

# Public Participation Plan

December 2024



**Regional  
Intergovernmental  
Council**

Kanawha-Putnam Metropolitan Planning Organization

Charleston, WV Urban Area

315 D Street

South Charleston, WV 25303



# TABLE OF CONTENTS

Table of Contents.....1

Resolution of Adoption.....2

Introduction.....3

RIC Organization.....3

RIC Planning Area.....3

Overview.....6

Federal Requirements.....6

Guiding Principles for Public Involvement .....8

Public Involvement.....9

Public Outreach Initiatives.....9

Advisory Committees.....10

RIC Interactive TIP Map.....12

Public Open House Discussions.....13

Public Notification Procedures.....14

Additional Public Involvement Tools.....16

Getting Involved.....18

RIC Contact Information.....18

External Agency Resources.....19

Appendix 1 – Demographic Maps.....20

Appendix 2 - References.....28





[Insert Resolution]



## Introduction

The RIC Public Participation Plan frames the strategies for public and stakeholder communication and collaboration in all phases of the planning process. The plan is reviewed on a continuing basis by the RIC MPO to assess progress and solicit feedback to improve public involvement strategies.



The RIC MPO places a strong emphasis on public involvement and maximizing public participation while promoting a cooperative, comprehensive, and continuing (3-C) transportation planning process. For inquiries regarding public participation in the transportation planning process, or to learn more on how you can get involved, visit the RIC website: [www.wvregion3.org](http://www.wvregion3.org), contact (304) 744-4258, or email [mail@wvregion3.org](mailto:mail@wvregion3.org)

---

## RIC Organization

In 1975, RIC was designated as the Metropolitan Planning Organization (MPO) for the Charleston, WV Urbanized Area. The Metropolitan Area which comprises all of Kanawha and Putnam counties in West Virginia to align with air quality designation. All urbanized areas in the United States, as a condition of receiving Federal highway and transit funding, must have an official MPO, responsible for a 3-C metropolitan planning process. This process includes the development of various transportation plans and programs in cooperation with federal, state, and local entities, transit agencies, members of the public, and stakeholder communities.

## RIC Planning Area

The Region 3 Planning and Development Council, known as the B-C-K-P Regional Intergovernmental Council, (RIC) consists of Boone, Clay, Kanawha and Putnam counties and its municipalities and citizens. On December 5, 1973, the RIC assumed responsibility for coordinating transportation planning in Region 3 as the Charleston Urban Area is fully contained within Kanawha and Putnam counties.

Titles 23 and 49 of the United States Code (23 U.S.C. 134 (k) (I) (A) and 49 U.S.C. 5303 (k) (I) (A) requires the Secretary of Transportation to designate urbanized areas over 200,000 population as Transportation Management Areas (TMA). It can also be designated by special request from the state Governor or by the designated MPO for the urbanized area.

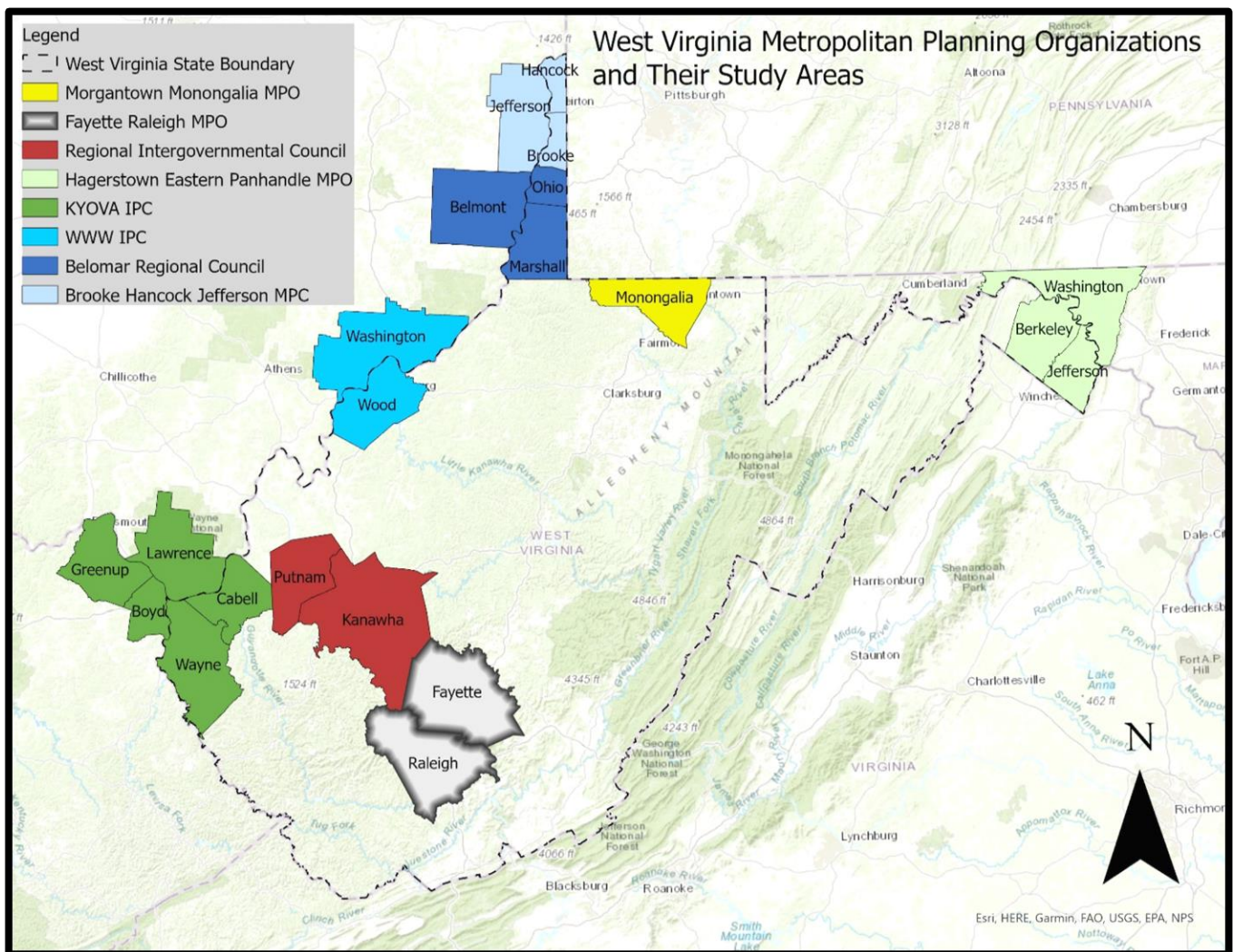
On July 16, 2012, the U.S. Census Bureau released its urbanized area delineations from the 2010



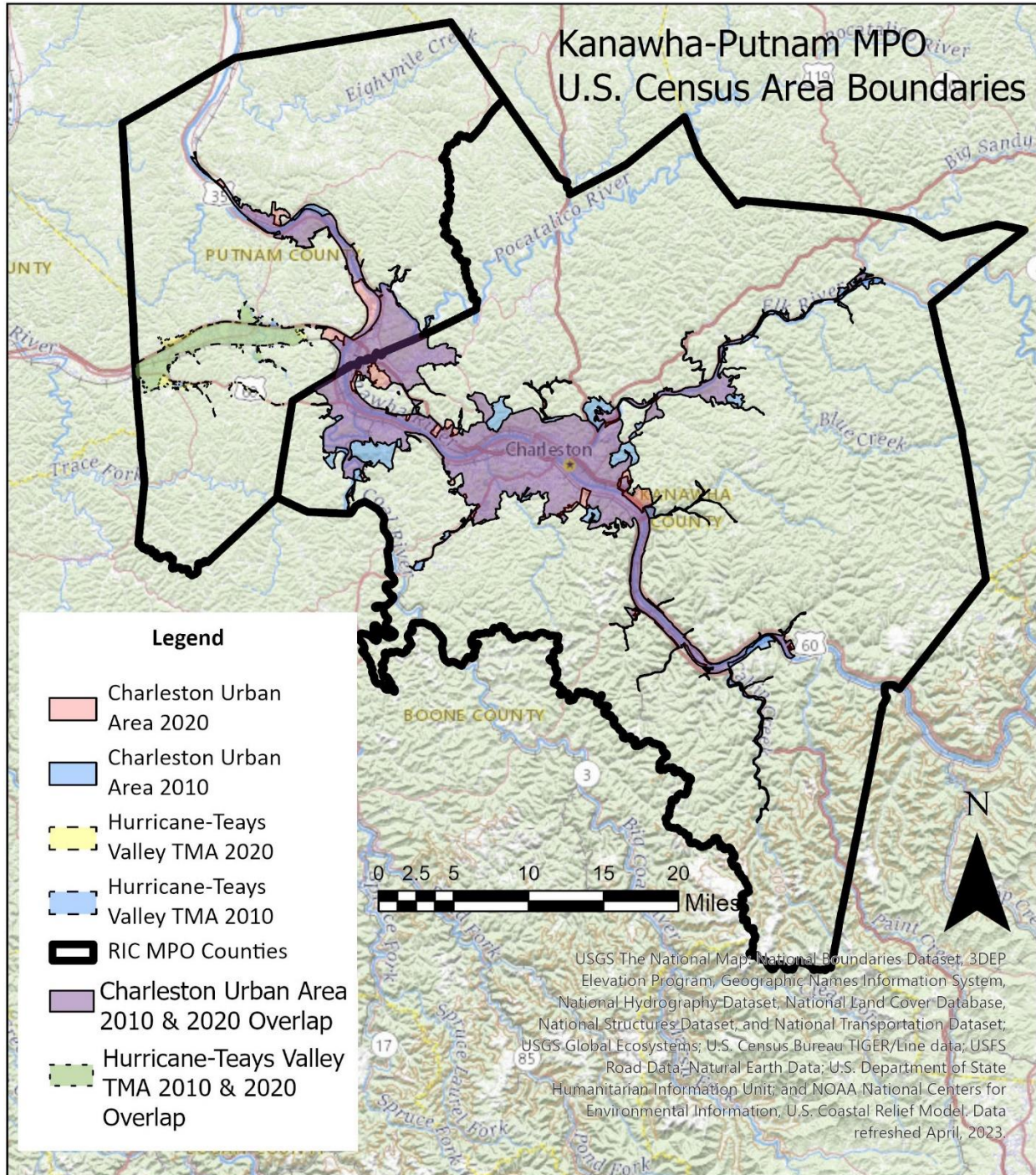
Census. The Huntington, WV-KY-OH urbanized area exceeded the 200,000-population threshold signifying a new TMA which included portions of Cabell, Putnam, and Wayne counties in WV, portions of Boyd and Greenup counties in KY, and part of Lawrence County, OH.

The KYOVA Interstate Planning Commission began to oversee the transportation planning activities in the Huntington, WV-KY-OH TMA on July 1, 2013, except for the TMA portion in Putnam County, WV. The Regional Intergovernmental Council (RIC) Metropolitan Planning Organization located in South Charleston, WV retains all transportation planning responsibility for the Putnam County portion of the Huntington, WV-KY-OH TMA.

Below is a map of all the metropolitan planning organizations in the state of West Virginia and their study areas.



Below is a map of the Charleston Urban Area and the Hurricane-Teays Valley portion of the Huntington TMA, and the respective changes of those boundaries based on the 2010 and 2020 Census. According to the U.S. Census Bureau Urban Area Data, the entire Huntington TMA, including the Hurricane-Teays Valley TMA portion, had a population of 202,637 in 2010, which declined by 2,480 to 200,157 by 2020. The total land area was 130.34 mi<sup>2</sup> in 2010, which declined by 1.47 mi<sup>2</sup> to 128.87 mi<sup>2</sup> in 2020. The Charleston, WV Urban Area had a population of 153,199, which declined by 12,241 to 140,958 by 2020. As a result, the total land area in 2010 was 98.21 mi<sup>2</sup>, which declined by 5.29 mi<sup>2</sup> in 2020 to 92.92 mi<sup>2</sup>.



## Overview

Public involvement is an integral part of metropolitan transportation planning. Moreover, it is the core and central reason why Metropolitan Planning Organizations were created by the federal government. The aim of the process is to prevent top-down transportation planning and encourage lateral decision-making, where interagency partners, stakeholders, and the public are invited to make decisions on federal investments in transportation infrastructure on the local and regional level. A successful public participation process ensures stakeholders and members of the public are afforded opportunities for direct participation in the decision-making of the metropolitan transportation planning process. Originally adopted by the RIC Policy Board in 1993, the RIC Public Participation Plan seeks to reduce and eliminate barriers for underserved communities and promote public participation in the metropolitan transportation planning process. The plan details the incorporation and application of strategies and activities used to inform and engage members of the public for transportation planning initiatives. The RIC recognizes the significance of implementing early and continuous public involvement practices. This plan serves as a guide to promote and increase public involvement in the metropolitan transportation planning process.

The Regional Intergovernmental Council (RIC) Policy Board is the decision-making body of the RIC MPO. The RIC Policy Board is primarily comprised of representatives from the municipal and four county government units in Region 3—comprising Boone, Clay, Kanawha and Putnam counties in West Virginia. Additional members of the RIC Policy Board include representatives from the West Virginia Department of Transportation (WVDOT), Kanawha Valley Regional Transportation Authority (KVRTA), minority citizen representatives, and at-large citizen representatives.

The RIC Policy Board regularly convenes quarterly in March, June, September, and December for the purposes of:

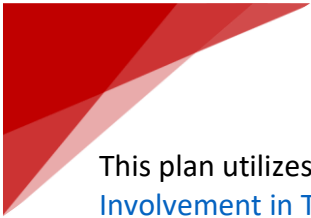
- Communicating local transportation issues and needs to the RIC transportation staff
- Receiving updates from the RIC transportation staff regarding current or proposed plans and studies
- Consideration for approval or adoption for transportation planning products
- Consideration for approval or adoption of the: RIC Metropolitan Transportation Plan (MTP), subsequent amendments to the RIC MTP, RIC Transportation Improvement Program (RIC TIP), subsequent amendments to the RIC TIP, RIC transportation planning budget, and Unified Planning Work Program (UPWP)

Meetings of the RIC Policy Board are published or posted by way of public notice through the local newspaper, the West Virginia Secretary of State website: [www.sos.wv.gov](http://www.sos.wv.gov) and the RIC website: [www.wvregion3.org](http://www.wvregion3.org)

## Federal Requirements

The RIC Public Participation Plan was developed in accordance with the federal requirements of the current transportation funding reauthorization bill.





This plan utilizes the US Department of Transportation [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](#)<sup>1</sup> for guidance.

The current transportation funding reauthorization bill outlines federal requirements for public involvement in the planning process. It mandates that metropolitan planning organizations (MPOs) offer reasonable opportunities for involvement to a wide range of stakeholders, including citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, private transportation providers, users of public transportation, pedestrians and cyclists, individuals with disabilities, affordable housing organizations, and other interested parties.

Additionally, the bill directs MPOs to ensure equitable and proportional representation of the metropolitan planning area's population when designating officials for the first time.

The Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin. Since the passage of the Civil Rights Act of 1964, legislation broadened to prohibit discrimination against persons based on age, disability, sex, religion, limited English proficiency (LEP), or income level.

Throughout the transportation planning process, RIC ensures the transportation-related needs and concerns of underserved communities are incorporated to the maximum extent practicable.

Title VI is one of eleven Titles of the Civil Rights Act of 1964 and applies to all programs and activities of federal-aid recipients, sub-recipients, and contractors. Title VI addresses discrimination in federally funded programs by mandating requirements and responsibilities for affected programs to prevent and prohibit discriminatory behavior against minority and low-income populations. Title VI requirements apply to all metropolitan planning organizations receiving federal funds and therefore prohibits discrimination in all federally funded programs, policies, and activities of the RIC.

The RIC adheres to federal requirements for metropolitan transportation planning in accordance with 23 CFR § 450.316, which directs metropolitan planning organizations to address the needs of underserved communities.

“Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.” -- 23 CFR § 450.316

The RIC Public Participation Plan seeks to reduce public participation barriers that may exist for minority, low income, disabled, and limited English proficiency (LEP) populations. Procedures and guidance regarding transportation planning for underserved communities is further described in the RIC Title VI Plan, accessible on the RIC website: [www.wvregion3.org](http://www.wvregion3.org). Thematic maps and related data for minority, LEP and low-income populations for both Kanawha and Putnam counties are provided in the Appendix of this plan.

In compliance with the Americans with Disabilities Act (ADA) of 1990, meetings of the RIC are held in facilities that are ADA accessible to the maximum extent practicable. The RIC will make any reasonable accommodation to ensure all persons are able to meaningfully participate in RIC meetings, events, and activities.





## Guiding Principles for Public Participation

To ensure best practices in decision-making for transportation planning and activities, public participation is essential for all transportation planning initiatives. The RIC is responsible for engaging the public early and often through a transparent, collaborative, and accessible process. The following guiding principles demonstrate the initiatives of the RIC Public Participation Plan: opportunity, engagement, involvement, education, accessibility, and compliance.

### Opportunity

Objective: Members of the public and other stakeholders are encouraged to participate throughout the development of various transportation plans, studies, and projects. The RIC will ensure members of the public and stakeholder communities are afforded opportunities to express opinions and concerns about transportation issues and will facilitate multiple, accessible participation formats, including electronic and in-person.

- Attend community events to engage members of the public and stakeholder communities to identify transportation needs and concerns.
- Engage local community and advocacy organizations and coordinate targeted community engagement in collaborative efforts.
- Encourage participants of RIC meetings or events and stakeholder communities to provide input on RIC plans, studies, and projects.

### Engagement

Objective: Publicize all public involvement opportunities during the development of transportation plans, studies, and projects.

- Engage members of the public and stakeholder communities through the RIC website: [www.wvregion3.org](http://www.wvregion3.org), social media, and other web-based platforms.
- Provide adequate public notice of meetings and events.

### Involvement

Objective: Collaborate with members of the public and stakeholder communities in all phases of the planning process.

- Conduct public meetings, stakeholder meetings, or steering committee meetings throughout the development of plans, studies, or projects.
- Document public comments for incorporation into transportation plans, studies, and projects.
- Ensure transportation-related issues and concerns from the public are properly considered.

### Education

Objective: Effectively communicate transportation-related concepts and planning activities to members of the public and stakeholder communities.

- Ensure RIC transportation staff and other meeting facilitators are prepared to provide clear, accurate, and relevant transportation-related information to meeting participants.
- Provide accessible visual and educational materials to easily communicate subject material.



- Conduct ongoing education and training that is available to the public, to increase the share of knowledgeable public participants.

### **Accessibility**

Conduct outreach to underserved communities and minority, low-income and limited English proficiency (LEP) populations.

- Implement Title VI and Environmental Justice requirements for transportation plans, studies, and projects.
- Selection of public meeting locations that serve areas of underserved communities.
- Provide accessibility accommodation, including interpretation or translation services for meetings and events to ensure all persons can participate.
- Incorporate sensitivity to gaps in communication protocol, such as lack of access to broadband or newspapers by identifying these gaps and working to address them.

### **Compliance**

Maintain compliance in accordance with applicable requirements and regulations.

- Maintain compliance with applicable requirements regarding public involvement in the metropolitan transportation planning process.
- Conduct research on best practice public involvement strategies and methodologies.

### **Public Involvement**

Participants who engage in the metropolitan transportation planning process consist of members of the public and stakeholder communities. Public participation in the metropolitan transportation planning process must be afforded to elected officials from all levels of government, city and county government staff, planning department officials, city and county engineers, representatives from the Federal Highway Administration and the State of West Virginia departments and divisions such as the West Virginia Department of Transportation, West Virginia Division of Highways, and the West Virginia Department of Environmental Protection, public transportation providers, paratransit agencies, and local taxi services; regional freight providers, community leaders in the sectors of business and economic development.

### **Public Outreach Initiatives**

RIC employs a variety of public participation techniques to broaden and increase overall public involvement through the facilitation of “hybrid meetings” (in- person and virtual) with advisory committees, steering committees, interagency consultation groups, stakeholders, special interest groups, and community organizations.

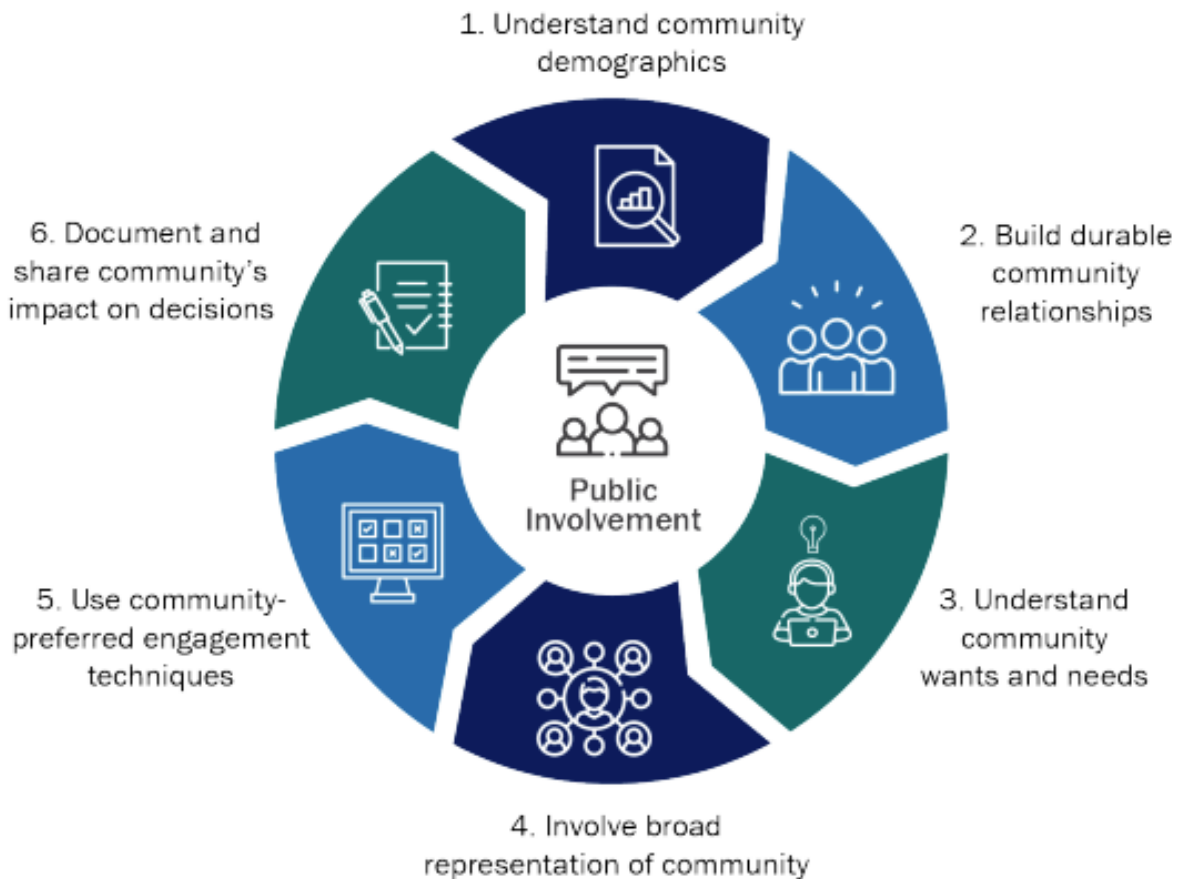
The COVID-19 pandemic created the need for RIC to engage is the public videoconferencing to conduct public meetings and plan-specific public involvement efforts to maintain compliance with this plan and the concept of the 3-C process. RIC continues to use video teleconferencing platforms to maximize stakeholder and public participation. Discussions of the RIC Policy Board and Transportation Technical Advisory Committee (TTAC), and RIC Bicycle and Pedestrian Advisory Committee (BPAC) are conducted in a “hybrid” manner—both in-person and virtual attendance options are available to meeting



participants. The RIC will continue to employ the use of virtual public involvement capabilities to maximize public participation in the metropolitan transportation planning process.

Additional public participation methods include tabling at community events, charrettes, public surveys, newsletters, data visualization components, and online engagement through the RIC website: [www.wvregion3.org](http://www.wvregion3.org), social media platforms, and other web-based tools.

### Features of meaningful public involvement




### Advisory Committees

The RIC Transportation Technical Advisory Committee (TTAC) and the Bicycle and Pedestrian Committee (BPAC) serve as coordinated groups for the purposes of providing technical oversight and making recommendations to the RIC Policy Board.

The RIC TTAC usually aims to consist of representatives from FHWA, WVDOH, Kanawha Valley Regional Transportation Authority (KVRTA), the City of Charleston, Kanawha County Commission, Putnam County Commission, regional economic development agencies, and other stakeholders interested members of the public. The RIC TTAC aims to have regular stakeholder involvement of facility owners of federal-aid eligible highways which additionally includes the cities of South





Charleston, Dunbar, and Hurricane. Members of the TTAC review planning products such as transportation studies, plans, and projects. The TTAC also discusses regional transportation-related issues and concerns. TTAC discussions provide a forum for members to share ideas and provide feedback to improve transportation in the RIC study area. In addition, the TTAC reviews the RIC Metropolitan Transportation Plan (MTP), Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), and TIP amendments to make recommendations for consideration of approval or adoption by the RIC Policy Board. Meetings of the TTAC are conducted on a quarterly basis and are conducted two days prior to meetings of the RIC Policy Board.

The RIC Bicycle and Pedestrian Advisory Committee (BPAC) is comprised of members from the following organizations: local bicycle and pedestrian advocacy groups, West Virginia Division of Highways, the City of Charleston, the Kanawha County Commission, the Putnam County Planning Commission, and other interested parties. The RIC BPAC convenes two weeks prior to scheduled discussions of the RIC TTAC. The RIC BPAC works in collaboration with the RIC transportation staff throughout the development of the *Kanawha-Putnam Bicycle and Pedestrian Plan*, advises the RIC on regional bicycle and pedestrian concerns, promotes policies that would improve non-motorized transportation, and provides recommendations for potential bicycle and pedestrian improvements.

The RIC Freight Advisory Committee (FAC) is a newly established committee comprised of representatives of regional entities active in freight transport from both the public and private sectors. This committee will be conducted on a regular basis increasing the focus and awareness of transportation issues related to freight movements by road, rail and air.

### **Additional Committees**

RIC transportation staff attends regular meetings of the City of Charleston’s Planning, Streets and Traffic committee, and the James H. Caruthers Jr. Transportation Committee—a committee facilitated through the Putnam County Commission. This citizen-based committee was established to provide an open forum for members of the public to express opinions on transportation issues in Putnam County.

During the development of a transportation plan or study, the RIC may assemble a steering committee to meet at key junctures to provide direction and input for the planning process. Steering committees typically consist of key stakeholders and affected agencies or organizations. Throughout the development of special studies, the RIC incorporates public participation procedures to the maximum extent practicable to include public outreach where appropriate. During the development of transportation plans and studies, the RIC consults with members of the public and stakeholder communities to facilitate communication and collaboration.

The RIC also consults with external and interagency partners as resources for technical guidance and oversight. External and interagency partners review findings and recommendations from plans and studies. Planning activities that involve transportation conformity are conducted in conjunction with interagency consultation. Communication between RIC transportation staff and



the interagency consultation group is facilitated through meetings discussions, teleconferencing, or email.

### RIC Interactive Transportation Improvement Program (TIP) Map

The RIC developed a web-based tool—the RIC Interactive Transportation Improvement Program (TIP) Map, which provides data visualization for transportation projects. The information in the map is based on project data provided in the TIP. This supplemental virtual component gives members of the public and stakeholder communities the ability to visualize locations of transportation investments in their region, consider which routes may be affected by construction in the future, and determine a project’s location from the TIP. When amendments and adjustments are made to the TIP, the RIC TIP Interactive Map is updated accordingly. The map can be accessed on the RIC website: [www.wvregion3.org](http://www.wvregion3.org) under the Transportation drop down box > Transportation Improvement Program (TIP) > Interactive TIP Map.

The screenshot displays the RIC website interface. At the top left is the logo for the Regional Intergovernmental Council. A navigation menu includes 'Home', 'About', 'Transportation', 'Economic', 'News', and 'Contact'. The 'Transportation' menu is open, showing options like 'Plans', 'Long Range Plan', 'Transportation Improvement Program' (highlighted), 'Subarea Studies', 'Public Transportation', and 'Links'. Below the menu, there is a section titled 'TRANSPORTATION IMPROVEMENT PROGRAM (TIP)' with introductory text and a 'TIP Files' section listing 'FY 2022-2025 Transportation Improvement Program (TIP)' and 'Interactive TIP Map'. The main content area features a map of Charleston, West Virginia, with green lines indicating transportation projects. A popup window titled 'Iowa Street +5' is overlaid on the map, displaying the following data:

Field	Value
Description	Design/Build ADA Ramps
State_Num	5320 40 00742 00
Fed_Num	9HPP0040377D
To	7.890000
From	7.620000
Length	0.27
MP	7.62
Total_Cost	459000
Fed_Cost	367200
Program	Community Development



## Public Open House Discussions

Public open houses are essential to the public involvement process. They provide the general public with opportunities to:

- provide meaningful input for the transportation planning process
- express opinions and concerns regarding proposed transportation improvements
- consume informative and educational material from the RIC transportation staff and other officials regarding transportation studies, plans, and projects

The RIC conducts a variety of public discussions in various formats. Examples include:

- open house style discussions
- discussions held in conjunction with community groups
- discussions at locations in traditionally underserved areas to increase inclusive public participation

Public open house discussions are publicized through the RIC website, public notices in local newspapers, broadcast media, flyers, posters, or RIC's social media accounts.

RIC is committed to ensuring accessibility to all public input opportunities. RIC's Title VI Plan details specific policies related to accessibility and can be found on RIC's website at [www.wvregion3.org/plans](http://www.wvregion3.org/plans) and available on request for ADA and non-English translation options.

### ADA and LEP Accommodations

Meeting or discussion participants requesting accessibility accommodations are encouraged to contact the RIC at least (5) business days prior to a scheduled meeting or discussion date to ensure the appropriate accommodation can be made.



## Visualization Methods

For all public meetings, discussions and open houses, participants can view maps and other visual media, review current and proposed plans or studies and engage with RIC transportation staff. Participation by providing oral and/or written comment and feedback to the RIC on plans, studies, and projects is encouraged.

## Event Tabling

The RIC transportation staff may set up and staff a table or booth at an existing local or statewide event to publicize public outreach events. The purpose of this public involvement method is to share information on existing and developing plans and studies, engage members of the public regarding regional transportation policies and issues, and obtain input on potential plans and studies.



## Charrettes

Charrettes have been used by planning and design teams for many years. A charrette is a collaborative, workshop-style session in which a group of individuals draft a solution to a problem. The RIC conducts charrettes with groups of stakeholders to generate ideas and feedback surrounding transportation issues.

## Surveys





The RIC transportation staff uses public surveys to gather public input on transportation needs and concerns during the development of a plan or study. Survey formats consist of paper or web-based surveys. Surveys are disseminated through email, RIC social media platforms, the RIC website: [www.wvregion3.org](http://www.wvregion3.org) and public open house discussions.

## Public Notification Procedures

Timely notification is important for successful public involvement practices. Early and consistent notification allows participants the opportunity to provide comments and input on proposed planning documents or products. An official public notice is published in the local newspaper preceding the adoption of various planning products to inform the public of the opportunity to participate during public comment periods. A public comment period is required for the following transportation planning products: adoption of a new Transportation Improvement Program (TIP), amendments to an existing TIP, adoption of a Metropolitan Transportation Plan (MTP), adoption of an MTP amendment, adoption of a new or updated Public Participation Plan, adoption of a new or updated Title VI Plan, or other transportation planning products that benefit from public input.







The table below details the public involvement procedures for RIC Core Products:

 Product	 Public Comment Period	 Procedures for Adoption or Approval	 Notes
New MTP	30 calendar days	A series of public discussions and open houses shall be conducted to gather comments during plan development and on the final draft. Presentation for consideration of adoption before the RIC Policy Board. All public comments will be provided to the TTAC and the RIC Policy Board	All public comments and responses are to be included in the final document. This plan is usually updated on a 4-year cycle.
MTP Amendment	15 calendar days	Presentation for consideration of approval before the RIC Policy Board. All public comments will be provided to the TTAC and the RIC Policy Board.	Presented to the TTAC for review prior to policy board approval. The amendment process can be implemented during the adoption of a new MTP if a similar but significantly different MTP was made available for public review.
UPWP	None	Presentation for consideration of adoption before the RIC Policy Board. Presented to the TTAC for review prior to policy board approval.	No public comment period is required. Interagency coordination is required.
Public Participation Plan	45 calendar days	Presentation for consideration of adoption before the RIC Policy Board. Presented to the TTAC for review prior to policy board approval.	All public comments received will be included in the final document. This plan is usually updated on a 2-year update cycle in conjunction with the Public Participation Plan
Title VI Program	15 calendar days	Presentation for consideration of adoption before the RIC Policy Board. Presented to the TTAC for review prior to policy board approval	All public comments received will be included in the final document. This plan is usually updated on a 2-year update cycle in conjunction with the Public Participation Plan



The table continues the detailed public involvement procedures for RIC Core Products:

 Product	 Public Comment Period	 Procedures for Adoption or Approval	 Notes
New or Amended RIC TIP	(15) calendar days	Presentation for consideration of adoption before the RIC Policy Board. All public comments and responses are to be included in the final document.	Presented to the TTAC for review prior to policy board approval. A new RIC Transportation Improvement Program (TIP) is adopted by the RIC Policy Board every two years, usually at the December RIC Policy Board Meeting.
RIC TIP Administrative Adjustments	No required public comment period	No public hearing required	Presented to the TTAC for review/ informational purposes

**Additional Public Involvement Tools**

The Regional Intergovernmental Council distributes a quarterly newsletter titled the *RIC Messenger*. The *RIC Messenger* serves as an informative tool and can be accessed on the RIC website [www.wvregion3.org](http://www.wvregion3.org). Additionally, the RIC publishes an annual report which details the organization’s annual activities and accomplishments.



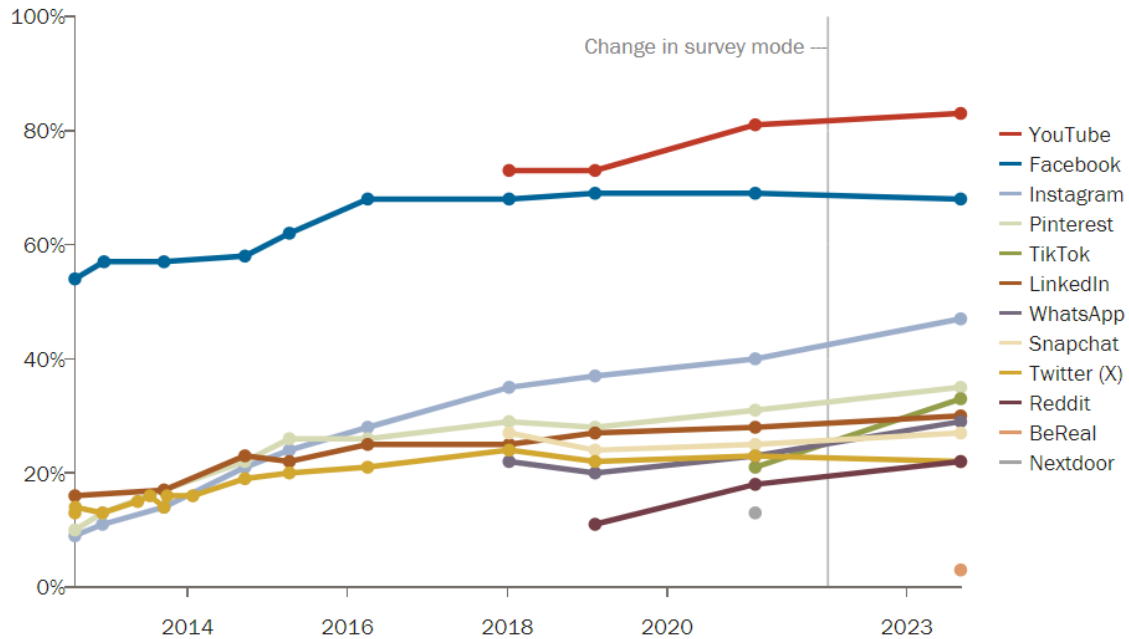
**RIC Social Media**

RIC maintains an active presence on Facebook. Facebook is the most widely used social media platform for text based communication according to the Pew Research, second to YouTube. Facebook is used to actively engage members of the public with information and visual content regarding RIC public meetings, photographs from projects and events, and articles or graphics related to transportation or economic development. RIC may also explore creative ways to engage the public on YouTube, the most widely used social media platform.



## Which social media platforms are most popular

% of U.S. adults who say they ever use ...



Source: Pew Research – Social Media Fact Sheet

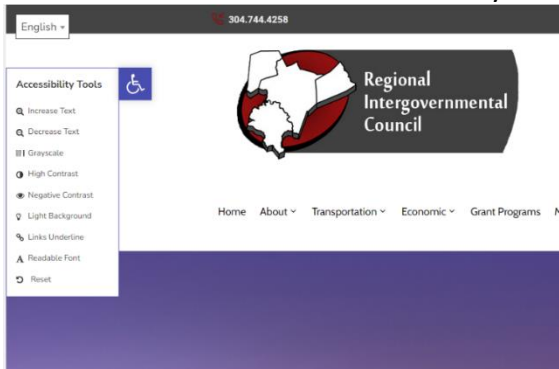


[www.facebook.com/wvregion3](http://www.facebook.com/wvregion3)

### RIC Website

RIC's website is a vital tool to promote public involvement. The current RIC Metropolitan Transportation Plan (MTP), RIC Transportation Improvement Program (TIP), other planning documents and information regarding upcoming events can be accessed at: [www.wvregion3.org](http://www.wvregion3.org). The landing page of the RIC website is displayed in the graphic below:

The RIC website also features a variety of accessibility tools as displayed in the graphic below



**Regional Intergovernmental Council**



## Getting Involved

The Regional Intergovernmental Council encourages participation from all interested parties and members of the public. There are many ways to get involved in the transportation planning process. Upcoming meetings and events are posted online via the RIC website. For additional information, contact the RIC at (304) 744-4258, email [mail@wvregion3.org](mailto:mail@wvregion3.org) or visit the RIC website: [www.wvregion3.org](http://www.wvregion3.org)



---

## RIC MPO Staff and Contact Information

Mailing Address:

Regional Intergovernmental Council  
315 D Street  
South Charleston, WV 25303

### **Tyler Ferrell**

Executive Director

### **Jeffery Mace**

Transportation Program Manager

### **Jake Smith**

Transportation Planner

Phone: 304-744-4258

Email: [mail@wvregion3.org](mailto:mail@wvregion3.org)





## External Agency Resources

### **State of West Virginia Equal Employment Opportunity Office (EEO)**

1900 Kanawha Blvd., East  
Building 6, Room B-123  
Charleston, WV 25305  
304-558-0400

### **West Virginia Department of Transportation (EEO)**

Equal Employment Opportunity Division (EEO)  
1900 Kanawha Blvd., East  
Building 5, Room 430  
Charleston, WV 25305  
304-558-3931

### **West Virginia Human Rights Commission**

1321 Plaza East 108 A  
Charleston, WV 25301  
304-558-2616

### **Disability Rights of West Virginia**

5088 Washington Street W Suite 300  
Charleston, WV 25313  
1-800-950-5250





## Appendix 1 – Demographic Maps

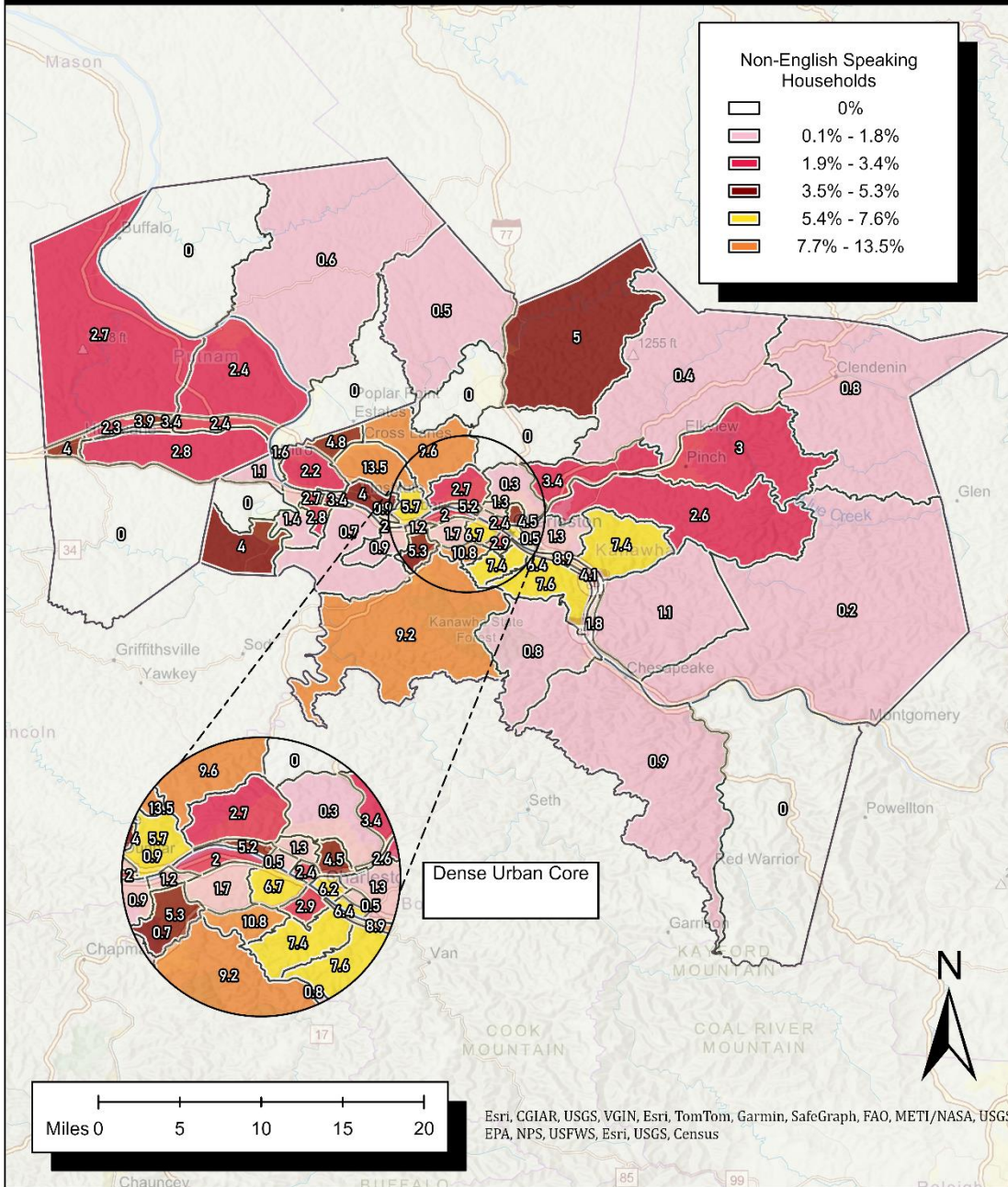
---

### Demographic Maps

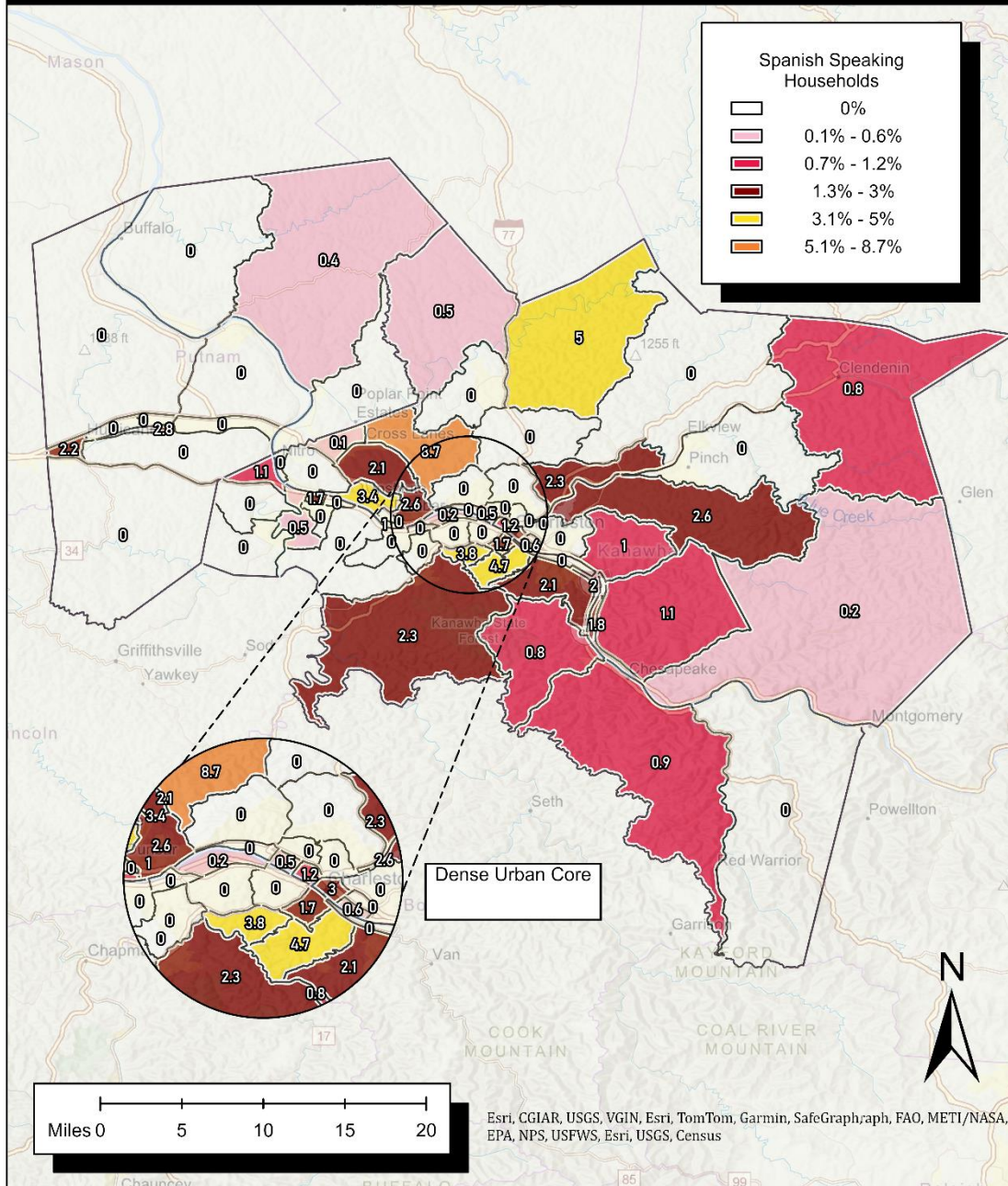
Non-English Speaking Households in the RIC MPO Area	19
Spanish Speaking Households in RIC MPO Area	20
Other Language Speaking Households in RIC MPO Area	21
Minority Populations in the Metropolitan Planning Organization (MPO) Study Area	22
Populations Below Poverty Level in the Metropolitan Planning Organization (MPO) Study Area	23
Persons with Disabilities in RIC MPO Area	24
Zero Vehicle Households in the RIC MPO Area	25



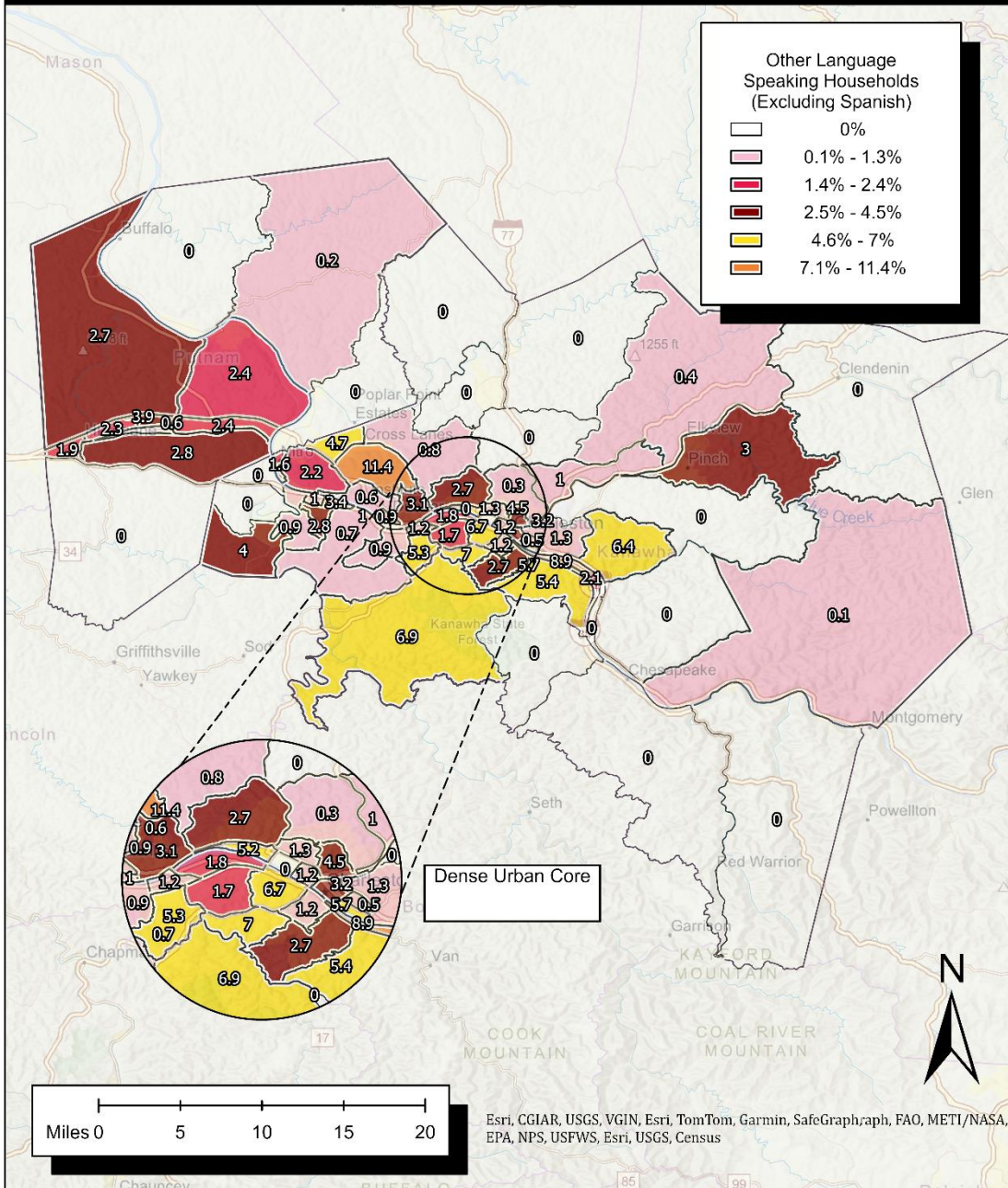
# Non-English Speaking Households in RIC MPO Area (Kanawha + Putnam Counties)



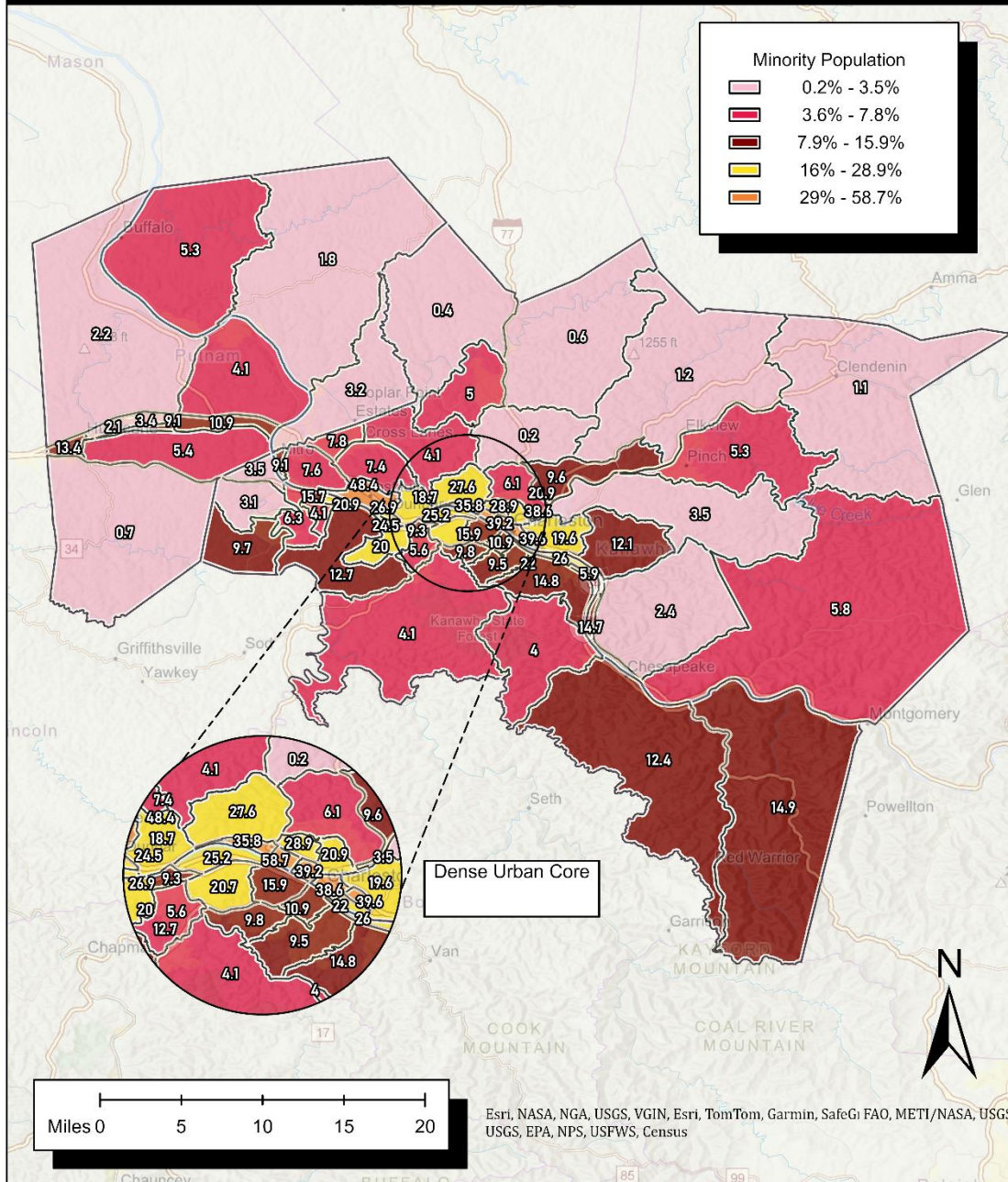
# Spanish Speaking Households in RIC MPO Area (Kanawha + Putnam Counties)



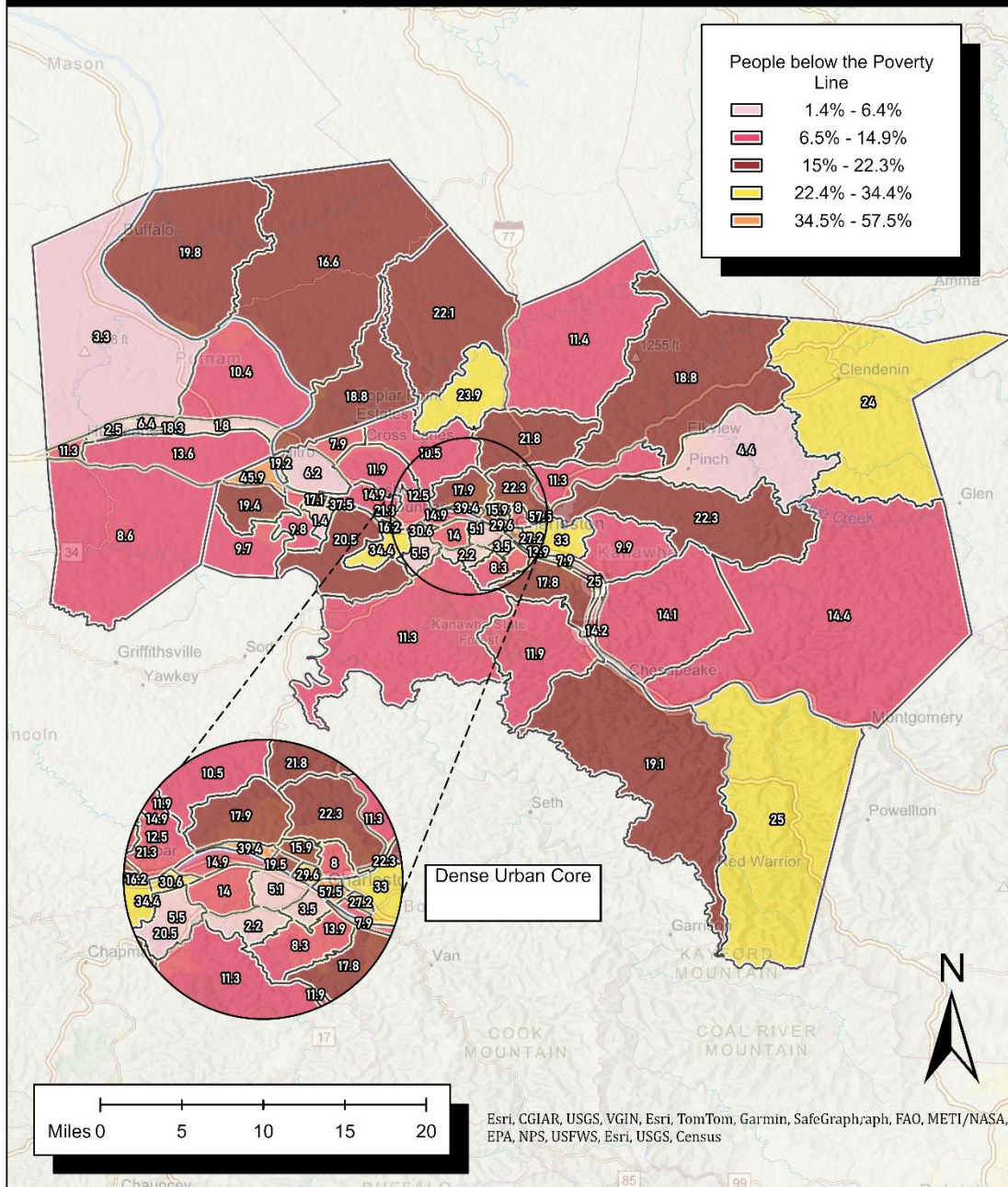
# Other Language Speaking Households in RIC MPO Area (Kanawha + Putnam Counties)



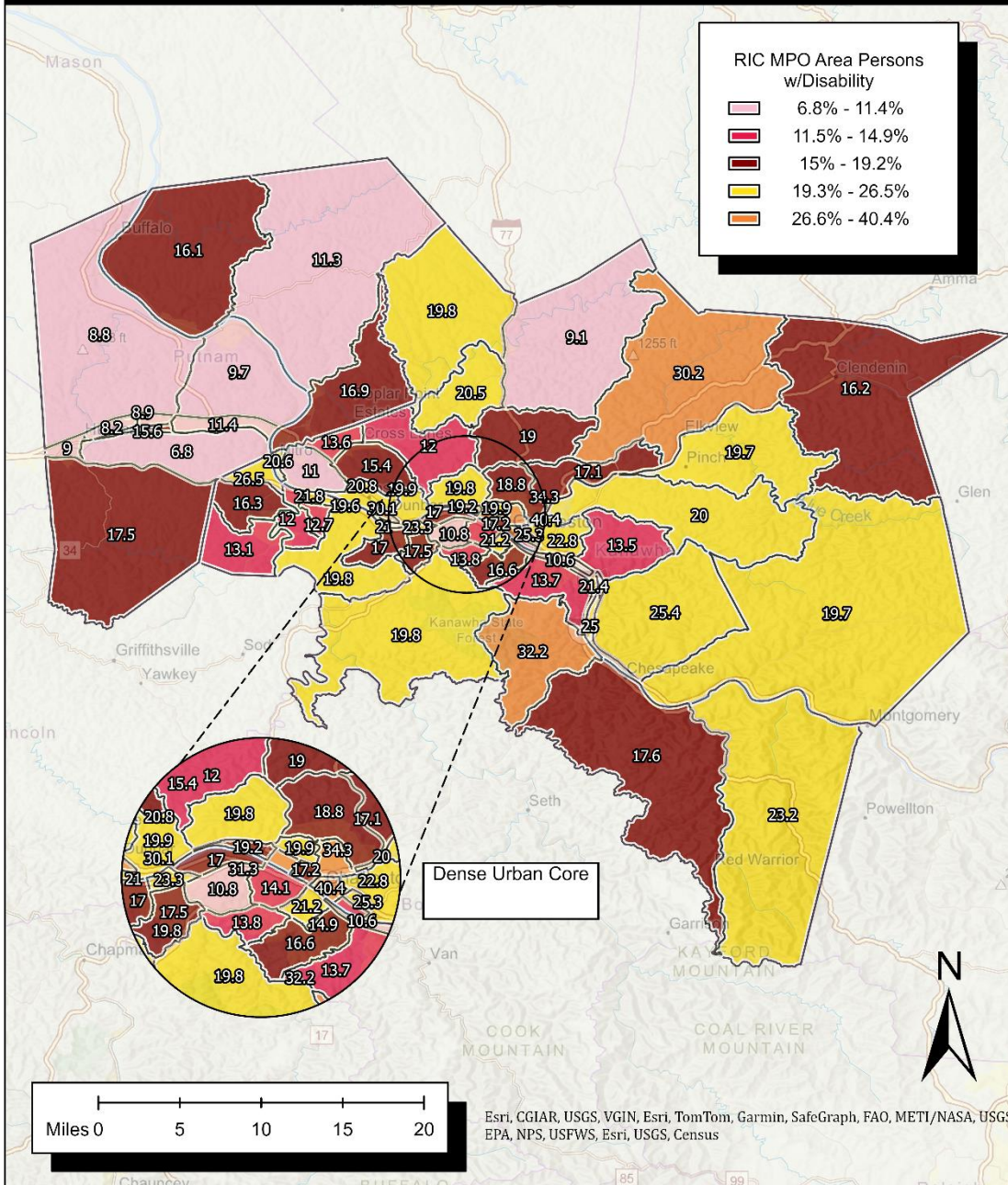
# Minority Population in RIC MPO Area (Kanawha + Putnam Counties)



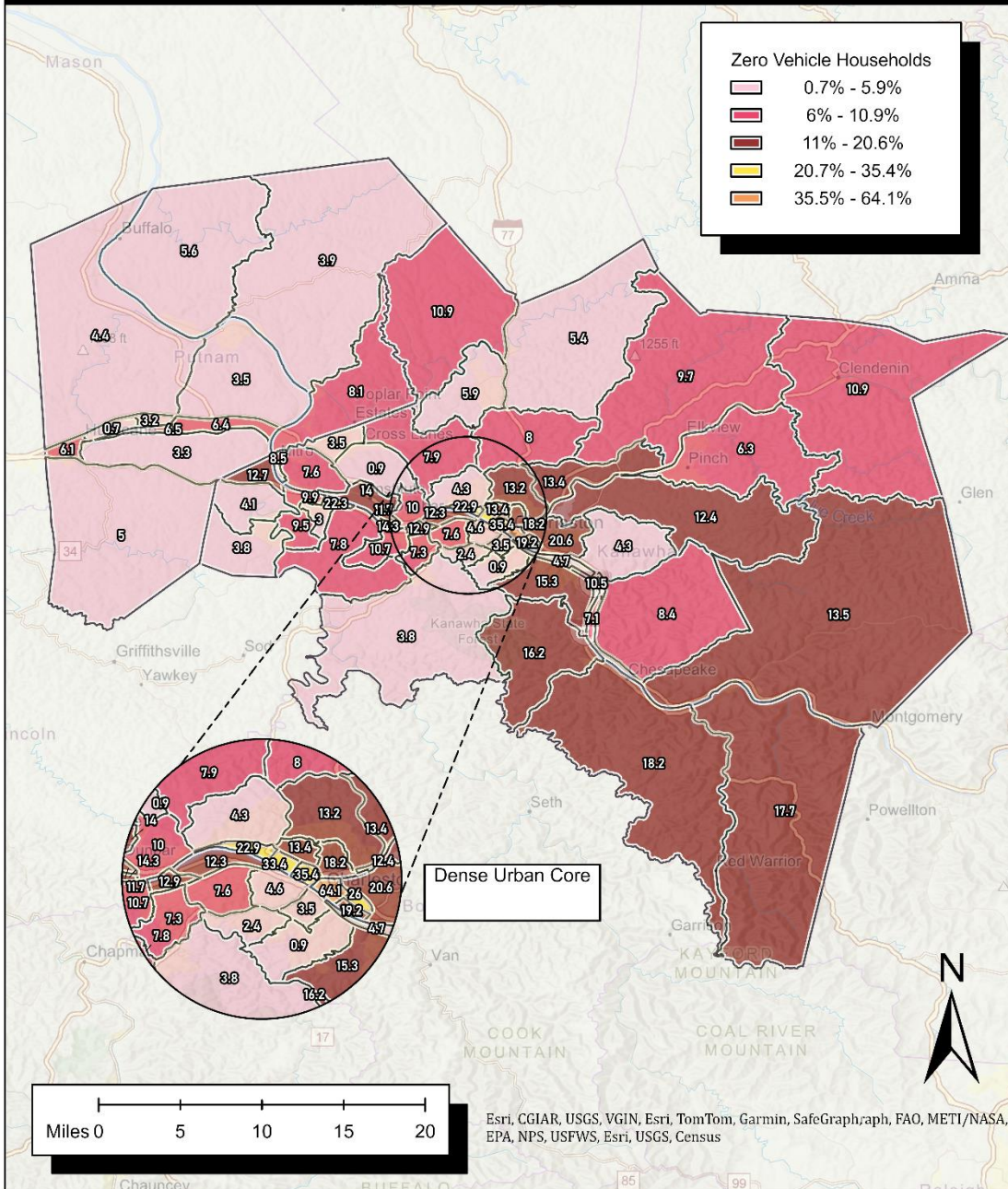
# People Below the Poverty Line in RIC MPO Area (Kanawha + Putnam Counties)




# Persons with Disabilities in RIC MPO Area (Kanawha + Putnam Counties)



# Zero Vehicle Households in RIC MPO Area (Kanawha + Putnam Counties)





## Appendix 2 – References

---

1 - [https://www.transportation.gov/sites/dot.gov/files/2023-11/Promising%20Practices%20for%20Meaningful%20Public%20Involvement\\_2023Update\\_FINAL.pdf](https://www.transportation.gov/sites/dot.gov/files/2023-11/Promising%20Practices%20for%20Meaningful%20Public%20Involvement_2023Update_FINAL.pdf) – Accessed 7/25/2024

2 – <https://www.wvregion3.org> – accessed 7/25/2024



## RESOLUTION OF ADOPTION

**WHEREAS,** the BCKP Regional Intergovernmental Council, as the federally designated Metropolitan Planning Organization (MPO) for the Charleston, WV urbanized area, developed a Public Participation Plan in accordance with all federal guidelines as required by the Fixing America's Surface Transportation (FAST) Act; and the Infrastructure Investment and Jobs Act (IIJA.)

**WHEREAS,** the Regional Intergovernmental Council MPO Public Participation Plan was developed to detail public involvement processes for metropolitan transportation planning and programming initiatives;

**WHEREAS,** the Regional Intergovernmental Council MPO Public Participation Plan has established a formal update cycle of (3) years to maintain compliance with state and federal requirements;

**WHEREAS** the Regional Intergovernmental Council MPO Public Participation Plan was made available for public review, having a public comment period of (45) calendar days in accordance with U.S. Code of Federal Regulations (CFR) §450.316.

**NOW, THEREFORE, BE IT RESOLVED** that the BCKP Regional Intergovernmental Council formally adopts the Public Participation Plan for transportation planning.

So resolved this 12<sup>th</sup> day of December 2024



---

David Casebolt, Chairman  
Regional Intergovernmental Council