (TIP) for Fiscal Years 2026 through 2029 **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 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 $300 million.

[1] FY 2026-2029 Biennial TIP/STIP Development Schedule

- ✓ **01/31/2025 - First Draft TIP**
- ✓ **03/10/2025 – Second Draft TIP**
- ✓ **04/30/2025 - 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.

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.

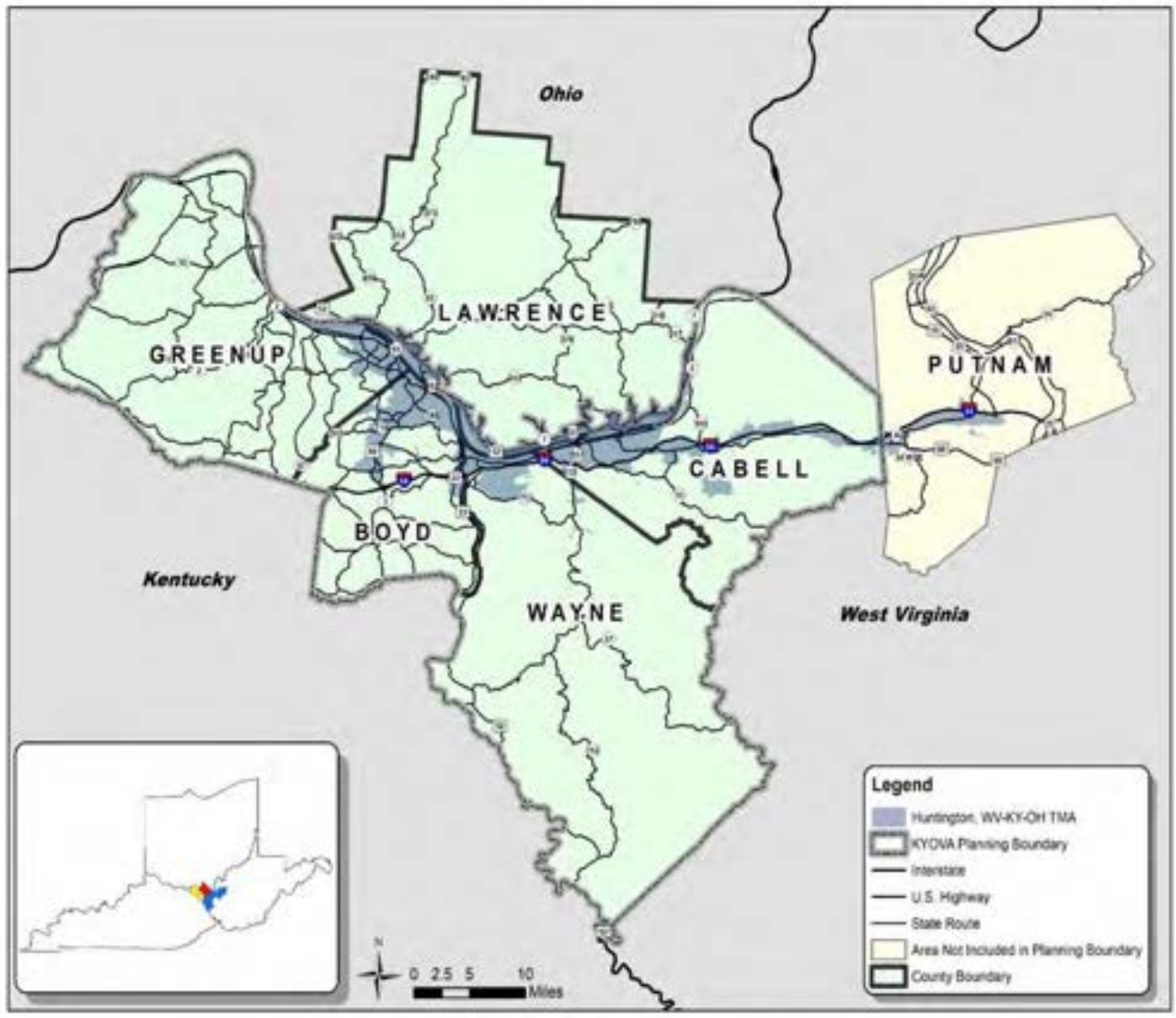
The KYOVA 2026-2029 TIP has been developed to meet all requirements of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, signed into law on November 15, 2021.

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. Outside of the urban area in Lawrence County is covered by OVRDC.

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 IIJA. 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 2026 through 2029. State fiscal years begin on July 1 of the preceding calendar year. Therefore, this TIP is effective from July 1, 2025 through June 30, 2029. 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 2026-2029 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, and congestion relief 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 $300 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 2026-2029.

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).

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 2024-2027 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 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 will begin with convening the Interagency Consultation Group via email in February 2025. KYOVA will meet with the Interagency Consultation Group via conference call to obtain concurrence on the latest planning assumptions discussed. Interagency consultation will be conducted consistent with the West Virginia, Kentucky, and Ohio Conformity SIPs.

Public Review

KYOVA followed all procedures for updating the FY 2026-2029 TIP (which included the Air Quality

Chapter/Conformity Determination Report) as outlined in the KYOVA Participation Plan. Public meetings were held on April 2nd in Ironton, OH, April 8th in Huntington, WV, and April 9th in Ashland, Kentucky. A 30-day public review of the draft plan was held from March 11, 2025 to April 11, 2025. 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 2026-2029 TIP are financially constrained. See Chapter 9 of the 2050 MTP and Section 7 of the 2026-2029 TIP for additional information on the assumptions and findings of the demonstration of fiscal constraint.

TIP Conformity for FY 2026-2029

KYOVA conducted a conformity determination for the 2026-2029 TIP according to the requirements in EPA's November 2018 Transportation Conformity Guidance. KYOVA determined that the 2026-2029 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 2023, 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://kyovaipc.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 2026-2029 TIP

Prior to the development of the 2026 - 2029 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 2026-2029 TIP document was available in-person at KYOVA's office and online on KYOVA's website for the 30-day comment period. Three public meetings were held in April in Huntington, WV on April 8, 2025, Ironton, OH on April 2, 2025, and Ashland, KY on April 9, 2025. 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).

General outreach methods include providing information on the MPO website, Facebook, X, 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 FY 2026-2029 TIP planning process 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 2026-2029 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 2026-2029 TIP planning process, meeting or exceeding all ADA requirements as identified in the ADA Transition Plan (September 2022).

Section 4: Demographic Data

The following shows demographic data in the KYOVA area based on 2019-2023 American Community Survey (ACS) Census Data.

Race and Ethnicity

Minorities make up about 7.2% 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 10.3% and Boyd and Cabell County have the largest percentage of Hispanic population at 1.7% each. 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, 17.2% of the population were found to have incomes below the poverty line based on the 2019-2023 Census ACS data. Poverty rates within the region are higher than the national average for individuals at 12.6% and varied among the counties from 16%-19%. 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.

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Table 4-1: Population Characteristics

	Cabell County		Wayne County		Boyd County		Greenup County		Lawrence County		MPO Total	
	#	%	#	%	#	%	#	%	#	%	#	%
Total Population	93,300		38,498		48,043		35,639		57,385		272,865	
Caucasian	83,677	89.7%	36,964	96.0%	44,676	93.0%	34,004	95.4%	53,954	94.0%	253,275	92.8%
Minority	9,623	10.3%	1,534	4.0%	3,367	7.0%	1,635	4.6%	3,431	6.0%	19,590	7.2%
Hispanic	1,582	1.7%	328	0.9%	816	1.7%	386	1.1%	616	1.1%	3,728	1.4%

Source: 2019-2023 ACS Census Data

Table 4-2: Poverty Status for Individuals

	Cabell County		Wayne County		Boyd County		Greenup County		Lawrence County		MPO Total	
	#	%	#	%	#	%	#	%	#	%	#	%
Individuals Below Poverty	17,623	19.8%	6,015	15.7%	8,154	17.7%	5,292	15.1%	9,902	17.5%	46,986	17.2%

Source: 2019-2023 ACS Census Data

Exhibit 4-1: Census Tracts with Minority Population Percentage Above KYOVA Average

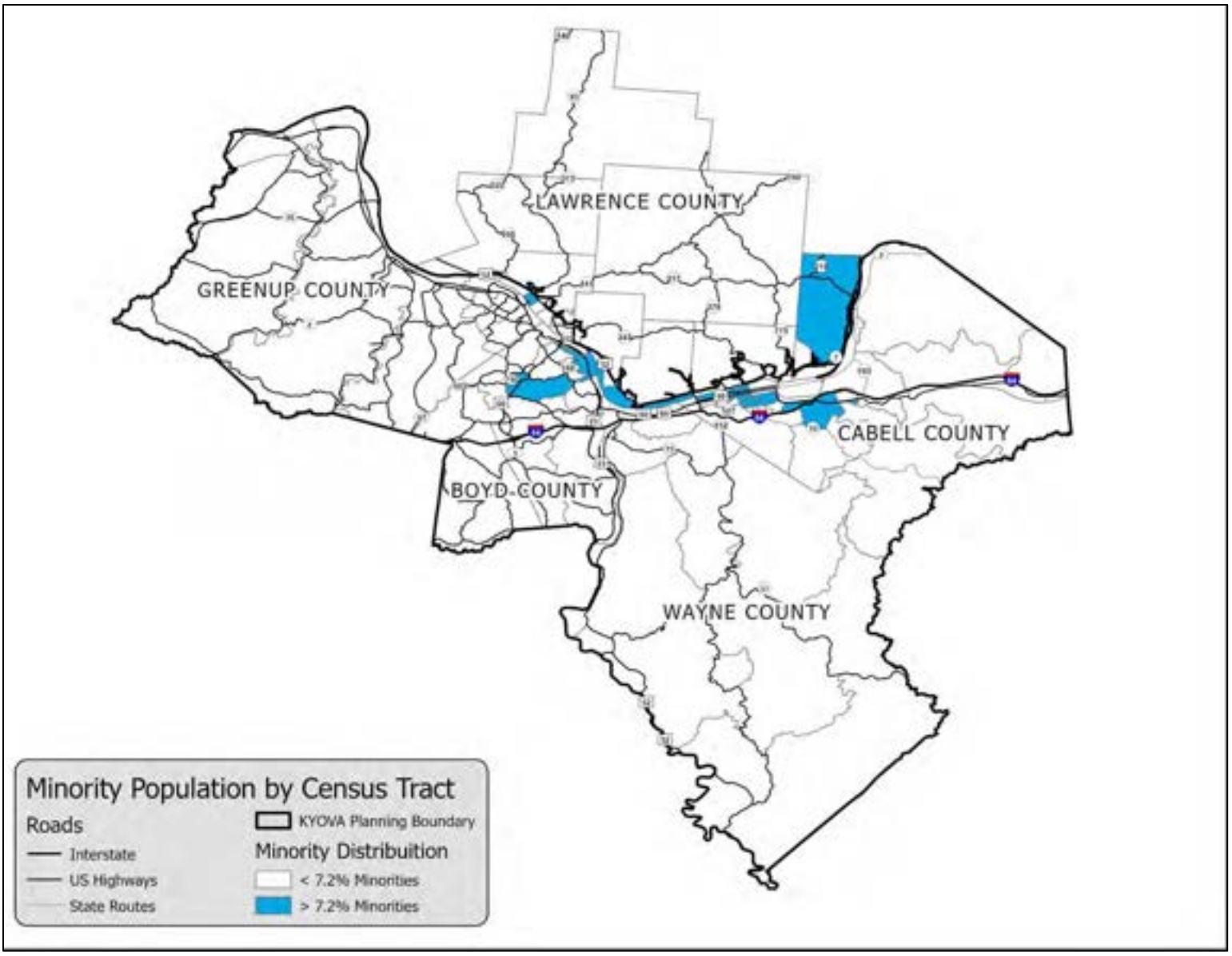
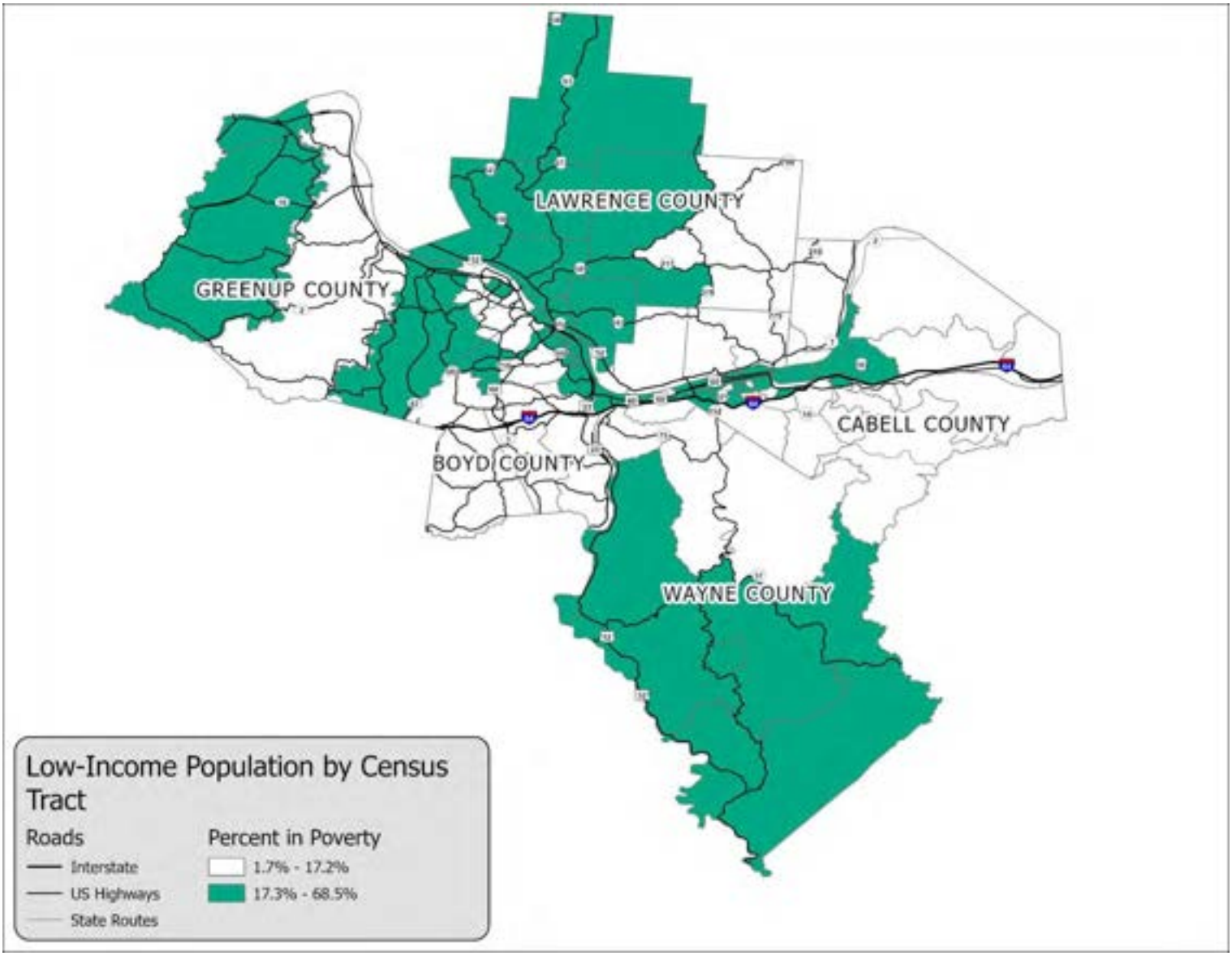


Exhibit 4-2: Census Tracts with Low-Income Population Percentage Above KYOVA Average



Additional demographic data is shown below.

Exhibit 4-3: Percent of Population 65 and Older by Census Tract

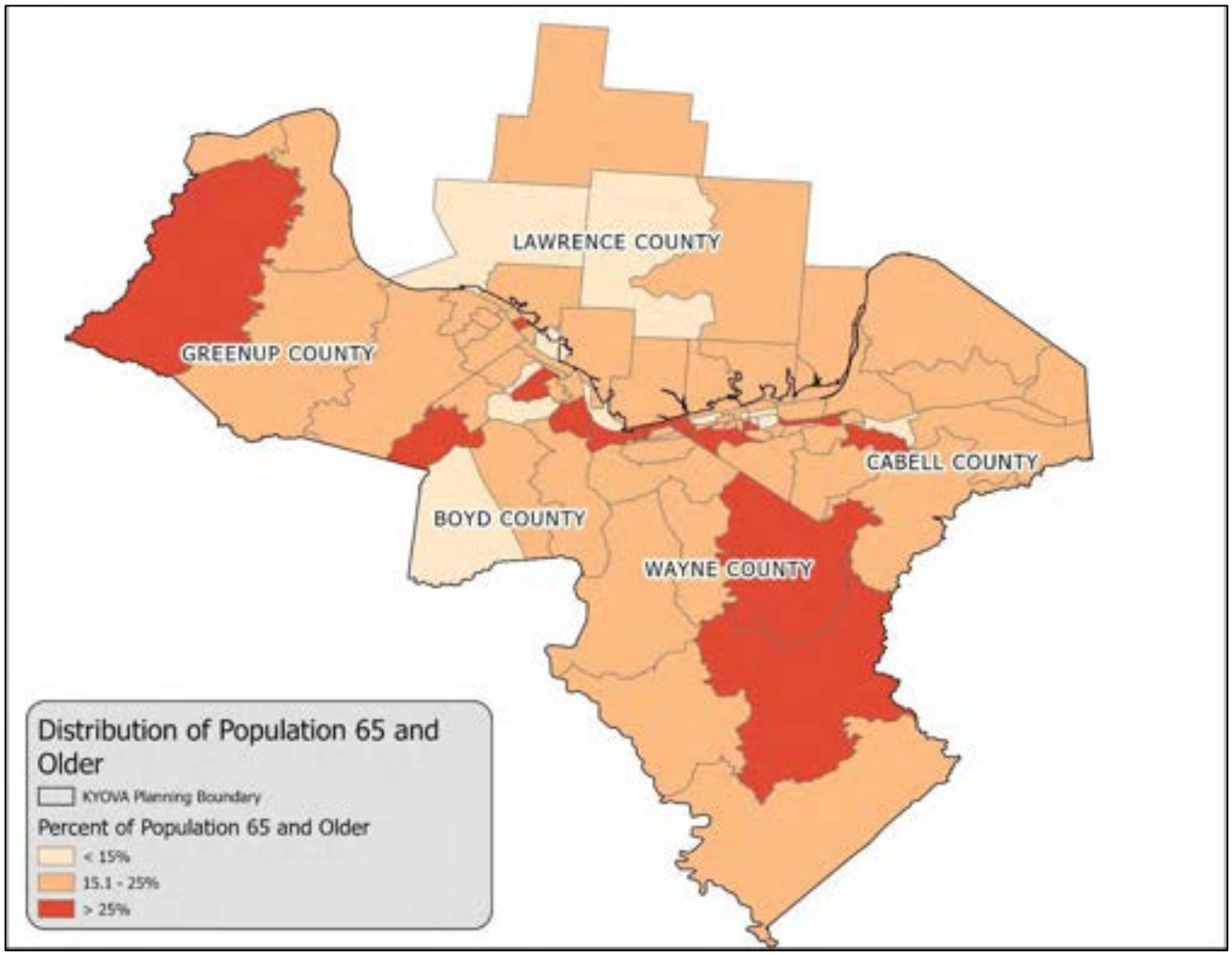


Exhibit 4-4: Percent of Population with a Disability

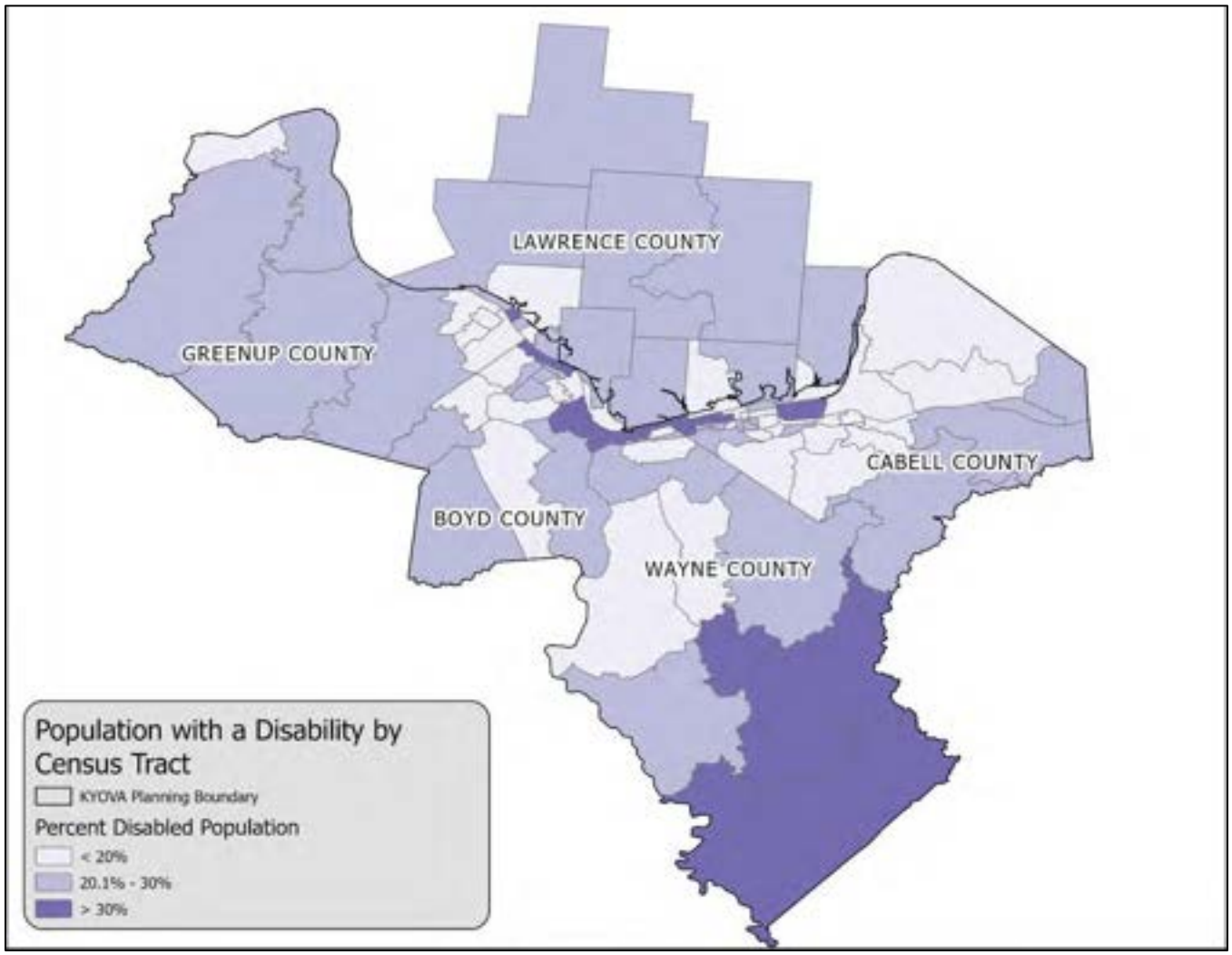
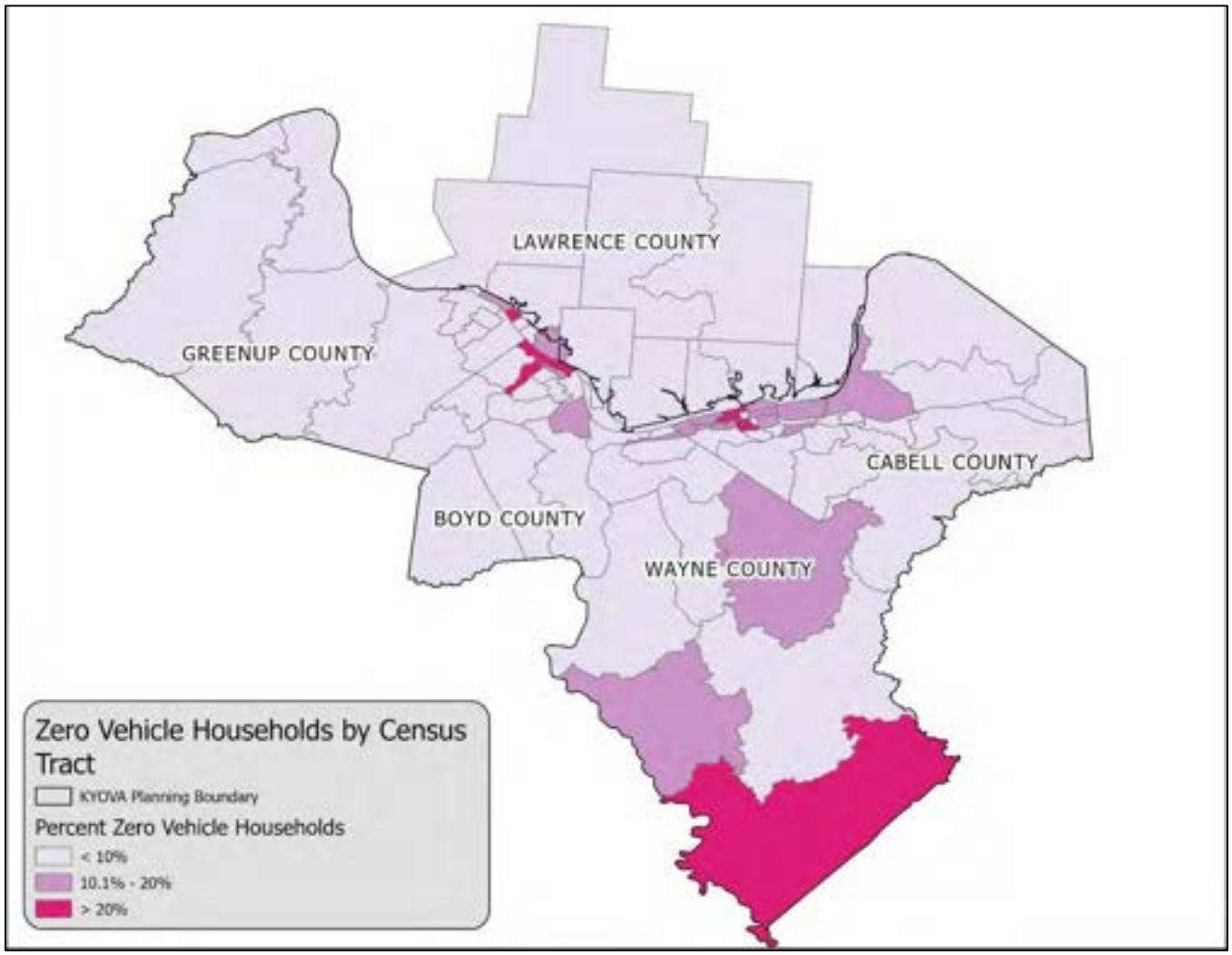


Exhibit 4-5: Percent of Households with Zero Vehicles



Section 5: Performance Measures

The Infrastructure Investment and Jobs Act (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
- 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 2025. These targets are provided in Table 5-1.

Table 5-1: CY 2025 Targets (5-year average)

Safety Performance Management Measures	West Virginia	Kentucky	Ohio
Number of fatalities	259.2	745	1180
Rate of fatalities per 100 million vehicle miles traveled (VMT)	1.542	1.54	1.08
Number of serious injuries	784.7	2542	7482
Rate of serious injuries per 100 VMT	4.661	5.84	6.51
Number of non-motorized fatalities and non-motorized serious injuries	82.6	311	809

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 #2025-006 dated December 13, 2024 adopting WVDOH, KYTC, and ODOT statewide safety related performance measures and targets.

KYOVA's 2026-2029 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 2026-2029 TIP projects expected to contribute toward accomplishing the state safety targets. Table 5-3 reflects the KYOVA non-HSIP safety related 2026-2029 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: 2026-2029 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						
Intersection Improvements	2	$1,800,000			2	$1,665,897
Spot Improvements	2	$950,000				
Guardrail						
Signage	1	$698,329				
Total	2	$3,448,329			2	$1,665,897

Table 5-3: 2026-2027 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			1	$1,500,000		
Pavement Markings						
Intersection Improvements	2	$1,677,000	1	$8,000,000		
Spot Improvements	3	$1,160,000	3	$20,750,000	1	$1,000,000
Guardrail						
Signage	1	$2,200,000				
Total	6	$5,037,000	5	$30,250,000	1	$1,000,000

In summary, projects programed in the KYOVA 2026-2029 TIP include the following: West Virginia – 8 safety-related projects totaling $8,485,329; Kentucky – 5 safety-related projects totaling $30,250,000; and Ohio – 3 safety-related projects totaling $2,665,897. In total, 4 HSIP projects are funded for $5,114,226.

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 # 2023-20 (PM 2: KY)
- Resolution # 2023-21 (PM 3: KY)
- Resolution # 2023-014 (PM 2: WV)
- Resolution # 2023-015 (PM 3: WV)

KYOVA's 2026-2029 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 2026-2029 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: 2026-2029 TIP – Pavement and Bridge Related Projects

Pavement and Bridge Projects						
	West Virginia		Kentucky		Ohio	
Primary Project Type	No. of Projects	Programmed Costs	No. of Projects	Programmed Costs	No. of Projects	Programmed Costs
Interstate Pavement Projects						
NHS Pavement Projects			1	$2,500,000		
Interstate Bridge Projects	7	$57,494,998				
NHS Bridge Projects	5	$4,612,000	2	$4,600,000	2	$4,600,000
Total	12	$62,106,998	3	$7,100,000	2	$4,600,000

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 for the purpose of carrying out the Congestion Mitigation and Air Quality (CMAQ) program. 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

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 2026-2029 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: 2026-2029 TIP – System Performance Related Projects

System Performance Projects						
	West Virginia		Kentucky		Ohio	
Primary Project Type	No. of Projects	Programmed Costs	No. of Projects	Programmed Costs	No. of Projects	Programmed Costs
System Reliability on Interstate						
System Reliability on NHS	4	$8,742,000	1	$9,110,000		
Freight						
Total	4	$8,742,000	1	$9,110,000		

In summary, bridge and pavement projects programmed in the KYOVA 2026-2029 TIP include the following: West Virginia – 12 projects totaling $62,106,998; Kentucky – 3 projects totaling $7,100,000; and Ohio – 2 projects totaling $4,600,000.

System performance projects programmed in the KYOVA 2026-2029 TIP include the following: West Virginia – 4 projects totaling $8,742,000 and Kentucky – 1 project totaling $9,110,000.

KYOVA will continue to plan and program projects so that they contribute toward the accomplishment of WVDOH, 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 Safety[1]

Total Safety Projects	Total Safety $ (Millions)	Projects with HSIP $	HSIP $ (Millions)
3	$2.9 M	2	$1.7 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 Pavements[1]

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 Bridges[1]

Number of Projects	Bridges Improved	Construction $ (Millions)
2	2	$4.6 M

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

STIP Projects Improving Travel Time Reliability[1]

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 Funding[1]

Number of Projects	CMAQ $ (Millions)
2	$.8 M

1 Projects that have CMAQ funding (SAC 4TB7, 4TE7, or 4NG5).

STIP Projects Improving Non-SOV Travel[1]

Total Non-SOV Projects	Total Non-SOV $ (Millions)	Non-SOV Projects with CMAQ $	Non-SOV CMAQ $ (Millions)
2	$2. 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)

STIP Projects Improving Peak Hour Excessive Delay[1]

Total PHED Projects	Total PHED $ (Millions)	PHED Projects with CMAQ $	PHED CMAQ $ (Millions)
2	$2.6 M	1	$.4 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) and contain committed construction contract funding 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, Traffic Management Engineering - HOV) and contain committed construction contract funding.

Table 5-8a: ODOT Statewide Safety Performance Metrics

Performance Measure	2023 Performance	2023 Target	Target Met?	2025 Target
Fatalities	1,228	< 1,173	No	< 1,180
Fatality Rate	1.12	< 1.04	No	< 1.08
Serious Injuries	7,791	< 7,649	No	< 7,482
Serious Injury Rate	6.77	< 6.77	No	< 6.51
Non-Motorized Fatalities & Serious Injuries	842.4	< 824	No	< 809

Notes:

1. All safety measures are rolling 5-year averages.
2. Rates are expressed as events per 100 million vehicle miles traveled (VMT).
3. Targets for 2023 and 2025 are a 2% annual reduction from the baseline performance (for 2021 and 2023, respectively).

Table 5-8b: ODOT Infrastructure Condition Measures and Targets

Infrastructure Condition Measures and Targets					
Performance Measure	**Baseline (2021)**	**2-Year Performance (2023)**	**2-Year Target (2023)**	**4-Year Target (2025)**	**2-Year Target Met?**
Interstate Pavement Condition					
% Good	72.9%	75.4%	> 55%	> 55%	Yes
% Poor	0.1%	0.1%	< 1%	< 1%	Yes
Non-Interstate NHS Pavement Condition					
% Good	46.4%	50.4%	> 40%	> 40%	Yes
% Poor	1.9%	1.3%	< 2%	< 2%	Yes
NHS Bridge Conditions					
% Good	60.9%	60.8%	> 55%	> 55%	Yes
% Poor	2.0%	2.0%	< 3%	< 3%	Yes

Table 5-8c: ODOT System Reliability Measures and Targets

System Reliability Measures and Targets					
Performance Measure	**Baseline (2021)**	**2-Year Performance (2023)**	**2-Year Target (2023)**	**4-Year Target (2025)**	**2-Year Target Met?**
Travel Time Reliability (TTR) - Interstates	98.8%	97.1%	> 85.0%	> 85.0%	Yes
Travel Time Reliability (TTR) - Non-Interstates	96.4%	95.9%	> 80.0%	> 80.0%	Yes
Truck Travel Time Reliability (TTTR) Index	1.19	1.22	< 1.50	< 1.50	Yes

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 2023 Annual Revenue Passenger Miles was 4,274,626 with 731,480 Annual Unlinked Trips. The service area population totals 144,339 with a service area of 92 square miles.

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 ¾ 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 2023 Annual Vehicle Revenue Miles was 208,091 with 74,089 Annual Unlinked Trips. The service area population totals 23,540 with a service area of 17 square miles.

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 2021 Annual Passenger Revenue Miles was 266,720 with 15,661 Annual Unlinked Trips. The service area population totals 113,532 with a service area of 67 square miles.

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 2026-2029 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. The FTA Default Useful Life Benchmark (ULB) Cheat Sheet

(https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-11/TAM-ULB-CheatSheet.pdf) was used to set the Rolling Stock and Equipment Targets. The FTA TERM Scale was used to determine facility condition (https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/asset-management/60361/tam-facility-performance-measure-reporting-guidebook-v1-2.pdf).

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

Asset Category	Assets	Current Condition	KYOVA 2026-2029 Baseline/Target
Rolling Stock (Revenue vehicles)	BU – Buses = 32 (includes 2 Trolley Buses)	2 buses exceed default Useful Life Benchmark (ULB) (6.25%)	No more than 50% of bus fleet exceed ULB
	CU – Cutaway Buses = 33	4 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 = 17	11 minivans exceed default ULB (57.9%)	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 = 9	3 SUVs exceeds the default ULB (33.3%)	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: 2026-2029 Regional Transit Asset Management Targets for the KYOVA Planning Area

Asset Category	Performance Measure	Asset	KYOVA 2026-2029 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	Trucks	No more than 60% exceed ULB

	that have meet or exceeded their Useful Life Benchmark (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 (2025) Inventory and Targets for Huntington, WV-KY-OH Section 5310 Program

Asset Category	Assets	Current Condition	KYOVA 2027 Baseline/Target
FTA Section 5310 (Revenue Vehicles)	MV – Minivan = 4	0 Minivans exceed the default ULB	No more than 50% of bus fleet exceeds ULB
	VN – Van = 2	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: 2026-2029 Regional Transit Asset Management Targets for Huntington, WV-KY-OH Section 5310 Program

Asset Category	Performance Measure	Asset	KYOVA 2026-2029 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 which includes all three transit agencies. 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 (H/M/L)
2026	Revenue Vehicle	Bus Acquisition	BU-Bus	7	$525,000	$3,675,000	H
2026	Revenue Vehicle	Bus Acquisition	CU-Cutaway			$0	
2026	Revenue Vehicle	Minivan Acquisition	MV-Minivan			$0	
2026	Revenue Vehicle	Van Acquisition	VN-Van			$0	
2026 PROJECTED TOTALS				7		$3,675,000	
2027	Revenue Vehicle	Bus Acquisition	BU-Bus	2	$575,000	$1,150,000	H
2027	Revenue Vehicle	Bus Acquisition	CU-Cutaway			$0	
2027	Revenue Vehicle	Minivan Acquisition	MV-Minivan			$0	
2027	Revenue Vehicle	Van Acquisition	VN-Van			$0	
2027 PROJECTED TOTALS				2		$1,150,000	
2028	Revenue Vehicle	Bus Acquisition	BU-Bus	4	$625,000	$2,500,000	H
2028	Revenue Vehicle	Bus Acquisition	CU-Cutaway			$0	
2028	Revenue Vehicle	Minivan Acquisition	MV-Minivan			$0	
2028	Revenue Vehicle	Van Acquisition	VN-Van			$0	
2028 PROJECTED TOTALS				4		$2,500,000	
2029	Revenue Vehicle	Bus Acquisition	BU-Bus	3	$675,000	$2,025,000	H
2029	Revenue Vehicle	Bus Acquisition	CU-Cutaway			$0	
2029	Revenue Vehicle	Minivan Acquisition	MV-Minivan			$0	
2029	Revenue Vehicle	Van Acquisition	VN-Van			$0	
2029 PROJECTED TOTALS				3		$2,025,000	
2026-2029 PROJECTED NEEDS				16		$9,350,000	

Table 5-14: Section 5310 2026-2029 Projected Needs

Project Year	Asset Category	Project Name	Asset Class	Quantity	Cost-Estimated per vehicle	Total Project Cost	Priority (H/M/L)
2026	Revenue Vehicle	Bus Acquisition	BU-Bus		$0	$0	N/A
2026	Revenue Vehicle	Bus Acquisition	CU-Cutaway	3	$110,000	$330,000	H
2026	Revenue Vehicle	Minivan Acquisition	MV-Minivan	1	$70,000	$70,000	H
2026	Revenue Vehicle	Van Acquisition	VN-Van		$0	$0	N/A
2026 PROJECTED TOTALS				4		$400,000	
2027	Revenue Vehicle	Bus Acquisition	BU-Bus		$0	$0	N/A
2027	Revenue Vehicle	Bus Acquisition	CU-Cutaway	3	$116,000	$348,000	H
2027	Revenue Vehicle	Minivan Acquisition	MV-Minivan	1	$75,000	$75,000	H
2027	Revenue Vehicle	Van Acquisition	VN-Van		$0	$0	N/A
2027 PROJECTED TOTALS				4		$423,000	
2028	Revenue Vehicle	Bus Acquisition	BU-Bus		$0	$0	N/A
2028	Revenue Vehicle	Bus Acquisition	CU-Cutaway	3	$120,000	$360,000	H
2028	Revenue Vehicle	Minivan Acquisition	MV-Minivan	1	$75,000	$75,000	H
2028	Revenue Vehicle	Van Acquisition	VN-Van		$0	$0	N/A
2028 PROJECTED TOTALS				4		$435,000	
2029	Revenue Vehicle	Bus Acquisition	BU-Bus		$0	$0	N/A
2029	Revenue Vehicle	Bus Acquisition	CU-Cutaway	3	$125,000	$375,000	H
2029	Revenue Vehicle	Minivan Acquisition	MV-Minivan	1	$80,000	$80,000	H
2029	Revenue Vehicle	Van Acquisition	VN-Van		$0	$0	N/A
2029 PROJECTED TOTALS				4		$455,000	
2026-2029 PROJECTED NEEDS				16		$1,713,000	

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	2026-2029 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 2024-2027 TIP.

Cabell County, WV

PROJECT NAME OR ID	DESCRIPTION
HAL GREER BLVD.	HAL GREER BLVD. CONSTRUCTION OF STREET IMPROVEMENTS
COL. JUSTICE CHAMBERS BRIDGE	COL. JUSTICE CHAMBERS BRIDGE REPLACEMENT OF BRIDGE 0.74 MILE WEST OF US 52 - 0.86 MILE WEST OF US 52
I-64 SIGNING 29TH STREET INTERCHANGE-HURRICANE	RENOVATION OF SIGNAGE AT MILEPOST 15 TO MILEPOST 34 ON INTERSTATE 64
5TH AVENUE CURB AND RAMPS	DESIGN AND BUILD ADA RAMPS ON 5TH AVENUE BETWEEN 1ST STREET AND HAL GREER BLVD.
GUYANDOTTE CURB RAMPS +1	DESIGN AND BUILD RAMPS AT VARIOUS LOCATIONS
MILTON CURB RAMPS	DESIGN AND BUILD RAMPS 0.01 MILE EAST OF CR 60/37 - 0.26 MILE WEST OF CR 60/27
HAL GREER BLVD. PHASE 3	CONSTRUCTION OF STREET IMPROVEMENTS FROM WASHINGTON BLVD. TO INTERSTATE 64.
US 60 MIDLAND TRAIL TRAFFIC SIGNALS (3)	TRAFFIC SIGNAL RENOVATIONS (SIGNALS)
HUNTINGTON ROAD DIET	SAFETY TRANSPORTATION IMPROVEMENT ON THIRD AVENUE IN HUNTINGTON, WV. THE PROJECT TERMINI WILL BE FROM 31ST STREET TO 24TH STREET AND SURROUNDING AREAS.
MILTON - PUTNAM COUNTY LINE	RESURFACING ON US 60
NICK JOE RAHALL BRIDGE	SUBSTRUCTURE REHABILITATION

Wayne County, WV

PROJECT NAME OR ID	DESCRIPTION
EAST LYNN ROUTE 22 BRIDGE	BRIDGE REPLACEMENT 0.01 - 0.02 MILE EAST OF WV 37
ARMILDA BRIDGE	BRIDGE REPLACEMENT 0.06 - 0.07 MILE WEST OF CR 24

BOB W BELLOMY MEMORIAL BRIDGE	BRIDGE REPAIR
SWEET RUN - BUFFALO CREEK	SWEET RUN - BUFFALO CREEK RESURFACING
MIDDLE BRIDGE +1	BRIDGE REHABILITATION

Lawrence County, OH

PROJECT NAME OR ID	DESCRIPTION
92753 - LAWRENCE NEW INTERMODAL CARGO DOCK SIB LOAN	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)
116235 - LAWRENCE / SCIOTO - 93/217/218/348-21.52/5.7	CHIP SEAL PAVING TREATMENT PROTECT ON VARIOUS ROUTES IN LAWRENCE AND SCIOTO COUNTIES.
118758 - LAWRENCE 141 - 0.98	RESURFACING PROJECT ON SR 141 IN LAWRENCE COUNTY, OHIO.
75923 - LAWRENCE 7 2.17 PHASE 2 (CHESAPEAKE BYPASS)	COMPLETE THE DESIGN FOR PHASE 2, PURCHASE RIGHT-OF-WAY, UPDATE ENVIRONMENTAL DOCUMENTATION AND CONSTRUCT ONE LANE IN EACH DIRECTION OF THE PROPOSED CHESAPEAKE BYPASS (STATE ROUTE 7) FROM THE INTERCHANGE OF STATE ROUTE 7 AND STATE ROUTE 527 EASTWARD TO A NEW INTERCHANGE WITH STATE ROUTE 775. PROJECT LENGTH IS 6.1 MILES, HAS 10 BRIDGES A RETAINING WALL, NOISE WALLS AND APPROXIMATELY 5 MILLION CY EXCAVATION. IN AIR QUALITY ATTAINMENT, AS IT HAS BEEN PREVIOUSLY ANALYZED. NOTE: THE OHIO TRAC COMMITTEE HAS APPROVED THE DESIGN, RIGHT-OF-WAY, UPDATE TO THE ENVIRONMENTAL DOCUMENTATION, AND CONSTRUCTION.
120720 - LAWRENCE - 7 2.17 TREE CLEARING	TREE CLEARING FOR THE PROPOSED CHESAPEAKE BYPASS (STATE ROUTE 7) IN LAWRENCE COUNTY, OHIO.
114574 - ROBERT BYRD BRIDGE PAINT & CLEAN	COORDINATION WITH WVDOH TO CLEAN AND PAINT THE ROBERT BYRD BRIDGE (6TH STREET BRIDGE).

111487 - LAWRENCE 93 – 1.36 SAFETY	REMOVE EXISTING TRAFFIC SIGNALS ON EACH OF THE RAMP TERMINALS OF US ROUTE 52/STATE ROUTE 93 AND REPLACE WITH SINGLE LANE ROUNDABOUTS. INSTALL SIDEWALKS WITHIN PROJECT LIMITS. FEASIBILITY STUDY ALREADY COMPLETED TO INVESTIGATE MEDIUM AND LONG-TERM COUNTERMEASURES AT US ROUTE 52 & STATE ROUTE 93 IN LAWRENCE COUNTY.
106508 - LAWRENCE US-52/STATE ROUTE 243 INTERCHANGE (COAL GROVE EXIT) IMPROVEMENTS.	LAWRENCE US-52/STATE ROUTE 243 INTERCHANGE (COAL GROVE EXIT) IMPROVEMENTS. THE TID IS CONSTRUCTING THE US 52/SR 243 INTERCHANGE IMPROVEMENTS PROJECT INCLUDING, BUT NOT LIMITED TO, ROADWORK IMPROVEMENTS BY ENHANCING THE INTERCHANGE.

Boyd County, KY

TITLE	STATE PROJECT ID	DESCRIPTION
INTERSECTION IMPROVEMENTS - PRELIM DESIGN/STUDY TO DETERMINE LOW-COST IMPROVEMENTS WITHIN DISTRICT 9.	09-9010.00	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 MPP 5.758 (0.2 MILES) INTERSECTION ROUTES AT OFF/ON RAMPS AT EB I-64 AT EXIT 137 / ROWAN COUNTY: KYY-32 MP 5.308 TO MP 5.508 (0.2 MILES) INTERSECTING AT TRADEMORE DRIVE. TOTAL SUM LENGTH OF PROJECT = 0.8 MILES.
SS4A ZERO VISION ACTION PLAN - CITY OF ASHLAND, KY		COMPLETE AN SS4A ZERO VISION ACTION PLAN FOR THE CITY OF ASHLAND, KY.

Greenup County, KY

TITLE	STATE PROJECT ID	DESCRIPTION
KY-503 BRIDGE (CULVERT) OVER INDIAN RUN CREEK - ADDRESS DEFICIENCIES	09-10007.00	ADDRESS DEFICIENCIES OF KY-503 BRIDGE (CULVERT) OVER INDIAN RUN CREEK (045B00033N). [BRIDGE SLATED FOR REPLACEMENT AFTER FIRST LOOK STUDY].
KY-3112 BRIDGE REPLACEMENT OVER TYGARTS CREEK.	09-10027.00	REPLACE KY-3112 BRIDGE OVER TYGARTS CREEK (045B00085N).
US-23 -ADDRESS PAVEMENT CONDITIONS FROM MP 23.002 TO MP 28.76.	09-20026.00	ADDRESS PAVEMENT CONDITIONS ON US-23 FROM MP 23.002 TO MP 28.76. (ADDED WITH KY STIP 2018.256/11/6/2020).
SAFE ROUTES TO SCHOOL (SRTS) - CONSTRUCT SIDEWALKS: PHASE B GESLING ROAD (CS-3060) AND PHASE C KENWOOD DRIVE (CS-3054/KY-1093).	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). MATCH PROVIDED BY THE CITY OF RUSSELL.
KY-750 - POWELL LANE/FLATWOODS, KY DESIGN AND CONSTRUCTION OF A SIDEWALK - SRTS PROJECT.	09-402.00	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 -KY STIP 2018.236/9-21-2020)
US-23 - REPLACE GRASS MEDIAN BETWEEN MP 0.03 TO MP 0.07 AND MP 0.51 TO MP 0.85.	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.
KY-1 (GREENUP COUNTY) - INSTALL GUARDRAIL.	09-4332.00	INSTALL GUARDRAIL ON KY-1 IN GREENUP COUNTY.

INTERSECTION IMPROVEMENTS - PRELIM DESIGN/STUDY TO DETERMINE LOW-COST IMPROVEMENTS WITHIN DISTRICT 9.	09-9010.00	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 MPP 5.758 (0.2 MILES) INTERSECTION ROUTES AT OFF/ON RAMPS AT EB I-64 AT EXIT 137 / ROWAN COUNTY: KYY-32 MP 5.308 TO MP 5.508 (0.2 MILES) INTERSECTING AT TRADEMORE DRIVE. TOTAL SUM LENGTH OF PROJECT = 0.8 MILES.
KY-1 - CONSTRUCT LEFT AND RIGHT TURN LANES AT ENTRANCE OF ARGILLITE ELEMENTARY.	09-9019.00	CONSTRUCT LEFT AND RIGHT TURN LANES ON KY-1 AT THE ENTRANCE OF ARGILLITE ELEMENTARY TO PROVIDE SAFETY AND EFFICIENCY ROR SCHOOL INGRESS.

Section 7: Financial Plan

One of the planning requirements of the IIJA 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 2026-2029 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.

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. As defined in the STIP/TIP operating procedures, a $1 million threshold is required for a TIP amendment. 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
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 th4e Americans with Disabilities Act ADA
Operating assistance to transit agencies
Rehabilitation of transit vehicles
Construction of transit passenger shelters and information kiosks

Description (All projects are located in Boyd or Greenup County)
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 to be included in a Group. Ohio has defined a $5 million threshold requiring a TIP amendment.

Process

When a project is programed in Ellis, an automated report determines whether the project meets the requirements to be included 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 2026-2029 Highway STIP Group Summary

KYOVA	2026	2027	2028	2029	2026-2029 Total
KY09	Estimate	Estimate	Estimate	Estimate	Estimate
Work Category Group					
Expansion	$ -	$ -	$ -	$ -	$ -
Facilities / Properties	$ -	$ -	$ -	$ -	$ -
Jobs & Commerce	$ -	$ -	$ -	$ -	$ -
Maintenance	$ -	$ -	$ -	$ -	$ -
Operations	$ -	$ -	$ -	$ -	$ -
Other Modes	$ -	$ -	$ -	$ -	$ -
Pedestrian / Bicycle	$ -	$ -	$ -	$ -	$ -
Preservation	$ 7,253,510	$ -	$ -	$ -	$ 7,253,510
Rail	$ -	$ -	$ -	$ -	$ -
Safety	$ 234,900	$ 234,900	$ 234,900	$ 234,900	$ 939,600
Studies / Tasks	$ -	$ 1,100,000	$ -	$ 1,070,000	$ 2,170,000
Transit	$ 3,382,993	$ 3,239,072	$ -	$ 13,823,000	$ 20,445,065
Total	$10,871,403	$4,573,972	$234,900	$15,127,900	$ 30,808,175

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 2026-2029

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 7-5: TIP Financial Plan for West Virginia per Fiscal Year by Funding Category (FY 2026-2029)

FINANCIAL PLAN FOR WEST VIRGINIA PER FISCAL YEAR BY FUNDING CATEGORY (FY 2026-2029)					
Fund Type	**2026**	**2027**	**2028**	**2029**	**Total**
CMAQ	$1,600,000	$0	$0	$0	**$1,600,000**
CRP > 200K POP	$1,220,000	$0	$0	$0	**$1,220,000**
EARMARK WV 106	$1,750,000	$0	$0	$0	**$1,750,000**
FLAP	$100,000	$355,000	$0	$0	**$455,000**
HSIP	$1,800,000	$0	$0	$0	**$1,800,000**
HWI-BR	$12,232,100	$11,710,390	$6,946,000	$9,466,100	**$40,354,590**
HWI-OFF	$2,600,000	$4,542,000	$20,000	$1,100,000	**$8,262,000**
NHPP	$14,563,500	$10,102,400	$0	$40,000,000	**$64,665,900**
NHPP - EXEMPT	$6,975,000	$0	$0	$0	**$6,975,000**
Other	$0	$35,000	$0	$0	**$35,000**
STBG - FLEX	$3,460,628	$2,342,452	$2,064,791	$520,000	**$8,387,871**
STBG 5-50K POP	$0	$8,000	$0	$0	**$8,000**
STBG-OFF	$532,000	$648,000	$520,000	$52,000	**$1,752,000**
STBG-TMA	$6,841,224	$8,480,000	$0	$0	**$15,321,224**
TAP-TMA	$464,790	$371,832	$464,790	$0	**$1,301,412**
Federal Subtotal	**$54,139,242**	**$38,595,074**	**$10,015,581**	**$51,138,100**	**$153,887,997**
FTA 5307	$2,356,478	$2,591,345	$2,524,259	$2,599,987	**$10,072,069**
FTA 5310	$350,000	$398,623	$410,058	$422,899	**$1,581,580**
FTA 5339	$2,500,000	$0	$0	$0	**$2,500,000**
Transit Subtotal	**$5,206,478**	**$2,989,968**	**$2,934,317**	**$3,022,886**	**$14,153,649**
Grand Total	**$59,345,720**	**$41,585,042**	**$12,949,898**	**$54,160,986**	**$168,041,646**

Table 7-6: TIP Financial Plan for Kentucky per Fiscal Year by Funding Category (FY 2026-2029)

FINANCIAL PLAN FOR KENTUCKY PER FISCAL YEAR BY FUNDING CATEGORY (FY 2026-2029)					
Fund Type	**2026**	**2027**	**2028**	**2029**	**Total**
BRO	$0	$2,920,000	$840,000	$0	**$3,760,000**
BRZ	$0	$1,600,000	$0	$0	**$1,600,000**
FBP	$0	$0	$0	$0	**$0**
FBP2	$0	$0	$0	$966,166	**$966,166**
GR	$149,600	$0	$0	$0	**$149,600**
NH	$2,640,000	$36,368,000	$0	$2,320,000	**$41,328,000**
NHPM	$800,000	$1,375,561	$0	$0	**$2,175,561**
SAH - (DED STP)	$2,578,196	$13,600	$0	$0	**$2,591,796**
SS4A	$160,000	$0	$0	$0	**$160,000**
STBG - FLEX	$1,360,628	$1,592,452	$2,064,791	$520,000	**$5,537,871**
STBG-OFF	$520,000	$520,000	$520,000	$52,000	**$1,612,000**
STBG-TMA	$3,401,224	$0	$0	$0	**$3,401,224**
TAP-TMA	$464,790	$371,832	$464,790	$0	**$1,301,412**
CSTP	$100,000	$0	$0	$0	**$100,000**
Federal Subtotal	**$12,174,438**	**$44,761,445**	**$3,889,581**	**$3,858,166**	**$64,683,630**
FTA 5307 OPERATING	$1,791,166	$526,179	$0	$0	**$2,317,345**
FTA 5307/5340	$1,661,316	$478,346	$0	$0	**$2,139,662**
FTA 5339	$307,300	$82,258	$0	$0	**$389,558**
Transit Subtotal	**$3,759,782**	**$1,086,783**	**$0**	**$0**	**$4,846,565**
Grand Total	**$15,934,220**	**$45,848,228**	**$3,889,581**	**$3,858,166**	**$69,530,195**

Table 7-7: TIP Financial Plan for Ohio per Fiscal Year by Funding Category (FY 2026-2029)

FINANCIAL PLAN FOR OHIO PER FISCAL YEAR BY FUNDING CATEGORY (FY 2026-2029)					
Federal Fund Type	**2026**	**2027**	**2028**	**2029**	**Total**
CMAQ	$0	$240,000	$1,205,468	$428,000	**$1,873,468**
HSIP	$1,343,953	$0	$0	$0	**$1,343,953**
Other	$12,126,202	$0	$0	$9,892,000	**$22,018,202**
Protect Program - F	$1,081,600	$0	$0	$0	**$1,081,600**
STBG	$200,000	$1,100,000	$0	$668,000	**$1,968,000**
USDOT -CPF	$0	$2,500,000	$0	$0	**$2,500,000**
CRP - FLEX	$0	$20,000	$0	$0	**$20,000**
CMAQ FLEX	$0	$1,360,000	$0	$0	**$1,360,000**
Geological Site Management - F	$0	$0	$2,312,960	$0	**$2,312,960**
Preservation - F	$0	$0	$2,561,941	$0	**$2,561,941**
Federal Subtotal	**$14,751,755**	**$3,840,000**	**$1,205,468**	**$10,988,000**	**$37,040,124**
FTA 5307	$690,000	$690,000	$550,000	$550,000	$2,480,000
FTA 5339	$50,000	$50,000	$50,000	$50,000	$200,000
Transit Subtotal	**$740,000**	**$740,000**	**$600,000**	**$600,000**	**$2,680,000**
TOTAL	**$15,491,755**	**$4,580,000**	**$1,805,468**	**$11,588,000**	**$39,720,124**

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 2026 through 2029 as shown in tables 7-8 through 7-10.

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 7-8: West Virginia Suballocated Funds

DRAFT KYOVA Suballocated Funds - West Virginia*					
FY 2025-2029					
Year		STP Funds	TAP Funds	CRP Funds	Comments
2025	Suballocated Amount	$ 4,098,881	$ 167,701	$ 1,686,138	CRP:
					Newman's Branch Signal $1,500,000
	FY 2024 Carry Forward	$ 6,889,871	$ 651,749	$ 562,046	STBG:
	Available 2025 Budget	$ 10,988,752	$ 819,450	$ 2,248,184	Barboursville CSX Underpass Drainage Study (Pending) $120,000
					Barboursville Sidewalk & Culvert Replacement (Pending) $160,000
	Project Demand Total	**$ -**	**$ -**	**$1,500,000**	US 60 Culvert Replacement (Pending) $4,000,000
	Shortfall/Balance	$ 10,988,752	$ 819,450	$ 748,184	
	Carry Over	$ 10,988,752	$ 819,450	$ 748,184	

Year		STP Funds	TAP Funds	Comments
2026	Suballocated Amount	$ 4,098,774	$ 167,701	$ 562,046
	FY 2025 Carry Forward	$ 10,988,752	$ 819,450	$ 748,184
	Available 2026 Budget	$ 15,087,526	$ 987,151	$ 1,310,230
	Project Demand Total	**$ -**	**$ -**	No Funds Encumbered FY 2026
	Shortfall/Balance	$ 15,087,526	$ 987,151	$ 1,310,230
	Carry Over	$ 15,087,526	$ 987,151	$ 1,310,230

* Subject to change based on updated information

Year		STP Funds	TAP Funds	Comments
2027	Suballocated Amount	$ 4,098,774	$ 167,701	$ 562,046
	FY 2026 Carry Forward	$ 15,087,526	$ 987,151	$ 1,310,230
	Available 2027 Budget	$ 19,186,300	$ 1,154,852	$ 1,872,276
	Project Demand Total	**$ -**	**$ -**	No Funds Encumbered FY 2027
	Shortfall/Balance	$ 19,186,300	$ 1,154,852	$ 1,872,276
	Carry Over	$ 19,186,300	$ 1,154,852	

Year		STP Funds	TAP Funds	Comments
2028	Suballocated Amount	$ 4,098,774	$ 167,701	
	FY 2027 Carry Forward	$ 19,186,300	$ 1,154,852	
	Available 2028 Budget	$ 23,285,074	$ 1,322,553	
	Project Demand Total	**$ -**	**$ -**	No Funds Encumbered FY 2028
	Shortfall/Balance	$ 23,285,074	$ 1,322,553	
	Carry Over	$ 23,285,074	$ 1,322,553	

* Subject to change based on updated information

Year		STP Funds	TAP Funds	Comments
2029	Suballocated Amount	$ 4,098,774	$ 167,701	
	FY 2027 Carry Forward	$ 23,285,074	$ 1,322,553	
	Available 2028 Budget	$ 27,383,848	$ 1,490,254	
	Project Demand Total	**$ -**	**$ -**	No Funds Encumbered FY 2029
	Shortfall/Balance	$ 27,383,848	$ 1,490,254	
	Carry Over	$ 27,383,848	$ 1,490,254	

* Subject to change based on updated information

Table 7-9: Kentucky Suballocated Funds

DRAFT KYOVA Suballocated Funds - Kentucky*

FY 2024-2027

Year		STP Funds	TAP Funds	Comments	
2024	Suballocated Amount	$ 1,495,637	$ 77,382	STBG Projects:	
				"R/U" for KY716/3293 Roundabout (Expected)	$1,250,000
	FY 2023 Carry Forward	$ -	$ -	FY 24 UPWP	$11,864
	Available 2023 Budget	$ 1,495,637	$ 77,382	Guardrail installation (D&C)-GCFC -	$64,500
				US60/KY180 Corridor Study	$175,000
	Project Demand Total	**$1,501,364**	**$ -**		
	Shortfall/Balance	$ (5,727)	$ 77,382		
	Carry Over	$ (5,727)	$ 77,382		

Year		STP Funds	TAP Funds	Comments	
2025	Suballocated Amount	$ 1,567,686	$ 77,382	STP Projects:	
				"C" for KY716/3293 Roundabout (Expected)	$ 550,000
	FY 2024 Carry Forward	$ (5,727)	$ 77,382	FY25 UPWP	$ 15,584
	Available 2025 Budget	$ 1,561,959	$ 154,764	City of Greenup-Riverwalk (C)	$ 500,096
				City of Greenup-Riverwalk (D)	$ 12,960
	Project Demand Total	**$ 1,078,640**	**$0**		
	Shortfall/Balance	$ 483,319	$ 154,764		
	Carry Over	$ 483,319	$ 154,764		

Year		STP Funds	TAP Funds	Comments	
2026	Suballocated Amount	$ 1,567,686	$ 77,382	STP Projects:	
				FY26 UPWP	$15,584
	FY 2025 Carry Forward	$ 483,319	$ 154,764		
	Available 2026 Budget	$ 2,051,005	$ 232,146		
	Project Demand Total	**$15,584**	**$0**		
	Shortfall/Balance	$ 2,035,421	$ 232,146		
	Carry Over	$ 2,035,421	$ 232,146		

Year		STP Funds	TAP Funds	Comments	
2027	Suballocated Amount	$ 1,567,686	$ 77,382	No Funds Encumbered FY 2021	
				STP Projects	
	FY 2026 Carry Forward	$ 2,035,421	$ 232,146	FY27 UPWP	$15,584
	Available 2027 Budget	$ 3,603,107	$ 309,528		
	Project Demand Total	**$15,584**	**$ -**		
	Shortfall/Balance	$ 3,587,523	$ 309,528		
	Carry Over	$ 3,587,523	$ 309,528		

Year		STP Funds	TAP Funds	Comments	
2028	Suballocated Amount	$ 1,567,686	$ 77,382	STP Projects	
				FY 2028 UPWP	$15,584
	FY 2027 Carry Forward	$ 3,587,523	$ 309,528		
	Available 2028 Budget	$ 5,155,209	$ 386,910		
	Project Demand Total	**$15,584**	**$ -**		
	Shortfall/Balance	$ 5,139,625	$ 386,910		
	Carry Over	$ 5,139,625	$ 386,910		

Year		STP Funds	TAP Funds	Comments	
2029	Suballocated Amount	$ 1,567,686	$ 77,382	STP Projects	
				FY 2029 UPWP	$15,584
	FY 2027 Carry Forward	$ 5,139,625	$ 386,910		
	Available 2028 Budget	$ 6,707,311	$ 464,292		
	Project Demand Total	**$15,584**	**$ -**		
	Shortfall/Balance	$ 6,691,727	$ 464,292		
	Carry Over	$ 6,691,727	$ 464,292		

*Subject to change based on updated information

KYOVA SFY 2024-2030 Capital Program						
	4TA7 (STP)	4TB7 (CMAQ)	4TC7 (TE)	C337 (CRRSAA)	4CD7 (CRP)	Comments
Current Budget	$626,879	$396,026	$72,060	$0	$75,247	
SFY 2023 Carry Forward	$54,387	$38,360	$226,231	$29,603	$70,373	
Net SFY2024 Budget	$681,266	$434,386	$298,291	$29,603	$145,620	
Project Demand						
92753 - Intermodal debt service		$136,258				
113228-LCT New Fixed Route Service		$164,000				
110295 - South Point Sidewalk (Env+DD)			$101,081			
112187 - Multi-modal Parking Deck (Design)			$200,000		$80,000	
Excess	$399					
MPO to MPO loan (Payback)	$450,000					
SFY 2024 Program Totals	**$450,399**	**$300,258**	**$301,081**	**$0**	**$80,000**	
Shortfall/Balance	$230,867	$134,128	($2,790)			
SAC Budget transactions	$0	$0	$0			Repay SFY 2023 SAC budget trade
New Available Budget	**$681,266**	**$434,386**	**$298,291**	**$29,603**	**$145,620**	
Carry Over	$230,867	$134,128	($2,790)	$0	$65,620	

SAC budget trade balance must equal $0

Current Budget	$759,410	$572,849	$90,320		$65,658	
SFY 2024 Carry Forward	$230,867	$134,128	($2,790)	$29,603	$65,620	
Net SFY2025 Budget	$990,277	$706,977	$87,530	$29,603	$131,278	
Project Demand						
121593 - Freight/CMP/Model Planning (STBG Planning)						$30,000
117283 - Ironton paving (Con)	$546,992					
118829 - SRTS/Ashland Bridge Study				$29,603		
111479 - Ironton 5th Street Bridge	$300,000					
SFY 2025 Program Totals	**$846,992**	**$0**	**$0**	**$29,603**	**$0**	
Shortfall/Balance	$143,285	$706,977	$87,530	$0	$131,278	
SAC Budget transactions	$0	$0	$0	$0	$0	Repay SFY 2023 SAC budget trade
New Available Budget	**$990,277**	**$706,977**	**$87,530**	**$29,603**	**$131,278**	
Carry Over	$143,285	$706,977	$87,530	$0	$131,278	

Current Budget	$569,012	$407,792	$67,241		$66,971	
SFY 2025 Carry Forward	$143,285	$706,977	$87,530	$0	$131,278	
Net SFY2026 Budget	$712,297	$1,114,769	$154,771	$0	$198,249	
Project Demand						
119448 - US 52/SR 93 Storms Creek Accessibility (Feasibility Study)	$200,000					
SFY 2026 Program Totals	**$200,000**	**$0**	**$0**	**$0**	**$0**	
Shortfall/Balance	$512,297	$1,114,769	$154,771	$0	$198,249	
SAC Budget transactions	$0	$0	$0	$0	$0	Repay SFY 2023 SAC budget trade
New Available Budget	**$712,297**	**$1,114,769**	**$154,771**	**$0**	**$198,249**	
Carry Over	$512,297	$1,114,769	$154,771	$0	$198,249	

Current Budget	$604,977	$409,137	$72,860		$72,619	
SFY 2026 Carry Forward	$512,297	$1,114,769	$154,771	$0	$198,249	
Net SFY2027 Budget	$1,117,274	$1,523,906	$227,631	$0	$270,868	
Project Demand						
112187 - Multi-modal Parking Deck (Con)* - $4,600,000	$1,360,000				$100,000	*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					
110295 - South Point Sidewalk (Con)	$461,864		$111,560		$283,576	$1,100,000 - FY 2027
119448 - US 52/SR 93 Storms Creek Accessibility (ROW)		$240,000				
SFY 2027 Program Totals	**$2,049,864**	**$240,000**	**$111,560**			
Shortfall/Balance	($932,590)	$1,283,906	$116,071			
SAC Budget transactions	$0	$0	$0			Repay SFY 2023 SAC budget trade
New Available Budget	**$1,117,274**	**$1,523,906**	**$227,631**			
Carry Over	($932,590)	$1,283,906	$116,071			

Current Budget	$554,702	$408,042	$55,470			
SFY 2027 Carry Forward	($932,590)	$1,283,906	$116,071			
Net SFY2028 Budget	($377,888)	$1,691,948	$171,541			
Project Demand						
119448 - US 52/SR 93 Storms Creek Accessibility (Design)		$80,000				
SFY 2028 Program Totals	**$0**	**$80,000**	**$0**			
Shortfall/Balance	($377,888)	$1,611,948	$171,541			
SAC Budget transactions	$0	$0	$0			Repay SFY 2023 SAC budget trade
New Available Budget	**($377,888)**	**$1,691,948**	**$171,541**			
Carry Over	($377,888)	$1,611,948	$171,541			

Current Budget	$554,702	$408,042	$55,470			
SFY 2027 Carry Forward	($377,888)	$1,611,948	$171,541			
Net SFY2028 Budget	$176,814	$2,019,990	$227,011			
Project Demand						
91067 - Union Rome Trails (Con)	$428,000	$428,000				
119448 - US 52/SR 93 Storms Creek Accessibility (Construction)						
SFY 2028 Program Totals	**$428,000**	**$428,000**	**$0**			
Shortfall/Balance	($251,186)	$1,591,990	$227,011			
SAC Budget transactions	$0	$0	$0			Repay SFY 2023 SAC budget trade
New Available Budget	**$176,814**	**$2,019,990**	**$227,011**			
Carry Over	($251,186)	$1,591,990	$227,011			

Current Budget	$554,702	$408,042	$55,470			
SFY 2027 Carry Forward	($251,186)	$1,591,990	$227,011			
Net SFY2028 Budget	$303,516	$2,000,032	$282,481			
Project Demand						
119448 - 3rd Roundabout (Con) - Dependent on adjacent road work	$800,000					
SFY 2028 Program Totals	**$800,000**	**$0**	**$0**			
Shortfall/Balance	($496,484)	$2,000,032	$282,481			
SAC Budget transactions	$0	$0	$0			Repay SFY 2023 SAC budget trade
New Available Budget	**$303,516**	**$2,000,032**	**$282,481**			
Carry Over	($496,484)	$2,000,032	$282,481			

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 2026 - 2029 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 2026-2029)

KYOVA ID	State Project ID	Federal ID	County	Title	Description	Total Cost	Federal	State	Local	Other	Fund Types (All)	2026	2027	2028	2029	PE	FS	PL	D	RW	UT	CN	AQ Exempt Category Details	Agency	Type	Groupable	Performance Measures
10143	U306-64/599 00	NHPP-00641(408)DBC, NHPP-00641(409)DBC, NHPP-0641(410)DBC	Cabell	Gimlet Hollow Overpass	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.	$21,774,050	$12,000,000	$9,774,050	$0	$0	NHPP, State Match	$21,774,050	$0	$0	$0	$0	$0	$0	$0	$0	$0	$21,774,050	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Asset Inventory/Inspection	No	PM2
10144	U306-10/795 00	STP-0010(288)D, STP-0010(289)DBC	Cabell	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 (Ninda's Used Car bridge) 0.14 mile south of CR 42.	$4,545,000	$4,545,000	$0	$0	$0	HWI-BR	$4,545,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,545,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Asset Inventory/Inspection	Yes	PM2
10164	U306 HUNSS 1 00	STBG2023(037)D, STBG2024(017)D, STBG2024(018)D	Cabell	Downtown Huntington Streetscape Improvements Surrounding The Downtown Business Core	Downtown Huntington streetscape improvements at various locations surrounding the downtown business core. (Design in FY 2025)	$10,900,000	$8,720,000	$0	$2,180,000	$0	Local Match, STBG-TMA	$300,000	$10,600,000	$0	$0	$0	$0	$0	$0	$300,000	$0	$10,600,000	26 - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structure, or facilities) - Other	City of Huntington	Miscellaneous	No	PM3
10203	S306 060/00 23.76 00 22	CMAQ-0060(381)D, NHPP-0060(382)D	Cabell	US Signing - Barboursville to Huntington	US 60 signing renovations at various locations	$2,000,000	$1,600,000	$400,000	$0	$0	CMAQ, State Match	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000,000	13 - Increasing sight distance - Safety	WVDOH	Signing	Yes	PM1
10204	S306 10/138 00	STBG-0010(304)D, STBG-0010(305)D	Cabell	Sgt. Pessimer Memorial Bridge	Clean and paint bridge	$479,000	$383,200	$95,800	$0	$0	HWI-BR, State Match	$0	$0	$479,000	$0	$0	$0	$0	$0	$0	$0	$479,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Preservation	Yes	PM2
10206	S306 BESB 0.07 00 22	STBG-2023(076)D, STBG-2023(077)D, STBG-2023(078)D	Cabell	Beechwood Street Bridge	Replacement of bridge	$1,000,000	$800,000	$200,000	$0	$0	HWI-OFF, State Match	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Replacement	Yes	PM2
10207	S206 ENSL 0.08 00 22	STBG-2023(071)D, STBG-2023(121)D, STBG-2023(122)DBC, STBG-2023(123)DBC	Cabell	Enslow Blvd. Bridge	Replacement of bridge	$4,642,000	$4,642,000	$0	$0	$0	HWI-OFF	$100,000	$4,542,000	$0	$0	$0	$0	$0	$0	$100,000	$0	$4,542,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Replacement	Yes	PM2
10208	S306 283/00 0.03 00 23	STBG-3283(001)D, STBG-3283(002)D, STBG-3283(003)D	Cabell	12th Street Bridge	renovation of superstructure	$3,100,000	$2,480,000	$620,000	$0	$0	HWI-BR, State Match	$3,100,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,100,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10209	S306 MPTB 01 00	STBG2023157D, STBG2023158D, STBG2023159D	Cabell	Mayor Paul L. Turman Bridge	bridge repair	$1,700,000	$1,700,000	$0	$0	$0	HWI-OFF	$1,700,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,700,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge/Culvert Maintenance	Yes	PM2
10210	S206 WCBR 01 00	STBG, STBG-2023(172)D, STBG-2023(227)D	Cabell	Wilson Court Bridge #2 +1	Replacement of bridge	$1,120,000	$1,120,000	$0	$0	$0	HWI-OFF	$0	$0	$20,000	$1,100,000	$0	$0	$0	$0	$20,000	$0	$1,100,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Replacement	Yes	PM2
10246	S306 064 00 2391 00	00 STBG0064465D, STBG0064466D, STBG0064475D	Cabell	Yates Crossing Westbound +1	Bridge repair	$135,000	$121,500	$13,500	$0	$0	NHPP, State Match	$135,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$135,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10247	S306 60 1220 00	STBG0060428D	Cabell	William Turman Bridge	Bridge repair	$1,240,000	$992,000	$248,000	$0	$0	HWI-BR, State Match	$0	$1,240,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,240,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10248	S306 17 430 00	STBG0017150D, STBG0017151D	Cabell	Blue Sulphur Overpass	Bridge repair	$1,020,000	$816,000	$204,000	$0	$0	HWI-BR, State Match	$1,020,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,020,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2

Table 8-1: Cabell County, WV TIP Projects (FY 2026-2029)

KYOVA ID	State Project ID	Federal ID	County	Title	Description	Total Cost	Federal	State	Local	Other	Fund Types (All)	2026	2027	2028	2029	PE	FS	PL	D	RW	UT	CN	AQ Exempt Category Details	Agency	Type	Groupable	Performance Measures
10250	S206 9 319 00	STBG0009275D, STBG0009282D, STBG0009283D	Cabell	Lower Creek Concrete Girder	Design study (2024 eng. phase) bridge replacement	$502,000	$401,600	$100,400	$0	$0	HWI-BR, State Match	$0	$502,000	$0	$0	$400,000	$0	$0	$0	$102,000	$0	$0	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Replacement	Yes	PM2
10251	S206 272 017 00	STBG3272001DBC, STBG3272002DBC, STBG3272003DBC, STBG3272004DBC	Cabell	Harvey Road Bridge	Design study (2024 eng. phase) bridge replacement	$4,513,000	$3,730,400	$782,600	$0	$0	HWI-BR, State Match	$0	$740,000	$0	$3,773,000	$600,000	$0	$0	$0	$140,000	$0	$3,773,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Replacement	Yes	PM2
10252	S206 276 016 00	STBG3276001DBC, STBG3276002DBC, STBG3276003DBC, STBG3276004DBC	Cabell	Whitaker Blvd. Bridge	Design study (2024 eng. phase) bridge replacement	$3,350,000	$3,350,000	$0	$0	$0	HWI-BR	$0	$600,000	$0	$2,750,000	$600,000	$0	$0	$0	$0	$0	$2,750,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Replacement	Yes	PM2
10253	S206 267 009 00	STBG3267001DBC, STBG3267002DBC, STBG3267003DBC, STBG3267004DBC	Cabell	Madison Avenue Arch	Bridge replacement	$3,150,000	$3,150,000	$0	$0	$0	HWI-BR	$0	$750,000	$0	$2,400,000	$750,000	$0	$0	$0	$0	$0	$2,400,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Replacement	Yes	PM2
10254	S306 25 393 00	STBG0025164D	Cabell	Big Two Mile Bridge	Bridge repair	$56,000	$44,800	$11,200	$0	$0	HWI-BR, State Match	$0	$0	$56,000	$0	$0	$0	$0	$0	$0	$0	$56,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10255	S306 64 2521 00	STBG0064425D, STBG0064429D, STBG0064430D	Cabell	Mud River CSX Overpass Eastbound	Bridge repair	$3,000,000	$2,700,000	$300,000	$0	$0	HWI-BR, State Match	$3,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,000,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10256	S306 605 186 00	STBG6005098D, STBG6005099D, STBG6005100D	Cabell	General McComas Bridge	Bridge repair	$2,317,612	$1,854,090	$463,522	$0	$0	HWI-BR, State Match	$500,000	$1,817,612	$0	$0	$400,000	$0	$0	$0	$100,000	$0	$1,817,612	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10257	S306 52 052 00	STBG0052388D, STBG0052389D	Cabell	Adams Avenue Overpass	Bridge repair	$658,000	$526,400	$131,600	$0	$0	HWI-BR, NHPP, State Match	$0	$658,000	$0	$0	$30,000	$0	$0	$0	$0	$0	$628,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10258	S306 64 2707 00	STBG0064469D, STBG0064470D	Cabell	CR 15 Overpass Eastbound	Bridge rehabilitation	$515,000	$463,500	$51,500	$0	$0	HWI-BR, State Match	$515,000	$0	$0	$0	$30,000	$0	$0	$0	$0	$0	$485,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10259	S306 257 033 00	STBG2507001D, STBG2507002D	Cabell	Blenko Bridge	Bridge repair	$723,000	$578,400	$144,600	$0	$0	HWI-BR, State Match	$0	$723,000	$0	$0	$15,000	$0	$0	$0	$0	$0	$708,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10260	S306 64 2239 00	STBG0064479D, STBG0064480D	Cabell	Ona Railroad Overpass Eastbound and Westbound	Bridge rehabilitation	$1,200,000	$1,080,000	$120,000	$0	$0	HWI-BR, State Match	$0	$0	$1,200,000	$0	$700,000	$0	$0	$0	$500,000	$0	$0	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10357	X306 HUNWC 01 00	STBG2024031D, STBG2025031D	Cabell	Interstate 64 Huntington Welcome Center Exit #8	Construction of a new I-64 welcome center south of exit #8	$9,500,000	$8,725,000	$775,000	$0	$0	EARMARK WV 106, NHPP - EXEMPT, State Match	$9,500,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,500,000	20 - Safety roadside rest areas - Safety	WVDOH	New Building/ Facility	No	PM2
10362	U306-FLAP23 00	NRT-2024026D, NRT-2024034D, NRT-2025030D	Cabell	Flap WV 29 Paul Ambrose Trail / City of Huntington	Design and construct a 1-mile connection between the PATH system's Levee Trail and Harris Riverfront Park (HRP).	$490,000	$490,000	$0	$0	$0	FLAP, Other	$100,000	$390,000	$0	$0	$0	$0	$0	$0	$100,000	$0	$390,000	26 - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structure, or facilities) - Other	City of Huntington	Recreational Trails	Yes	PM3

Table 8-1: Cabell County, WV TIP Projects (FY 2026-2029)

KYOVA ID	State Project ID	Federal ID	County	Title	Description	Total Cost	Federal	State	Local	Other	Fund Types (All)	2026	2027	2028	2029	PE	FS	PL	D	RW	UT	CN	AQ Exempt Category Details	Agency	Type	Groupable	Performance Measures
10375	S306 060 21.55 00	STBG0060448D, STBG0060449D	Cabell	Newman's Branch Signal	This project will provide funds to complete the design/engineering and construction of the traffic signal and ancillary improvements (US 60 road diet restriping and N./S. Main Street intersection improvements) at the Newman's Branch Road Intersection. A planning study was completed in FY 2024 which verified the need to improve the intersection to mitigate congestion and to accommodate for safety for vehicles, pedestrians, and bicyclists.	$1,220,000	$1,220,000	$0	$0	$0	CRP > 200K POP	$1,220,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,220,000		WVDOH	Intersection Improvement (Safety)		PM1, PM3
10396	S306-052 0 00	NHPP0052412D, NHPP0052414D	Cabell	Nick Joe Rahall Bridge	Substructure rehabilitation	$1,500,000	$1,200,000	$300,000	$0	$0	NHPP, State Match	$1,500,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,500,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10398			Cabell	Newman's Branch	Improvement of intersection/roadway Newman's Branch Road at US 60 interchange (Not adding capacity). (Design in FY 2025)	$4,000,000	$3,200,000	$800,000	$0	$0	State Match, STBG-TMA	$4,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,000,000	6 - Intersection channelization projects - non-capacity*	WVDOH	Roadway Improvement (Jobs & Commerce)	Yes	PM3
10400	U306-060/00 3.94 00 22	HSIP0060383D	Cabell	Marshall Pedestrian Signals +8	Installation of pedestrian signals on US60 (3rd & 5th Avenues).	$800,000	$800,000	$0	$0	$0	HSIP	$800,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$800,000	9 - Highway Safety Improvement Program (HSIP) Implementation - Safety	WVDOH	Ped/Bike Infrastructure	Yes	PM3
10401	U306-060/00 3.95 00 22	HSIP0060384D	Cabell	Marshall Crosswalk +10	Installation of crosswalks on US 60 (3rd & 5th Avenues).	$1,000,000	$1,000,000	$0	$0	$0	HSIP	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000	9 - Highway Safety Improvement Program (HSIP) Implementation - Safety	WVDOH	Ped/Bike Facilities	Yes	PM3

Exhibit 8-1: Cabell County Highway Projects (FY 2026-2029)

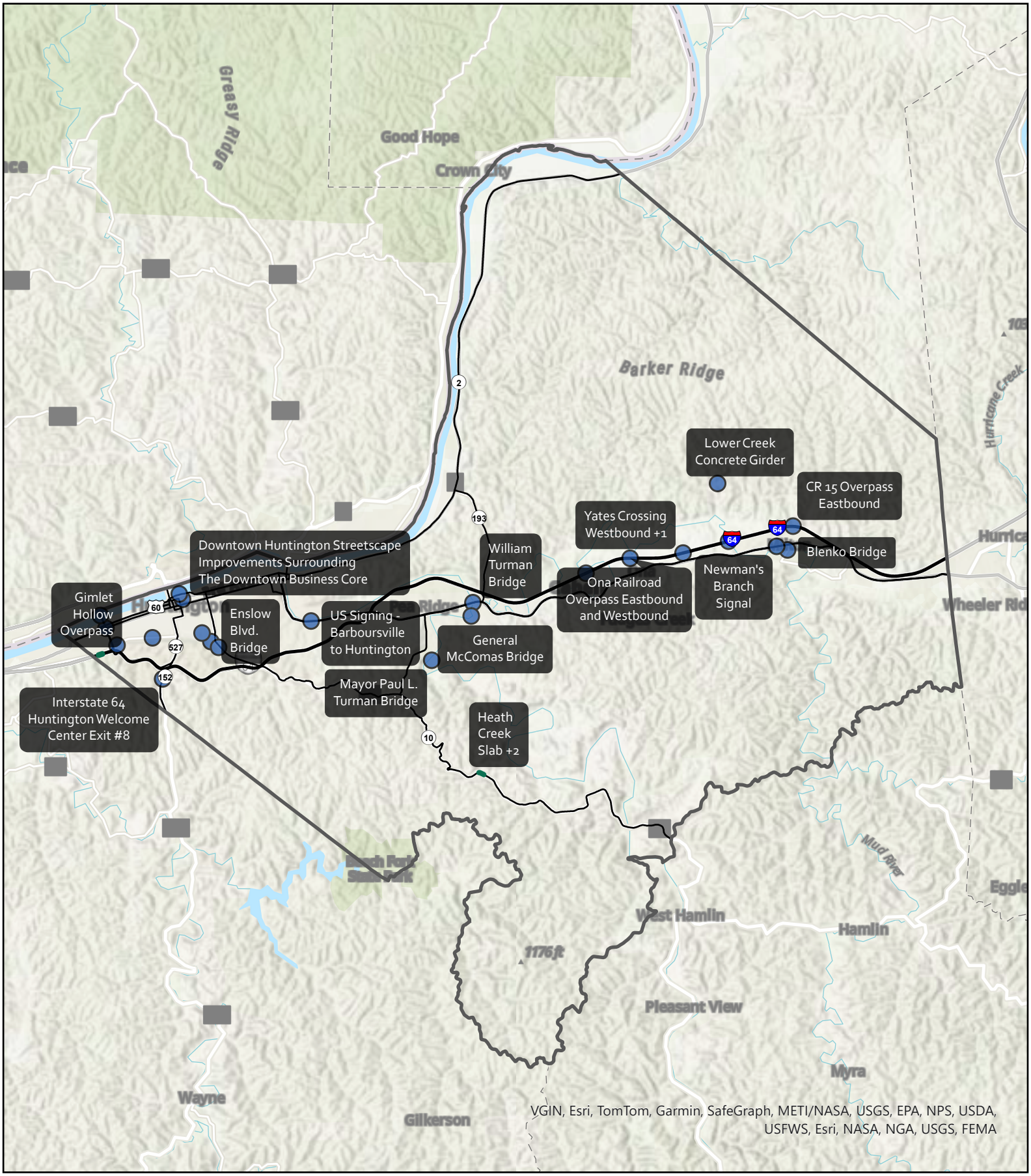


Table 8-2: Wayne County, WV TIP Projects (2026-2029)

KYOVA ID	State Project ID	Federal ID	County	Title	Description	Total Cost	Federal	State	Local	Other	Fund Types (All)	2026	2027	2028	2029	PE	FS	PL	D	RW	UT	CN	AQ Exempt Category Details	Agency	Type	Groupable	Performance Measures
10137	U350 052 00580 00	NHPP-0052(327)DTC	Wayne	WV 75 Prichard (Go Bond 3) - ROW	To purchase right of way on WV 75	$1,242,000	$1,242,000	$0	$0	$0	NHPP	$1,242,000	$0	$0	$0	$0	$0	$0	$0	$1,242,000	$0	$0	25 - Planning/technical/feasibility studies - Other	WVDOH	Roadway Improvement (Safety)	No	PM3
10197	U350 052 00580 00	NHPP0052327DTC, NHPP2029003	Wayne	WV 75 Prichard (Auth AC) - construction phase	Wv 75 Prichard Design/Construction 4 Lane Highway Intersection Of Wv 75 To Prichard, WV	$200,000,000	$49,600,000	$10,000,000	$0	$140,400,000	NHPP, Other Match, State Match	$0	$150,000,000	$0	$50,000,000	$0	$0	$0	$0	$0	$0	$200,000,000		WVDOH	New Roadway/Project/Route	No	PM3
10211	S250-71 314 00	STBG-0701(227)D, STBG-0701(228)D, STBG-0701(229)D, STBG-0701(230)D	Wayne	Buffalo High School Arch	Replacement of bridge	$850,000	$850,000	$0	$0	$0	STBG - FLEX	$100,000	$750,000	$0	$0	$0	$0	$0	$0	$100,000	$0	$750,000	26 - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structure, or facilities) - Other	WVDOH	Bridge Replacement	Yes	PM2
10261	S250 26 653 00	STBG0026061D, STBG0026062D, STBG0026063D, STBG0026064D	Wayne	Beech Fork Arch	Design study (eng. phase) bridge replacement	$1,500,000	$1,200,000	$300,000	$0	$0	HWI-BR, State Match	$400,000	$100,000	$1,000,000	$0	$400,000	$0	$0	$0	$100,000	$0	$1,000,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Replacement	Yes	
10262	S350 152 2496 00	STBG0152208D, STBG0152209D, STBG0152210D	Wayne	Echo Beam Spam	Bridge replacement	$5,502,000	$4,401,600	$1,100,400	$0	$0	HWI-BR, State Match	$482,000	$5,020,000	$0	$0	$0	$0	$0	$0	$482,000	$0	$5,020,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Replacement	Yes	PM2
10263	S250 41 165 00	STBG0041102D, STBG0041103D, STBG0041105D	Wayne	Cabwaylingo Beam Span Bridge	Design study (2025 eng. phase) bridge replacement	$500,000	$400,000	$100,000	$0	$0	HWI-BR, State Match	$0	$400,000	$100,000	$0	$400,000	$0	$0	$0	$100,000	$0	$0	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Replacement	Yes	
10264	S350 152 3081 00	STBG0152211D, STBG0152212D, STBG0152213D	Wayne	Brinkley Bridge	Bridge rehabilitation	$1,000,000	$800,000	$200,000	$0	$0	HWI-BR, State Match	$0	$900,000	$100,000	$0	$0	$0	$0	$0	$100,000	$0	$900,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10265	S350 017 04 446 00	STBG1704001D, STBG1704002D	Wayne	Wilson Creek Plank Beam	Culvert replacement	$176,000	$140,000	$36,000	$0	$0	State Match, STBG-OFF	$15,000	$161,000	$0	$0	$15,000	$0	$0	$0	$0	$0	$161,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge/Culvert Maintenance	Yes	
10266	S350 152 3301 00	STBG0152216D, STBG0152217D	Wayne	USMC Staff Sergeant Sidney H Blankenship Memorial Bridge	Bridge rehabilitation	$364,000	$291,200	$72,800	$0	$0	HWI-BR, State Match	$15,000	$349,000	$0	$0	$15,000	$0	$0	$0	$0	$0	$349,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	
10267	S250 64 125 00	STBG0064437D, STBG0064438D, STBG0064439D	Wayne	US 52 & WV 75 Overpass Westbound & Eastbound	Design study (2026 eng. phase) bridge replacement	$1,400,000	$1,315,000	$85,000	$0	$0	HWI-BR, State Match	$0	$0	$550,000	$850,000	$1,300,000	$0	$0	$0	$100,000	$0	$0	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Replacement	Yes	PM2
10268	S250 037 00 998 00	STBG0037044D, STBG0037046D	Wayne	Wolf Creek Slab	Design study (2026 eng. phase) bridge replacement	$580,000	$464,000	$116,000	$0	$0	HWI-BR, State Match, STBG 5-50K POP	$0	$10,000	$320,000	$250,000	$570,000	$0	$0	$0	$10,000	$0	$0	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Replacement	Yes	PM2
10269	S250 850 000 00	STBG0850001D, STBG0850002D, STBG0850003D	Wayne	Cabwaylingo Pool Bridge	Design study (2027 eng. phase) bridge replacement	$265,000	$212,000	$53,000	$0	$0	HWI-BR, State Match	$0	$120,000	$100,000	$45,000	$220,000	$0	$0	$0	$45,000	$0	$0	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Replacement	Yes	

Table 8-2: Wayne County, WV TIP Projects (2026-2029)

KYOVA ID	State Project ID	Federal ID	County	Title	Description	Total Cost	Federal	State	Local	Other	Fund Types (All)	2026	2027	2028	2029	PE	FS	PL	D	RW	UT	CN	AQ Exempt Category Details	Agency	Type	Groupable	Performance Measures
10270	S350 35 040 00	STBG00035231D, STBG00035232D, STBG00035233D	Wayne	Missouri Bridge Beam Span #1	Bridge rehabilitation	$340,000	$272,000	$68,000	$0	$0	HWI-BR, State Match	$0	$0	$40,000	$300,000	$30,000	$0	$0	$0	$10,000	$0	$300,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	
10271	S350 52 2127 00	NHPP0052395D, NHPP0052396D, NHPP0052397D	Wayne	Charles Edward Ellis and Ira Virgil Ellis Memorial Bridge	Bridge rehabilitation	$4,450,000	$3,560,000	$890,000	$0	$0	HWI-BR, State Match	$0	$0	$4,450,000	$0	$850,000	$0	$0	$0	$200,000	$0	$3,400,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	
10348	S350 52 1456 00	NHPP0052386D, NHPP0052387D	Wayne	Gragston Creek Beam Span	Gragston Creek Beam Span bridge rehabilitation	$100,000	$80,000	$20,000	$0	$0	HWI-BR, State Match	$100,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$100,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation		PM2
10349	S350 152 570 00	STBG0152214D, STBG0152215D	Wayne	Missouri Branch Beam Span	Missouri Branch Beam Span bridge rehabilitation	$30,000	$30,000	$0	$0	$0	HWI-BR	$30,000	$0	$0	$0	$30,000	$0	$0	$0	$0	$0	$0	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10350	S350 64 443 00	STBG0064467D, STBG0064468D	Wayne	Spring Valley Overpass West	Spring Valley Overpass West bridge rehabilitation	$78,000	$70,200	$7,800	$0	$0	HWI-BR, State Match	$0	$15,000	$0	$63,000	$15,000	$0	$0	$0	$0	$0	$63,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	PM2
10354	S350 37 000 00	STBG0037042D	Wayne	Fort Gay to Louisa Bridge	Bridge Rehabilitation on WV 37	$842,000	$673,600	$168,400	$0	$0	HWI-BR, State Match	$0	$842,000	$0	$0	$0	$0	$0	$0	$0	$0	$842,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Rehabilitation	Yes	

Exhibit 8-2: Wayne County Highway Projects (FY 2026-2029)

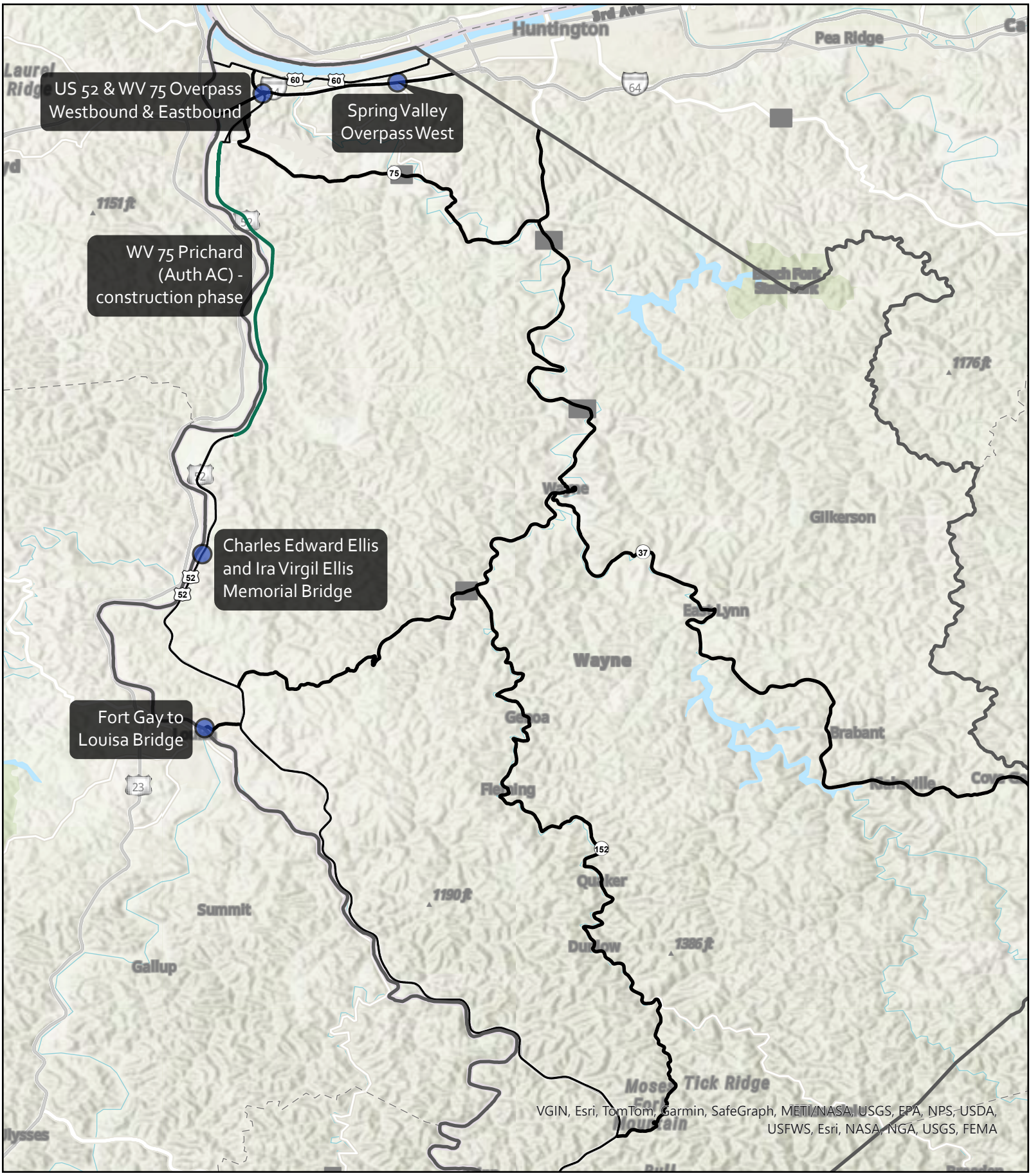


Table 8-3: WV District and Statewide TIP Projects (FY 2026-2029)

KYOVA ID	State Project ID	Federal ID	County	Title	Description	Total Cost	Federal	State	Local	Other	Fund Types (All)	2026	2027	2028	2029	PE	FS	PL	D	RW	UT	CN	AQ Exempt Category Details	Agency	Type	Groupable	Performance Measures
10115	S382 STRIP 24 00	STP2024(003)D	Districtwide	Roadway Striping (D2)	Roadway Striping (D2) Installation Of Pavement Markings (Paint) District Wide	$1,211,836	$678,628	$533,208	$0	$0	State Match, STBG - FLEX	$0	$0	$1,211,836	$0	$0	$0	$0	$0	$0	$	$1,211,836	2 - Pavement markings - Safety	WVDOH	Striping	Yes	PM1
10214	T682 NBIS 25 00	NHST-2026(013)D	Districtwide	FY 2026 SF Bridge Inspection	Bridge inspection	$1,300,000	$1,040,000	$260,000	$0	$0	State Match, STBG - FLEX, STBG-OFF	$1,300,000	$0	$0	$0	$1,300,000	$0	$0	$0	$0	$	$0	28 - Bridge inspection and painting - non-capacity*	WVDOH	Bridge Preservation	Yes	PM2
10215	T682 NBIS 27 00	NHST-2027(013)D	Districtwide	FY 2027 SF Bridge Inspection	Bridge inspection	$1,300,000	$1,040,000	$260,000	$	$0	State Match, STBG - FLEX, STBG-OFF	$	$1,300,000	$0	$0	$1,300,000	$0	$0	$	$0	$	$0	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Preservation	Yes	PM2
10216	T682 NBIS 28 00	NHST-2028(013)D	Districtwide	FY 2028 SF Bridge Inspection	Bridge inspection	$1,300,000	$1,040,000	$260,000	$0	$0	State Match, STBG - FLEX, STBG-OFF	$0	$0	$1,300,000	$0	$1,300,000	$0	$0	$0	$0	$	$0	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Preservation	Yes	PM2
10217	T682 NBIS 29 00	NHST-2029(013)D	Districtwide	FY 2029 SF Bridge Inspection	Bridge inspection	$832,000	$572,000	$260,000	$0	$0	State Match, STBG - FLEX, STBG-OFF	$0	$	$0	$832,000	$832,000	$0	$0	$0	$0	$	$0	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	WVDOH	Bridge Preservation	Yes	PM2
10220	S382 RECAL 27 00	STP2021(011)D	Districtwide	District 2 Recall Striping	Pavement markings (paint) at various locations	$281,303	$196,912	$84,391	$0	$0	State Match, STBG - FLEX	$0	$281,303	$0	$0	$0	$0	$0	$0	$0	$	$281,303	2 - Pavement markings - Safety	WVDOH	Striping	Yes	PM1
10221	S382 RECAL 26 00	STP2021(011)D	Districtwide	District 2 Recall Striping	Pavement markings (paint) at various locations	$231,400	$162,000	$69,400	$0	$0	State Match, STBG - FLEX	$231,400	$0	$0	$0	$0	$0	$0	$	$0	$	$231,400	2 - Pavement markings - Safety	WVDOH	Striping	Yes	PM1
10222	S382 RECAL 27 00	STP2021(011)D	Districtwide	District 2 Recall Striping	Pavement markings (paint) at various locations	$281,303	$196,912	$84,391	$0	$0	State Match, STBG - FLEX	$0	$281,303	$0	$0	$0	$0	$0	$0	$0	$	$281,303	2 - Pavement markings - Safety	WVDOH	Striping	Yes	PM1
10223	S382 RECAL 28 00	STP2021(011)D	Districtwide	District 2 Recall Striping	Pavement markings (paint) at various locations.	$267,908	$187,535	$80,373	$0	$0	State Match, STBG - FLEX	$0	$0	$267,908	$0	$0	$0	$0	$0	$0	$	$267,908	2 - Pavement markings - Safety	WVDOH	Striping	Yes	PM1
10227	S382 STRIP 26 00	STP2026(024)D	Districtwide	Roadway Striping (D2)	Installation of pavement markings (paint).	$1,211,836	$678,628	$533,208	$0	$0	State Match, STBG - FLEX	$1,211,836	$	$	$0	$0	$0	$0	$	$0	$	$1,211,836	2 - Pavement markings - Safety	WVDOH	Striping	Yes	PM1
10228	S382 STRIP 27 00	STP2025(007)D	Districtwide	Roadway Striping (D2)	Installation of pavement markings (paint).	$1,211,836	$678,628	$533,208	$0	$0	State Match, STBG - FLEX	$0	$1,211,836	$0	$0	$0	$0	$0	$0	$0	$	$1,211,836	2 - Pavement markings - Safety	WVDOH	Striping	Yes	PM1
10229	S382 STRIP 28 00	STP2028(007)D	Districtwide	Roadway Striping (D2)	Installation of pavement markings (paint).	$1,211,836	$678,628	$533,208	$0	$0	State Match, STBG - FLEX	$	$0	$1,211,836	$0	$0	$0	$0	$0	$0	$	$1,211,836	2 - Pavement markings - Safety	WVDOH	Striping	Yes	PM1
10233	A399 TAPTMA 26 00	???	Statewide	TAP-TMA Allocation	Various improvements	$464,790	$464,790	$	$0	$0	TAP-TMA	$464,790	$0	$0	$0	$0	$0	$0	$0	$0	$	$464,790		WVDOH	Miscellaneous	Yes	PM3
10234	A399 TAPTMA 27 00	???	Statewide	TAP-TMA Allocation	Various improvements	$464,790	$371,832	$92,958	$0	$0	State Match, TAP-TMA	$	$464,790	$0	$	$0	$0	$0	$	$0	$0	$464,790		WVDOH	Miscellaneous	Yes	PM3
10235	A399 TAPTMA 28 00	???	Statewide	TAP-TMA Allocation	Various improvements	$464,790	$464,790	$	$0	$0	TAP-TMA	$	$0	$464,790	$	$0	$0	$0	$	$0	$	$464,790		WVDOH	Maintenance	Yes	PM3
10239	A699 ??? 26 00	???	Statewide	Transportation Management Area Allocation	Highway planning	$4,251,530	$3,401,224	$850,306	$0	$0	State Match, STBG-TMA	$4,251,530	$0	$	$	$4,251,530	$0	$0	$0	$0	$	$0		WVDOH	Statewide/Regional Planning & Research	Yes	

Table 8-4: Boyd County, KY TIP Projects (FY 2026-2029)

KYOVA ID	State Project ID	Federal ID	County	Title	Description	Total Cost	Federal	State	Local	Other	Fund Types (All)	2026	2027	2028	2029	PE	FS	PL	D	RW	UT	CN	AQ Exempt Category Details	Agency	Type	Groupable	Performance Measures
10291	SAH (TBD)		Boyd	FY 2026 UPWP - KY STIP Funds	Surface Transportation Planning activities to be included in KYOVA FY 2026 UPWP	$17,000	$13,600	$0	$3,400	$0	Local Match, SAH - (DED STP)	$17,000	$0	$0	$0	$0	$0	$17,000	$0	$0	$0	$0	25 - Planning/technical/feasibility studies - Other	KYTC	Metropolitan Planning	Yes	
10292	SAH (TBD)		Boyd	FY 2027 UPWP - KY STIP Funds	Surface Transportation Planning activities to be included in KYOVA FY 2027 UPWP	$17,000	$13,600	$0	$3,400	$0	Local Match, SAH - (DED STP)	$0	$17,000	$0	$0	$0	$0	$17,000	$0	$0	$0	$0	25 - Planning/technical/feasibility studies - Other	KYTC	Metropolitan Planning	Yes	
10304	09-10016.00		Boyd	Perry Gentry Bridges over the Big Sandy River - Address deficiencies.	Address deficiencies on Perry Gentry Bridges over the Big Sandy River. Joint project with WV (010B00046L/ 010B00046R).	$2,100,000	$1,680,000	$420,000	$0	$0	BRO, State Match	$0	$1,050,000	$1,050,000	$0	$0	$0	$0	$0	$0	$0	$2,100,000	15 - Pavement resurfacing and/or rehabilitation - Safety	KYTC	Bridge Preservation	Yes	PM2
10306	09-10071.00		Boyd	Bridge project-US-60 @ CSX RR	Bridge project in Boyd County on (0108000017N) US-60 at CSX Railroad.	$0	$0	$0	$0	$0	FBP, State Match	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	EXEMPT TITLE 40 CFR 90.126	Bridge	KYTC	Yes	
10308	09-10075.00		Boyd	Bridge Project in Boyd County on Straight Creek	Bridge project in Boyd County on Straight Creek (010C00018N)	$1,207,707	$966,166	$241,541	$0	$0	FBP2, State Match	$0	$0	$0	$1,207,707	$0	$0	$0	$157,527	$0	$0	$1,050,180		KYTC	Bridge Replacement	Yes	PM2
10312	09-180.00		Boyd	KY-716 - MP 0.0 (US-60) to MP 0.56 (KY-3293) - Safety/Congestion	Improve safety and decrease congestion on KY-716 from MP 0.0 (US-60) to MP 0.56 (KY-3293)(2020CCR).	$11,600,000	$0	$11,600,000	$0	$0	State Match, STP1	$0	$6,600,000	$0	$5,000,000	$0	$0	$0	$0	$4,600,000	$2,000,000	$5,000,000	25 - Planning/technical/feasibility studies - Other	KYTC	Planning Study	Yes	PM1, PM2
10315	09-22308.00		Boyd	US-23 (MP 0.0 to MP 2.921) - Pavement	Address condition of US-23 from MP 0.0 to MP 2.921	$2,719,451	$2,175,561	$543,890	$0	$0	NHPM, State Match	$1,000,000	$1,719,451	$0	$0	$0	$0	$0	$0	$0	$0	$2,719,451	15 - Pavement resurfacing and/or rehabilitation - Safety	KYTC	Resurfacing	Yes	
10337	09-4328.00		Boyd	KY-3294 (Boyd County) - install guardrail.	Install guardrail on KY-3294 in Boyd County	$52,000	$41,600	$10,400	$0	$0	GR, State Match	$52,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$52,000	14 - Guardrails, median barriers, crash cushions - Safety	KYTC	Guardrail / Roadside Maintenance	Yes	
10377	09-80351.00		Boyd, Greenup	Commerce Drive (CR-1299) Improvements	Improve Commerce Drive (CR-1299), including widening, improving geometrics and drainage (2024CCN). Boyd: MP 0.0-.570 / Greenup MP 0.0 to .0451. Length=1.02	$1,800,000	$0	$1,800,000	$0	$0	SPP	$0	$600,000	$600,000	$600,000	$0	$0	$0	$600,000	$600,000	$600,000	$0	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	KYTC	Drainage System Maintenance	Yes	PM1
10381	09-10074.00		Boyd	Bridge project in Boyd County on US-23S at Ohio River, CSX, Streets.	Bridge project (Rehab/Maintenance-No widening) in Boyd County on (010B00058N) US-23S at Ohio River, CSX, Streets.	$2,600,000	$2,080,000	$520,000	$0	$0	BRO, State Match	$0	$2,600,000	$0	$0	$0	$0	$0	$0	$0	$0	$2,600,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	KYTC	Bridge Rehabilitation	Yes	PM2
10382	09-10096.00		Boyd	Address deficiencies of bridge on US-23 over Ohio River, CSX, Streets.	Address deficiencies of bridge on US-23 over Ohio River, CSX, Streets (010B00040N).	$2,000,000	$1,600,000	$400,000	$0	$0	BRZ, State Match	$0	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$2,000,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	KYTC	Bridge Rehabilitation	Yes	PM2

Table 8-4: Boyd County, KY TIP Projects (FY 2026-2029)

KYOVA ID	State Project ID	Federal ID	County	Title	Description	Total Cost	Federal	State	Local	Other	Fund Types (All)	2026	2027	2028	2029	PE	FS	PL	D	RW	UT	CN	AQ Exempt Category Details	Agency	Type	Groupable	Performance Measures
10384	09-80300.00		Boyd	US-60 (13th Street)/KY-168 (Blackburn Ave) intersection improvement -no additional lanes.	Improve operational efficiency of the US-60 (13th Street) and KY-168 (Blackburn Ave) intersection (2024CCN).	$8,360,000	$6,688,000	$1,672,000	$0	$0	NH, State Match	$0	$5,460,000	$0	$2,900,000	$0	$0	$0	$0	$3,300,000	$5,060,000	$0	15 - Pavement resurfacing and/or rehabilitation - Safety	KYTC	Congestion Mitigation	Yes	PM3
10385	09-80301.00		Boyd	Greenup Ave (US-23) from southern split with Winchester Avenue (US-23X) to intersection of 20th Street - Improve operational efficiency	Improve the operational efficiency of Greenup Avenue (US-23) from the southern split with Winchester Avenue (US-23X) (MP 17.065) to the intersection of 20th Street (MP 18.055). (2024CCN) (Median update/possible turn lanes/not adding thru lanes).	$1,300,000	$1,040,000	$260,000	$0	$0	NH, State Match	$1,300,000	$0	$0	$0	$0	$0	$0	$0	$0	$50,000	$1,250,000	14 - Guardrails, median barriers, crash cushions - Safety	KYTC	Congestion Mitigation	Yes	PM1
10386	09-80350.00		Boyd	KY-168 and CS-2341 (Robert's Drive) intersection improvement.	Improve safety, mobility and accessibility at the intersection of KY-168 and CS-2341 (Robert's Drive); located within close proximity of an at grade CSX railroad crossing (MP 6.7-6.8) (2024CCN) (improve sight distance & turn lanes)	$3,500,000	$0	$3,500,000	$0	$0	SPP	$0	$600,000	$1,700,000	$1,200,000	$0	$0	$0	$600,000	$1,700,000	$1,200,000	$0	13 - Increasing sight distance - Safety	KYTC	Intersection Improvement (Safety)	Yes	PM1
10332	09-4310.00		Boyd	KY-5 (Boyd County) - install guardrail.	Install guardrail on KY-5 In Boyd County.	$31,000	$24,800	$6,200	$0	$0	GR, State Match	$31,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$31,000	EXEMPT TITLE 40 CFR 90.126	Safety Improvements	KYTC	Yes	PM1
10345	09-308.00		Boyd	Design and construct mini roundabout at KY-716 & KY-3293	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.	$2,000,000	$2,000,000	$0	$0	$0	SAH - (DED STP)	$2,000,000	$0	$0	$0	$0	$0	$0	$200,000	$250,000	$1,000,000	$550,000		Intersection Improvement (Safety)	KYTC	Yes	PM3
10378	09-80353.00		Boyd	Construct new bridge over Little Sandy River (Camp Landing) - Design Only.	Construct a new bridge from south side of Camp Landing across the Little Sandy River, near US-60/KY-180 (Memorandum of Agreement with Boyd County, State funds provided for Design only) (2021CCN).	$450,000	$0	$450,000	$0	$0	SPP	$450,000	$0	$0	$0	$0	$0	$0	$450,000	$0	$0	$0	EXEMPT TITLE 40 CFR 93.126	Bridge	KYTC	No	PM2
10383	09-20032		Boyd	Address condition of KY-180 from MP 0.0 to MP 2.514.	Address condition (routine paving/maintenance) of KY-180 from MP 0.0 to MP 2.514 (2024CCR).	$3,000,000	$0	$3,000,000	$0	$0	State Match, STP3	$3,000,000	$0	$0	$0	$0	$0	$0	$150,000	$0	$0	$2,850,000	EXEMPT TITLE 40 CFR 93.126	Pavement Maintenance	KYTC	Yes	PM2
10377	09-80351.00		Boyd, Greenup	Commerce Drive (CR-1299) Improvements	Improve Commerce Drive (CR-1299), including widening, improving geometrics and drainage (2024CCN). Boyd: MP 0.0-.570 / Greenup MP 0.0 to .0451. Length=1.02	$1,800,000	$0	$1,800,000	$0	$0	SPP	$0	$600,000	$600,000	$600,000	$0	$0	$0	$600,000	$600,000	$600,000	$0	EXEMPT TITLE 40 CFR 90.126	Drainage System Maintenance	KYTC	Yes	PM1

Exhibit 8-3: Boyd County Highway Projects (FY 2026-2029)

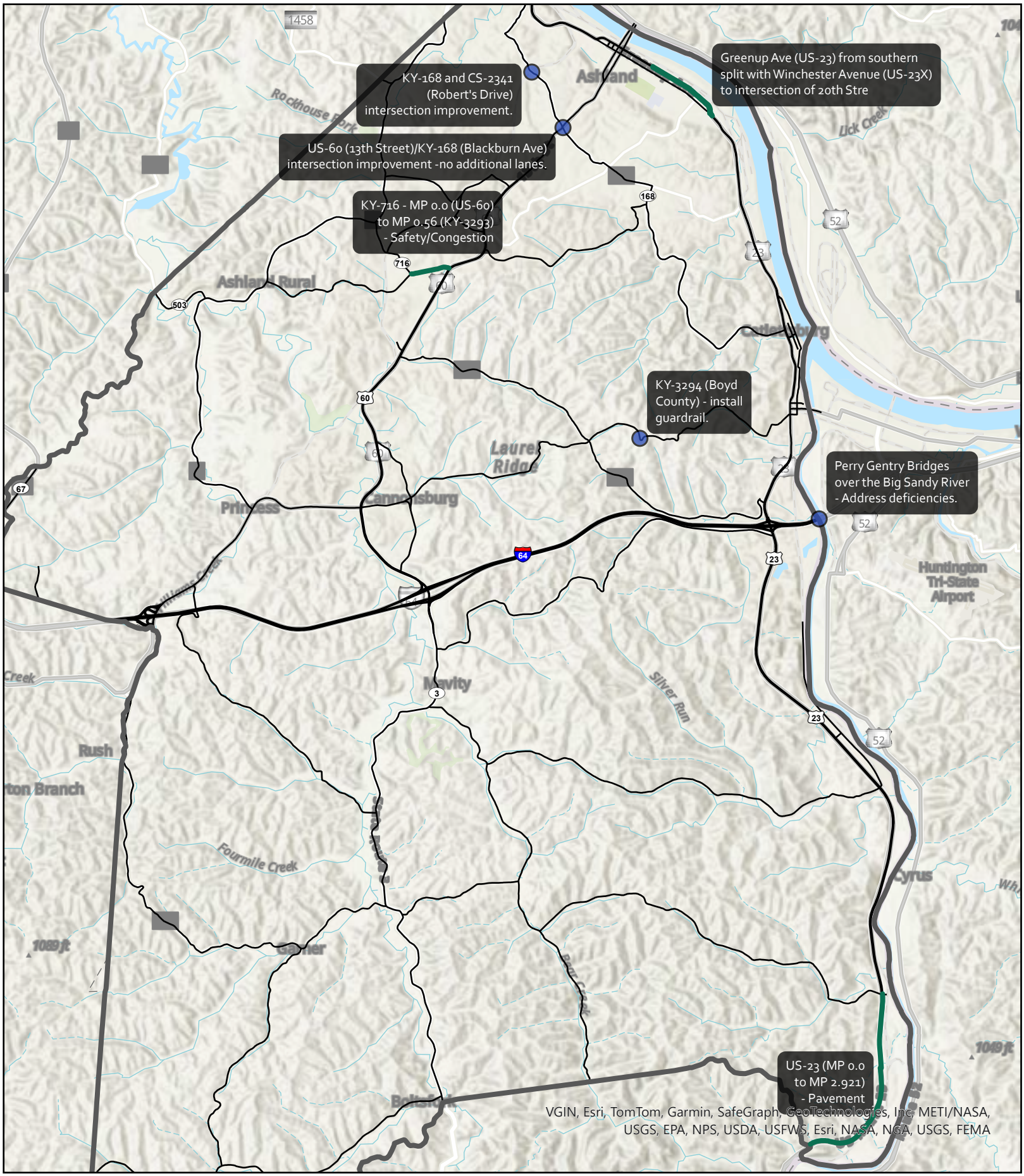


Table 8-5: Greenup County, KY TIP Projects (FY 2026-2029)

KYOVA ID	State Project ID	Federal ID	County	Title	Description	Total Cost	Federal	State	Local	Other	Fund Types (All)	2026	2027	2028	2029	PE	FS	PL	D	RW	UT	CN	AQ Exempt Category Details	Agency	Type	Groupable	Performance Measures
10311	09-132.00		Greenup	KY-2 - reconstruct from MP 13.2 to US-23 (MP 17.2).	Reconstruct KY-2 from MP 13.2 to US-23 (MP 17.2) (AMDT MTP14/TIP2)	$75,840,000	$0	$75,840,000	$0	$0	SPP	$1,600,000	$5,000,000	$5,040,000	$64,200,000	$0	$0	$0	$0	$6,600,000	$5,040,000	$64,200,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	KYTC	Resurfacing	Yes	PM1
10341	09-8509.00		Greenup	KY-207 - improve from the Industrial Parkway to the KY-693 intersection in Flatwoods.	Improve KY-207 from the Industrial Parkway to the KY-693 intersection in Flatwoods (08CCN)(16CCR).	$42,000,000	$33,600,000	$8,400,000	$0	$0	NH, State Match	$2,000,000	$40,000,000	$0	$0	$0	$0	$0	$0	$0	$10,000,000	$32,000,000		KYTC	New Roadway/Project/Route	No	PM1, PM3
10379	09-20028.00		Greenup	Address condition of KY-10 from MP 0.0 to MP 3.875.	Address condition of KY-10 from MP 0.0 to MP 3.875.	$2,500,000	$0	$2,500,000	$0	$0	State Match, STP4	$0	$2,500,000	$0	$0	$0	$0	$0	$125,000	$0	$0	$2,375,000	15 - Pavement resurfacing and/or rehabilitation - Safety	KYTC	Pavement Maintenance	Yes	PM2
10331	09-413.00		Greenup	City of Greenup, KY - Design/Construction of sidewalk along Riverfront Park.	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.	$625,120	$500,096	$0	$125,024	$0	Local Match, SAH - (DED STP)	$625,120	$0	$0	$0	$0	$0	$0	$0	$0	$0	$625,120		Ped/Bike Infrastructure	KYTC	No	
10334	09-4314.00		Greenup	KY-827 (Greenup County) - install guardrail.	Install guardrail on KY-827 in Greenup County.	$19,000	$15,200	$3,800	$0	$0	GR, State Match	$19,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$19,000	EXEMPT TITLE 40 CFR 93.126	Safety Improvements	KYTC	Yes	PM1
10335	09-4316.00		Greenup	KY-7 (Greenup County) - install guardrail.	Install guardrail on KY-7 In Greenup County.	$53,000	$42,400	$10,600	$0	$0	GR, State Match	$53,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$53,000	EXEMPT TITLE 40 CFR 93.126	Safety Improvements	KYTC	Yes	PM1
10344	09-4317.00		Greenup	KY-7 (Greenup County) - install guardrail.	Install guardrail on KY-7 in Greenup County.	$32,000	$25,600	$6,400	$0	$0	GR, State Match	$32,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$32,000	EXEMPT TITLE 40 CFR 93.126	Safety Improvements	KYTC	Yes	PM1
10360	09-370.00		Greenup	Guardrails in Greenup County at various locations	Installation of guardrail at the following locations: (1) Culp Creek (CR-1175) from MP .171 to MP .322 (800 feet); (2) Nelroy Road (CR1411B) from MP .082 to MP .025 (600 feet); (3) Sandy Cove Road (CR-1008) from MP .050 to MP .070 (110 feet). Guardrails provide a safety barrier for motorists who have left the roadway and preventing or reducing the impact of falls or collisions. Local match is from Greenup County Fiscal Court.	$80,625	$64,500	$0	$16,125	$0	Local Match, SAH - (DED STP)	$80,625	$0	$0	$0	$0	$0	$0	$3,125	$0	$0	$77,500	EXEMPT TITLE 40 CFR 90.126	Guardrail / Roadside Maintenance	KYTC	Yes	
10377	09-80351.00		Boyd, Greenup	Commerce Drive (CR-1299) Improvements	Improve Commerce Drive (CR-1299), including widening, improving geometrics and drainage (2024CCN). Boyd: MP 0.0-.570 / Greenup MP 0.0 to .0451. Length=1.02	$1,800,000	$0	$1,800,000	$0	$0	SPP	$0	$600,000	$600,000	$600,000	$0	$0	$0	$600,000	$600,000	$600,000	$0	EXEMPT TITLE 40 CFR 90.126	Drainage System Maintenance	KYTC	Yes	PM1
10380	09-80352		Greenup	Traffic signal construction at intersection of KY-693/KY-1488	Improve congestion, access and mobility at the KY-693/KY-1488 intersection by constructing a traffic signal (2024CCN). [Project for traffic signal maintenance & operations]	$350,000	$0	$350,000	$0	$0	SPP	$350,000	$0	$0	$0	$0	$0	$0	$50,000	$0	$0	$300,000	EXEMPT TITLE 40 CFR 93.126	Signals	KYTC	Yes	PM1

Exhibit 8-4: Greenup County Highway Projects (FY 2026-2029)

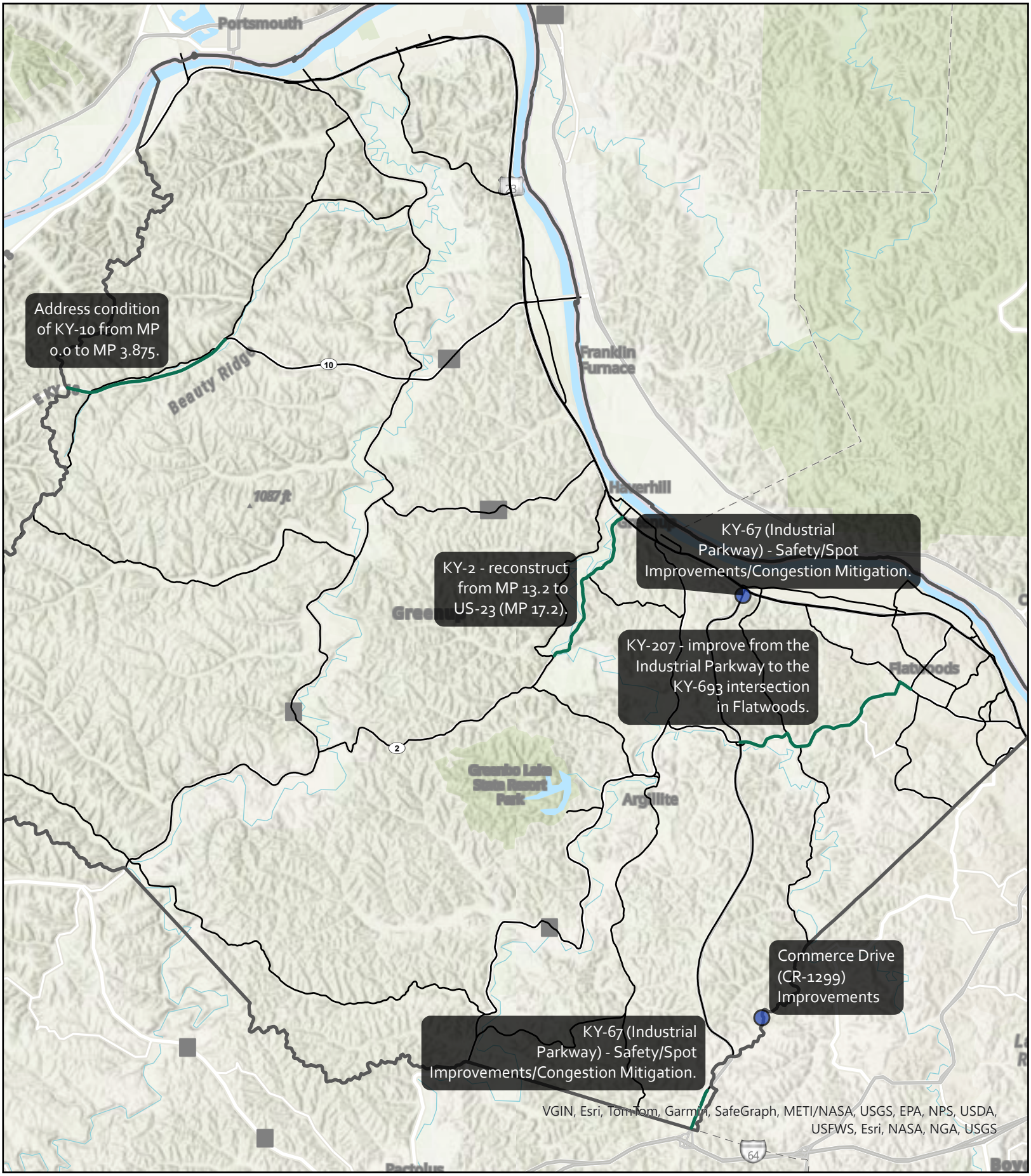


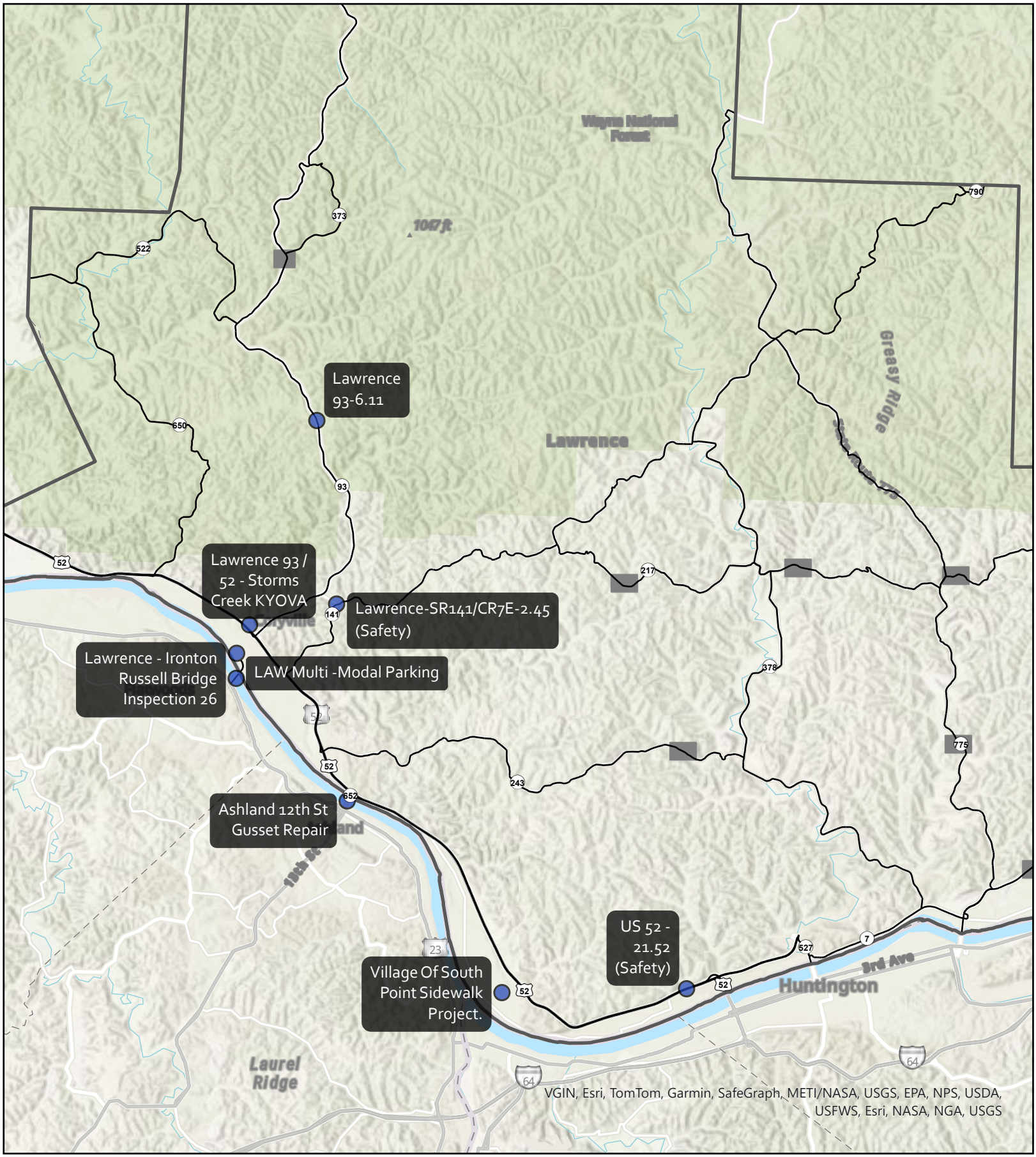
Table 8-6: Lawrence County, OH TIP Projects (FY 2026-2029)

KYOVA ID	State Project ID	County	Title	Description	Total Cost	Federal	State	Local	Other	Fund Types (All)	2026	2027	2028	2029	PE	FS	PL	D	RW	UT	CN	AQ Exempt Category Details	Agency	Type	Groupable	Performance Measures
10052	110295	Lawrence	Village Of South Point Sidewalk Project.	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. The match will be toll credits in the construction phase.	$1,100,000	$1,100,000	$0	$0	$0	STBG	$0	$1,100,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,100,000	26 - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structure, or facilities) - Other	ODOT	Ped/Bike Infrastructure	No	PM3
10054	91067	Lawrence	Lawrence Union Rome Trails And Walkways Phase 1.	Lawrence Union Rome Trails And Walkways Phase 1. Proposed Is The Construction Of A Comprehensive Trail System Throughout The Union And Rome Township Areas Of Lawrence County, Inclusive Of The Village Of Chesapeake And Proctorville, Along With Interconnections With Other Tri-State Trail Systems.	$1,070,000	$856,000	$0	$214,000	$0	CMAQ, Local Match, STBG	$0	$0	$0	$1,070,000	$0	$0	$0	$0	$0	$0	$1,070,000	29 - National Recreational Trails Project (WV/OH) - Other	Lawrence County	Recreational Trails		PM1
10056	83280	Lawrence	Charley Creek / Us 52 Intersection.	Charley Creek / Us 52 Intersection. It Is Proposed To Realign The Intersection Of CR144 & CR1 And Build An Access Road South Of US52 To Access Development Opportunities.	$1,406,836	$1,125,468	$0	$281,368	$0	CMAQ, Local Match	$0	$0	$1,406,836	$0	$0	$0	$0	$0	$0	$0	$1,406,836	25 - Planning/technical/feasibility studies - Other	Lawrence County	Intersection Expansion	No	PM1
10273	119448	Lawrence	Lawrence 93 / 52 - Storms Creek KYOVA	The project will address the remaining weave safety issue, as well as other identified safety issues. It will provide direct interchange access needed to serve the proposed developments in that area of the City and County. The proposed project creates a 3rd roundabout that would make it possible to eliminate the current half cloverleaf to the traditional off and on rams, thus eliminating the US 52 westbound lane weave. 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.	$650,000	$520,000	$40,000	$90,000	$0	CMAQ, Local Match, State Match, STBG	$250,000	$300,000	$100,000	$0	$200,000	$0	$250,000	$100,000	$100,000	$0	$0	6 - Intersection channelization projects - non-capacity*	Ironton	Miscellaneous	No	PM3
10275	115780	Lawrence	Lawrence - Ironton Russell Bridge Inspection 26	FY26 fracture critical and routine bridge inspection	$200,000	$0	$200,000	$0	$0	Preservation - State, State Match	$0	$0	$0	$200,000	$0	$0	$0	$0	$0	$0	$200,000	28 - Bridge inspection and painting - non-capacity*	ODOT	Bridge Preservation	Yes	PM3
10277	116263	Lawrence	Ashland 13th Street Bridge Overlay	Ashland 13th Street Bridge Overlay. This project is split between Kentucky and Ohio and is funded in 2027.	$2,581,000	$0	$413,000	$2,168,000	$0	Local Match, State Match	$0	$2,581,000	$0	$0	$0	$0	$0	$0	$0	$0	$2,581,000		ODOT	Bridge Preservation	Yes	PM3
10278	117188	Lawrence	District 9 Overhead Flasher - FY 2025	Installation of overhead flashers districtwide in FY2025	$550,000	$0	$550,000	$0	$0	Preservation - State	$0	$0	$550,000	$0	$0	$0	$0	$0	$0	$0	$550,000		ODOT	Signing	Yes	PM1
10279	118119	Lawrence	US 52 - 21.52 (Safety)	Add turn lanes at various intersection approaches at Charley Creek and other areas of US 52 in Lawrence County.	$1,302,556	$1,095,608	$206,948	$0	$0	HSIP, State Match	$1,302,556	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,302,556	10 - Intersection improvement - non-capacity*	ODOT	Traffic Control (Safety)	Yes	PM1
10281	118776	Lawrence	Lawrence 52 - 7.44	Rockfall remediation on US 52 7.44	$7,253,510	$5,802,808	$1,450,702	$0	$0	Other, State Match	$7,253,510	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,253,510	3 - Projects that correct, improve, or eliminate a hazardous location or feature (slopes/drainage, curves, etc.) - Safety	ODOT	Preservation	Yes	PM1
10282	118858	Lawrence	Lawrence 141-0.98	Resurfacing project on SR141 in Lawrence County, Ohio.	$1,465,100	$1,172,080	$293,020	$0	$0	Other, State Match	$1,465,100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,465,100	15 - Pavement resurfacing and/or rehabilitation - Safety	ODOT	Resurfacing	Yes	PM2
10363	120744	Lawrence	LAW-7 2.17 Stream Mitigation	Stream mitigation for the proposed Chesapeake Bypass (State Route 7) in Lawrence County, Ohio.	$4,698,600	$4,698,600	$0	$0	$0	Other	$4,698,600	$0	$0	$0	$4,698,600	$0	$0	$0	$0	$0	$0	3 - Projects that correct, improve, or eliminate a hazardous location or feature (slopes/drainage, curves, etc.) - Safety	ODOT	Environmental Mitigation	Yes	
10405	79798	Lawrence	Lawrence 93-6.11	Begin project 0.48 mile north of TR 1329 (Valley Rd.) and end project 0.41 mile south of TR169 (Ellisonville Rd.) It is proposed to improve the intersection of state Route 93 & County Route 26 (Pine Grove-Smokey Row Road) by constructing a left turn lane on state Route 93 to service County Route 26.	$792,000	$633,600	$158,400	$0	$0	Other, State Match	$0	$0	$0	$792,000	$0	$0	$0	$0	$0	$0	$792,000	6 - Intersection channelization projects - non-capacity*	ODOT	Intersection Improvement (Safety)	Yes	PM1
10406	114518	Lawrence	Lawrence 7-2.40 Bridge Replacement	Bridge replacement on Route 7 in Lawrence County.	$9,162,000	$7,329,600	$1,832,400	$0	$0	Other, State Match	$0	$0	$0	$9,162,000	$0	$0	$0	$0	$0	$0	$9,162,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	ODOT	Bridge Replacement	Yes	PM3
10407	116161	Lawrence	Lawrence-SR141/CR7E-2.45 (Safety)	Intersection improvement on SR141 and CR7E in Lawrence County.	$275,939	$248,345	$27,594	$0	$0	HSIP, State Match	$275,939	$0	$0	$0	$0	$0	$0	$0	$0	$0	$275,939	10 - Intersection improvement - non-capacity*	ODOT	Intersection Improvement (Safety)	Yes	PM1
10408	119953	Lawrence	Lawrence-378-4.84	Bridge replacement to address scour of existing bridge footers on SR 378 in Lawrence County. Design is being done with project PID 119955.	$1,352,000	$1,081,600	$270,400	$0	$0	Protect Program - F, State Match	$1,352,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,352,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	ODOT	Bridge Preservation	Yes	PM3
10409	121278	Lawrence	D09 CEINSP FY28-FY30	Task order PID for construction inspection for FY28-FY30. Not only in FY2028, but in this software, you an only choose a year per line item.	$750,000	$0	$750,000	$0	$0	Preservation - State	$0	$0	$750,000	$0	$0	$0	$0	$0	$0	$0	$750,000	Asset Inventory/Inspection	ODOT		Yes	

Table 8-6: Lawrence County, OH TIP Projects (FY 2026-2029)

KYOVA ID	State Project ID	County	Title	Description	Total Cost	Federal	State	Local	Other	Fund Types (All)	2026	2027	2028	2029	PE	FS	PL	D	RW	UT	CN	AQ Exempt Category Details	Agency	Type	Groupable	Performance Measures
10410	121324	Lawrence	Lawrence-522-0.00	Chipseal project on state Route 522 in Lawrence County.	$565,892	$452,714	$113,178	$0	$0	Other, State Match	$565,892	$0	$0	$0	$0	$0	$0	$0	$0	$0	$565,892	15 - Pavement resurfacing and/or rehabilitation - Safety	ODOT	Resurfacing	Yes	
10411	121335	Lawrence	Lawrence-93-7.15	Resurfacing project on SR93 in Lawrence County.	$1,906,235	$1,524,988	$381,247	$0	0	Preservation - F, State Match	$0	$0	$1,906,235	$0	$0	$0	$0	$0	$0	$0	1906235	15 - Pavement resurfacing and/or rehabilitation - Safety	ODOT	Resurfacing	Yes	
10412	121394	Lawrence	D09 CEINSP FY27-FY29	Task order PID for construction inspection for FY27-FY29. The inspections will be in FY2027, FY2028, and FY2029. The software will only input one year for 1 funding scenario.	$750,000	$0	$750,000	$0	$0	Preservation - State	$0	$750,000	$0	$0	$0	$0	$0	$0	$0	$0	$750,000	Asset Inventory/Inspection	ODOT		Yes	
10413	121395	Lawrence	D09 CEINSP FY29-FY31	Task order PID for construction inspection for FY29-FY31.	$750,000	$0	$750,000	$0	$0	Preservation - State	$0	$0	$0	$750,000	$0	$0	$0	$0	$0	$0	$750,000	Asset Inventory/Inspection	ODOT		Yes	
10414	121397	Lawrence	D09 CEINSP FY25-FY27	Task order PID for construction inspection on ODOT and LPA projects in District 9 over a 2 year period. The inspections will be in FY2026 and FY2027. The software will only input 1 year per scenario.	$750,000	$0	$750,000	$0	$0	Preservation - State	$750,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$750,000	Asset Inventory/Inspection	ODOT		Yes	
10415	121789	Lawrence	Lawrence-CR 1 & 107-Resurfacing	Resurfacing of CR1 & 107 in Lawrence County.	$2,411,000	$1,928,800	$0	$482,200	$0	Local Match, Other	$0	$0	$0	$2,411,000	$0	$0	$0	$0	$0	$0	$2,411,000	15 - Pavement resurfacing and/or rehabilitation - Safety	ODOT	Resurfacing	Yes	
10416	122903	Lawrence	Ashland 12th St Gusset Repair	Ashland 12th Street Bridge gusset plate repair.	$2,000,000	$0	$380,000	$1,620,000	$0	Local Match, State Match	$0	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$2,000,000	16 - Pavement widening narrow pavements or reconstructing bridges (no additional lanes) - Safety	ODOT	Bridge Preservation	Yes	
10417	92403	Lawrence	Lawrence US35/SR7 Connector	The proposed project would study a new connector from US35 to SR7 on or near SR775 in Lawrence County.	$300,000	$240,000	$0	$60,000	$0	Local Match, STBG	$0	$0	$0	$300,000	$0	$0	$0	$300,000	$0	$0	$0		Lawrence County	Planning Study	No	PM3
10421	118540	Lawrence	D09 Culvert Project FY29	Culvert preservation districtwide	$2,250,000	$0	$2,250,000	$0	$0	Preservation - State, State Match	$0	$0	$0	$2,250,000	$0	$0	$0	$0	$0	$0	$2,250,000	3 - Projects that correct, improve, or eliminate a hazardous location or feature (slopes/drainage, curves, etc.) - Safety	ODOT	Culvert Preservation	Yes	PM1
10422	120721	Lawrence	Lawrence 7 2.40 Bridge Inspection	Fracture critical bridge inspection on Lawrence 7 2.40 (SFN 4400038)	$80,000	$0	$80,000	$0	$0	Preservation - State	$0	$80,000	$0	$0	$0	$0	$0	$0	$0	$0	$80,000	28 - Bridge inspection and painting - non-capacity*	ODOT	Asset Inventory/Inspection	Yes	
10422	120721	Lawrence	Lawrence 7 2.40 Bridge Inspection	Fracture critical bridge inspection on Lawrence 7 2.40 (SFN 4400038)	$80,000	$	$80,000	$0	$0	Preservation - State	$0	$80,000	$0	$0	$0	$0	$0	$0	$0	$0	$80,000	28 - Bridge inspection and painting - non-capacity*	ODOT	Asset Inventory/Inspection	Yes	
10425	123672	Lawrence	Lawrence 7 - 13.64	Culvert Replacement on State Route 7 in Lawrence County, Ohio.	$286,760	$0	$286,760	$0	$0	ODOT Internal Labor Costs - F, Preservation - State	$0	$0	$286,760	$0	$0	$0	$0	$0	$0	$0	$286,760	Bridge/Culvert Maintenance	ODOT		Yes	
10426	123804	Lawrence	Lawrence - 243 - 0.16	Resurfacing project on State Route 243 in Lawrence County, Ohio.	$1,296,191	$1,036,953	$259,238	$0	$0	Preservation - F, Preservation - State	$0	$0	$1,296,191	$0	$0	$0	$0	$0	$0	$0	$1,296,191	15 - Pavement resurfacing and/or rehabilitation - Safety	ODOT	Resurfacing	Yes	PM2
10428	123954	Lawrence	Lawrence - 217 - 8.33	Slope stabilization project on State Route 217 in Lawrence County, Ohio	$1,123,200	$898,560	$224,640	$0	$0	Geological Site Management - F, Geological Site Management - S	$0	$0	$1,123,200	$0	$0	$0	$0	$0	$0	$0	$1,123,200	3 - Projects that correct, improve, or eliminate a hazardous location or feature (slopes/drainage, curves, etc.) - Safety	ODOT	Geologic Maintenance / Slide Repair	Yes	
10429	123957	Lawrence	Lawrence - 217 - 1.11	Slope stabilization project on State Route 217 in Lawrence County, Ohio	$1,768,000	$1,414,400	$353,600	$0	$0	Geological Site Management - F, Geological Site Management - S	$0	$0	$1,768,000	$0	$0	$0	$0	$0	$0	$0	$1,768,000		ODOT	Geologic Maintenance / Slide Repair	Yes	

Exhibit 8-5: Lawrence County Highway Projects (FY 2026-2029)



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 2026-2029. 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 2026	FY 2027	FY 2028	FY 2029	TOTAL
Tri-State Transit	$1,852,148	$1,926,234	$2,003,284	$2,083,415	$7,865,082
Ashland Bus System	$905,393	$941,609	$979,273	$1,018,444	$3,844,718
Lawrence Co.	$526,044	$547,086	$568,970	$591,728	$2,233,829
TOTAL	$3,283,586	$3,414,929	$3,551,526	$3,693,587	**$13,943,629**

*based on the apportionments for FY 2024

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 2026	FY 2027	FY 2028	FY 2029	TOTAL
Tri-State Transit	$152,898	$159,014	$165,374	$171,989	$649,274
Ashland Bus System	$77,839	$80,952	$84,190	$87,558	$330,540
Lawrence Co.	$47,260	$49,150	$51,116	$53,161	$200,687
TOTAL	$277,996	$289,116	$300,681	$312,708	**$1,180,501**

*based on the apportionments for FY 2024

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 2026 - FY 2029 span. Please find the amounts for which LCT plans to apply table 9-3.

Table 9-3: CMAQ Flex Funds

Section 5339	FY 2026	FY 2027	FY 2028	FY 2029	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 FY2026-2029 will apply to the whole TMA in table 9-4.

Table 9-4: 5310 Projected Allocations*

Section 5310	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Transportation Management Area (TMA)	$363,017	$377,538	$392,639	$408,345	**$1,541,539**

*based on the apportionments for FY 2024

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 2026	FY 2027	FY 2028	FY 2029	TOTAL
5307/5340	$3,283,586	$3,414,929	$3,551,526	$3,693,587	$13,943,629
5339	$277,996	$289,116	$300,681	$312,708	$1,180,501
5310	$363,017	$377,538	$392,639	$408,345	$1,541,539
CMAQ	$489,335	$499,122	$509,105	$408,042	$1,905,624
TOTAL	$4,413,934	$4,580,705	$4,753,951	$4,822,682	**$18,571,293**

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 2026-2029.

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

Project Description	Co.	Agency	Fund Type	Total	Fed.	Local	2026 Fed.	2026 Local	2027 Fed.	2027 Local	2028 Fed.	2028 Local	2029 Fed.	2029 Local
Operating Assistance														
Operating Assistance	C	TTA	5307	$15,304,479	$7,652,240	$7,652,240	$1,815,678	$1,815,678	$1,888,305	$1,888,305	$1,944,954	$1,944,954	$2,003,303	$2,003,303
Preventive Maintenance														
Preventive Maintenance	C	TTA	5307	$2,849,028	$2,279,221	$569,807	$540,800	$135,200	$562,432	$140,608	$579,305	$144,827	$596,684	$149,172
Misc. Equipment in Total														
Farebox Replacement	C	TTA	5339											
State of Good Repair Grant														
Revenue Rolling Stock														
Purchase 35 ft Buses	C	TTA	5339	$3,125,000	$2,500,000	$ 625,000	$2,500,000	$625,000						
Low Emission Grant														
Revenue Rolling Stock														
Purchase 30 ft Buses														
Buses STBG Flex	C	TTA	STBG	$2,500,000	$2,000,000	$ 500,000	$2,000,000	$500,000						
Shop & Other Equipment														
Bus Wash	C	TTA	5339											
Bus Vacuum	C	TTA	5339											
CradlePoint	C	TTA	5339											
State of Good Repair Grant														
Elderly & Handicap Vans in Total				$1,582,104	$1,582,104		$350,000		$398,623		$ 410,582		$422,899	
State 5310 Program														
Project Administration	CP	Various	5310	158,210	158,210		$35,000		$39,862		$ 41,058		$ 42,290	
Capital Projects	CP	Various	5310	1,749,905	1,423,894	326,011	$315,000	$48,788	$358,761	$89,690	$ 369,524	$ 92,381	$380,609	$ 95,152

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 KYOVA'S COMPETITIVE GRANT PROCESS AND AWARDED ACCORDINGLY.

THE 5310 FUNDS ARE SHOWN ON THE TTA TABLE BECAUSE TTA IS THE DESIGNATED RECEIPIENT

Table 9-7: Ashland Bus System TIP Program

TRANSIT PROJECTS - BOYD AND GREENUP COUNTY													
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**
N/A	KYTC	FY 2023 FTA 5307/5340/5339 FUNDING FOR ASHLAND BUS SYSTEM .	FTA 5307/5340	FTA	2026	FEDERAL	$333,862	TRANSIT	N/A	N	N	N	ROLLING STOCK
			FTA 5307 OPERATING	FTA	2026	FEDERAL	$330,972						
			FTA 5339	FTA	2026	FEDERAL	$79,027						
			TOTAL COST				$743,861						
N/A	KYTC	FY 2024 FTA 5307/5340/5339 FUNDING FOR ASHLAND BUS SYSTEM .	FTA 5307/5340	FTA	2026	FEDERAL	$467,771	TRANSIT	N/A	N	N	N	ROLLING STOCK
			FTA 5307 OPERATING	FTA	2026	FEDERAL	$425,248						
			FTA 5339	FTA	2026	FEDERAL	$73,127						
			CMAQ/CSTP	FTA	2026	FEDERAL	$100,000						
			TOTAL COST				$1,066,146						
N/A	KYTC	FY 2025 FTA 5307/5340/5339 FUNDING FOR ASHLAND BUS SYSTEM .	FTA 5307/5340	FTA	2026	FEDERAL	$442,258	TRANSIT	N/A	N	N	N	ROLLING STOCK
			FTA 5307 OPERATING	FTA	2026	FEDERAL	$486,482						
			FTA 5339	FTA	2026	FEDERAL	$76,052						
			TOTAL COST				$1,004,792						
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	$82,258						
			TOTAL COST				$1,048,148						
N/A	KYTC	FY 2027 FTA 5307/5340/5339 FUNDING FOR ASHLAND BUS SYSTEM .	FTA 5307/5340	FTA	2028	FEDERAL	$502,263	TRANSIT	N/A	N	N	N	ROLLING STOCK
			FTA 5307 OPERATING	FTA	2028	FEDERAL	$552,488						
			FTA 5339	FTA	2028	FEDERAL	$86,371						
			TOTAL COST				$1,141,122						

KYOVA Interstate Planning Commision
2026 - 2029 TIP Lawrence County Transit Project Listing

PID	Project Name	Grantee Primary MPO	Grantee Primary County	Grantee / Transit Agency	Air Quality Indicator	ALI Code	ALI Description	State Fiscal Year	STIP Fund Type	SUM Total Amount by Line		Total PID Cost
112187	LCPA 2027 Multi-Modal Parking	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.33.03	Construction - Terminal, Intermodal (Transit)	2025	Flex Transfer (ODOT)	$2,500,000		$7,975,000
112187	LCPA 2027 Multi-Modal Parking	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.33.03	Construction - Terminal, Intermodal (Transit)	2025	Local	$625,000		$7,975,000
112187	LCPA 2027 Multi-Modal Parking	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.33.03	Construction - Terminal, Intermodal (Transit)	2027	USDOT FTA FY2023 Community Project Funding (CPF)	$2,500,000		$7,975,000
112187	LCPA 2027 Multi-Modal Parking	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.33.03	Construction - Terminal, Intermodal (Transit)	2027	Local	$625,000		$7,975,000
112187	LCPA 2027 Multi-Modal Parking	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.33.03	Construction - Terminal, Intermodal (Transit)	2027	Flex Transfer STBG	$1,180,000		$7,975,000
112187	LCPA 2027 Multi-Modal Parking	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.33.03	Construction - Terminal, Intermodal (Transit)	2027	Local	$295,000		$7,975,000
112187	LCPA 2027 Multi-Modal Parking	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.32.03	Acquisition - Terminal, Intermodal (Transit)	2027	Flex Transfer STBG	$180,000		$7,975,000
112187	LCPA 2027 Multi-Modal Parking	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.32.03	Acquisition - Terminal, Intermodal (Transit)	2027	Local	$45,000		$7,975,000
112187	LCPA 2027 Multi-Modal Parking	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.31.03	Engineering & Design - Terminal, Intermodal (Transit)	2027	Flex Transfer CRP	$20,000		$7,975,000
112187	LCPA 2027 Multi-Modal Parking	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.31.03	Engineering & Design - Terminal, Intermodal (Transit)	2027	Local	$5,000		$7,975,000
118605	LCPA SFY2026 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.04	Buy Replacements - Bus < 30 FT	2026	5307	$100,000		$1,262,000
118605	LCPA SFY2026 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.04	Buy Replacements - Bus < 30 FT	2026	Local	$25,000		$1,262,000
118605	LCPA SFY2026 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.15	Buy Replacements - Vans	2026	5339 (Non-ODOT)	$50,000		$1,262,000
118605	LCPA SFY2026 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.15	Buy Replacements - Vans	2026	Local	$12,000		$1,262,000
118605	LCPA SFY2026 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	2026	5307	$100,000		$1,262,000
118605	LCPA SFY2026 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	2026	Local	$25,000		$1,262,000
118605	LCPA SFY2026 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	30.09.03	Special Rule Operating 1 - 75 Buses	2026	5307	$450,000		$1,262,000
118605	LCPA SFY2026 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	30.09.03	Special Rule Operating 1 - 75 Buses	2026	State	$58,000		$1,262,000
118605	LCPA SFY2026 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	30.09.03	Special Rule Operating 1 - 75 Buses	2026	Local	$392,000		$1,262,000
118605	LCPA SFY2026 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	44.24.00	Short Range Transportation Planning	2026	5307	$40,000		$1,262,000
118605	LCPA SFY2026 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	44.24.00	Short Range Transportation Planning	2026	Local	$10,000		$1,262,000
118606	LCPA SFY2027 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.04	Buy Replacements - Bus < 30 FT	2027	5307	$100,000		$1,262,500
118606	LCPA SFY2027 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.04	Buy Replacements - Bus < 30 FT	2027	Local	$25,000		$1,262,500
118606	LCPA SFY2027 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.15	Buy Replacements - Vans	2027	5307	$50,000		$1,262,500
118606	LCPA SFY2027 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.15	Buy Replacements - Vans	2027	Local	$12,500		$1,262,500
118606	LCPA SFY2027 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	2027	5307	$100,000		$1,262,500
118606	LCPA SFY2027 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	2027	Local	$25,000		$1,262,500
118606	LCPA SFY2027 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	30.09.03	Special Rule Operating 1 - 75 Buses	2027	5307	$450,000		$1,262,500
118606	LCPA SFY2027 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	30.09.03	Special Rule Operating 1 - 75 Buses	2027	State	$58,000		$1,262,500
118606	LCPA SFY2027 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	30.09.03	Special Rule Operating 1 - 75 Buses	2027	Local	$392,000		$1,262,500
118606	LCPA SFY2027 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	44.24.00	Short Range Transportation Planning	2027	5307	$40,000		$1,262,500
118606	LCPA SFY2027 Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	44.24.00	Short Range Transportation Planning	2027	Local	$10,000		$1,262,500
122563	S2028 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.04	Buy Replacements - Bus < 30 FT	2028	5307	$100,000		$997,500
122563	S2028 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.04	Buy Replacements - Bus < 30 FT	2028	Local	$25,000		$997,500
122563	S2028 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.15	Buy Replacements - Vans	2028	5307	$50,000		$997,500
122563	S2028 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.15	Buy Replacements - Vans	2028	Local	$12,500		$997,500
122563	S2028 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	2028	5307	$80,000		$997,500
122563	S2028 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	2028	Local	$20,000		$997,500
122563	S2028 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	30.09.03	Special Rule Operating 1 - 75 Buses	2028	5307	$330,000		$997,500
122563	S2028 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	30.09.03	Special Rule Operating 1 - 75 Buses	2028	Local	$330,000		$997,500
122563	S2028 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	44.24.00	Short Range Transportation Planning	2028	5307	$40,000		$997,500
122563	S2028 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	44.24.00	Short Range Transportation Planning	2028	Local	$10,000		$997,500
122564	S2029 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.04	Buy Replacements - Bus < 30 FT	2029	5307	$100,000		$997,500
122564	S2029 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.04	Buy Replacements - Bus < 30 FT	2029	Local	$25,000		$997,500
122564	S2029 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.15	Buy Replacements - Vans	2029	5307	$50,000		$997,500
122564	S2029 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.12.15	Buy Replacements - Vans	2029	Local	$12,500		$997,500
122564	S2029 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	2029	5307	$80,000		$997,500
122564	S2029 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	2029	Local	$20,000		$997,500
122564	S2029 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	30.09.03	Special Rule Operating 1 - 75 Buses	2029	5307	$330,000		$997,500
122564	S2029 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	30.09.03	Special Rule Operating 1 - 75 Buses	2029	Local	$330,000		$997,500
122564	S2029 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	44.24.00	Short Range Transportation Planning	2029	5307	$40,000		$997,500
122564	S2029 LCPA Projects	KYOVA	Lawrence	Lawrence County Port Authority	Exempt	44.24.00	Short Range Transportation Planning	2029	Local	$10,000		$997,500

*PID 112187 LCPA 2027 Multi-Modal Parking has flexed FHWA Funds in the amount of $2.5 Million to FTA from the OTPP grant for the construction phase as noted in project.

Section 10: Amendments and Modifications

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

2026-2029

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 2026-2029 Transportation Improvement Program (TIP)

April 2025

Section of 40 CRF 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 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.
93.110	(a) Is the conformity determination, with respect to all other applicable criteria in	Y	See above response.

Section of 40 CRF Part 93	Criteria	Y/N	Comments
	tt 93.111 – 93.119, based upon the most recent planning assumptions in force at the time of the conformity determination?		
	(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	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. 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). For comments received during the Public Involvement Process or the interagency consultation process required under the US EPA's conformity regulations, a summary, analysis, and report on the

Section of 40 CRF Part 93	Criteria	Y/N	Comments
			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 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 budget(s) in the applicable SIP?	N/A	A regional analysis was not required for the MTP.

KYOVA Interstate Planning Commission

KYOVA 2026-2029 Transportation Improvement Program

March 10, 2025

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Acknowledgements

This *Transportation Conformity Report* for the 2026-2029 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)

As part of its transportation planning process, the KYOVA Interstate Planning Commission (KYOVA) completed the transportation conformity process for the 2026-2029 Transportation Improvement Program (TIP). This report documents that the 2026-2029 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 pollutants 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.

<u>1997 8-hour Ozone NAAQS</u>
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 2026-2029 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 2026-2029 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 2026-2029 TIP was developed to meet all requirements of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58), 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 EPA[1] for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the KYOVA 2026-2029 TIP conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the KYOVA 2026-2029 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 air quality model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and air

[1] The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court 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

quality budget and/or interim analysis (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 analysis, per 40 CFR 93.109(c). This provision states that the regional 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 air quality model, or budget or interim tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the KYOVA 2026-2029 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)

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional 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 2026-2029 TIP consistent with its adopted Public Participation Plan. The public review and comment period will be conducted March 11, 2025 to April 11, 2025.

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 2026-2029 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 WVDOH, 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 2026-2029 TIP is fiscally constrained, as documented in **Section 7** of the 2026-2029 TIP.

Conclusion

The conformity determination process completed for the KYOVA 2026-2027 TIP demonstrates that this planning document meets the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Attachment A

2026-2029 TIP Resolution

Resolution to be inserted after board approval

Attachment B

IAC Conference Call Minutes

February 18, 2025

KYOVA Interstate Planning Commission

KYOVA 2026-2029 TIP IAC Review Meeting
February 18, 2025 / 2:00 PM – 3:00 PM

Meeting Minutes

Attendees:

Saleem Salameh, KYOVA
Bethany Wild, KYOVA
Terri Sicking, KYOVA
Patrick Leighty, Lawrence County Engineer
Ralph Kline, LCPA
Anthony Hill, ODOT
Sam Granato, ODOT
Thomas Witt, KYTC
Jay Balaji, KYTC
Graham Johnson, Ohio EPA
Neena Nallaballi, EPA Region 5
Tony Maietta, EPA Region 5
Sarah LaRocca, EPA Region 4
Dianna Myers, EPA Region 4
Kara Greathouse, FHWA WV
Sam Wallace, FHWA OH
Nick Vail, FHWA KY

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 2026-2029 Transportation Improvement Program (TIP). The 2026-2029 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 2026-2029 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 analysis.
- Conformity will end for the KYOVA 2050 MTP on 6/29/2027.
- Conformity for the KYOVA 2026-2029 TIP can be demonstrated by showing that the following requirements have been met: updated planning assumptions as part of the travel demand model update that was completed in 2022 to feed into the 2050 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 2026-2029 TIP in March for a 30-day public review from March 11th to April 11th. KYOVA will also be conducting three public meetings during the public review period: April 2nd in Ohio, April 8th in WV, and 9th in KY. KYOVA will send information to the IAC about the public meetings.

- The KYOVA Policy Board will review 2026-2029 for approval at their meeting on May 2nd.
- 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.
- Saleem opened the floor for comment. No comments were received. All parties on call expressed there was no concern with the report.
- KYOVA requested any additional comments to the TIP/Conformity Report be provided prior to the public comment period beginning March 11 and send to Bethany.

The 2nd Draft TIP is due to ODOT on March 10th. The Final TIP is due to ODOT on April 30th.

Attachment C

Public Involvement Notice & Comments Received

PUBLIC NOTICE FOR THE 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The KYOVA Interstate Planning Commission is updating the Transportation Improvement Program (TIP) for Fiscal Years 2026-2029 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 11, 2025 through April 11, 2025 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: April 2, 2025 at the ODOT Lawrence County Garage - 364 Commerce Dr, Ironton, OH 45638; and April 8, 2025 at KYOVA's office - 400 Third Ave. Huntington, WV 25701; and April 9, 2025 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 the close of business April 11, 2025.

Newspaper Advertisement for Public Notice of 2026-2029 TIP

March 11, 2025

PUBLIC NOTICE FOR THE 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The KYOVA Interstate Planning Commission is updating the Transportation Improvement Program (TIP) for Fiscal Years 2026-2029 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 11, 2025 through April 11, 2025 and can be accessed by visiting **http://kyovaipc.org/comments_announcements.php.**

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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 **s s a l a m e h @kyovaipc.org**. Comments must be received no later than the close of business April 11, 2025.

LH-223535
03-11;2025

No comments were received during the 30-day public involvement period from March 11, 2025 through April 11, 2025.

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 (effective January 1, 2024).

PUBLIC NOTIFICATION

1. A 30-day public involvement period was held from March 11, 2025 to April 11, 2024.

2. KYOVA and ODOT will hold a STIP/TIP Public Open House on Wednesday, April 2, 2025 at the ODOT Lawrence County Garage from 4:00pm to 6:00pm

3. KYOVA will hold additional public meetings in West Virginia at KYOVA's office on Tuesday, April 8, 2025 from 4:00pm to 6:00pm and in Kentucky at the Ashland Transportation Center on Wednesday, April 9, 2025 from 4:00pm to 6:00pm.

No public comments were received during the 30-day public involvement period from March 11, 2025 through April 11, 2025.

Appendix C – Glossary

GLOSSARY OF TRANSPORTATION TERMS AND ACRONYMS

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)

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.

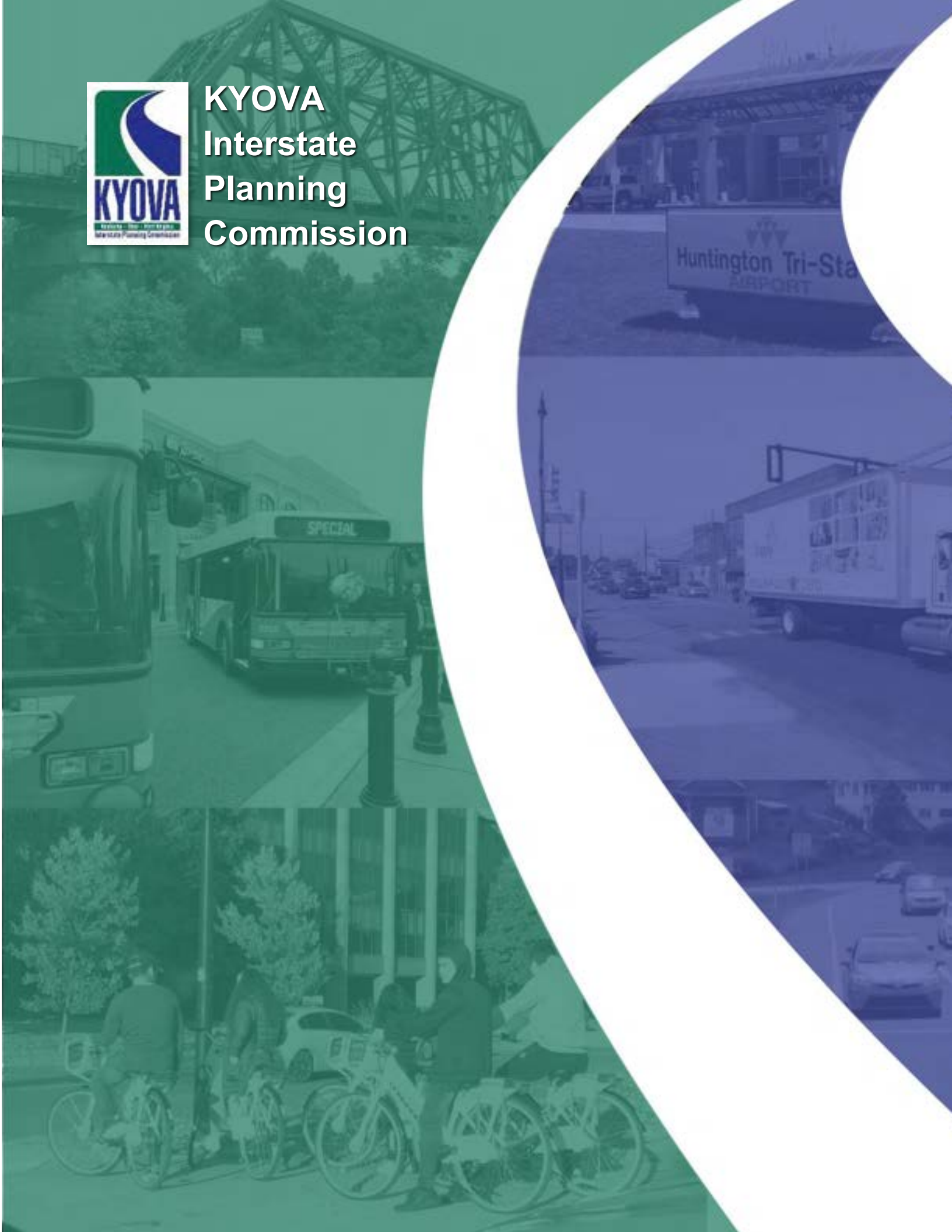
TCM - Transportation Control Management – This influences travel behavior by changing the structure of the transportation system to promote more efficient use of the roadway. Examples of TCM include ramp metering, signalized timing, and turning bays

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

KYOVA Interstate Planning Commission