



Regional Intergovernmental Council

Fiscal Year 2027

Unified Planning and Work Program (UPWP)

June 2026

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Section 1: UPWP by Element (PL Funds)

Introduction

The **Regional Intergovernmental Council (RIC) Metropolitan Planning Organization (MPO)** is responsible for coordinating transportation planning in the Charleston, WV metropolitan area, which includes all of Kanawha and Putnam Counties. The RIC MPO works to ensure a **continuous, comprehensive, and cooperative (3C) transportation planning process** that guides the development of regional transportation plans and programs.

Federal Metropolitan Planning (PL) and Metropolitan Planning Program (MPP) funds, authorized under 23 U.S.C. § 104(b) and 49 U.S.C. § 5303, are provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and distributed through the West Virginia Department of Transportation (WVDOT). These funds enable MPOs to carry out required transportation planning activities in accordance with 23 U.S.C. § 134 and 49 USC 5303.

The **Unified Planning Work Program (UPWP)** is the MPO's primary planning and budget document. It identifies the work elements, major tasks, responsible staff, expected products, and funding sources for the MPO's transportation planning activities. The FY 2027 UPWP covers the period **July 1, 2026, through June 30, 2027**, and is prepared in cooperation with FHWA, FTA, WVDOT, the Kanawha Valley Regional Transportation Authority (KRT), and local governments.

All activities described in this UPWP are conducted under federal metropolitan planning regulations (23 CFR Part 450 and 23 CFR Part 420) and eligible for reimbursement under federal cost principles. The RIC MPO coordinates with WVDOT to ensure timely funding and accountability for all planning expenditures.

RIC Planning Area

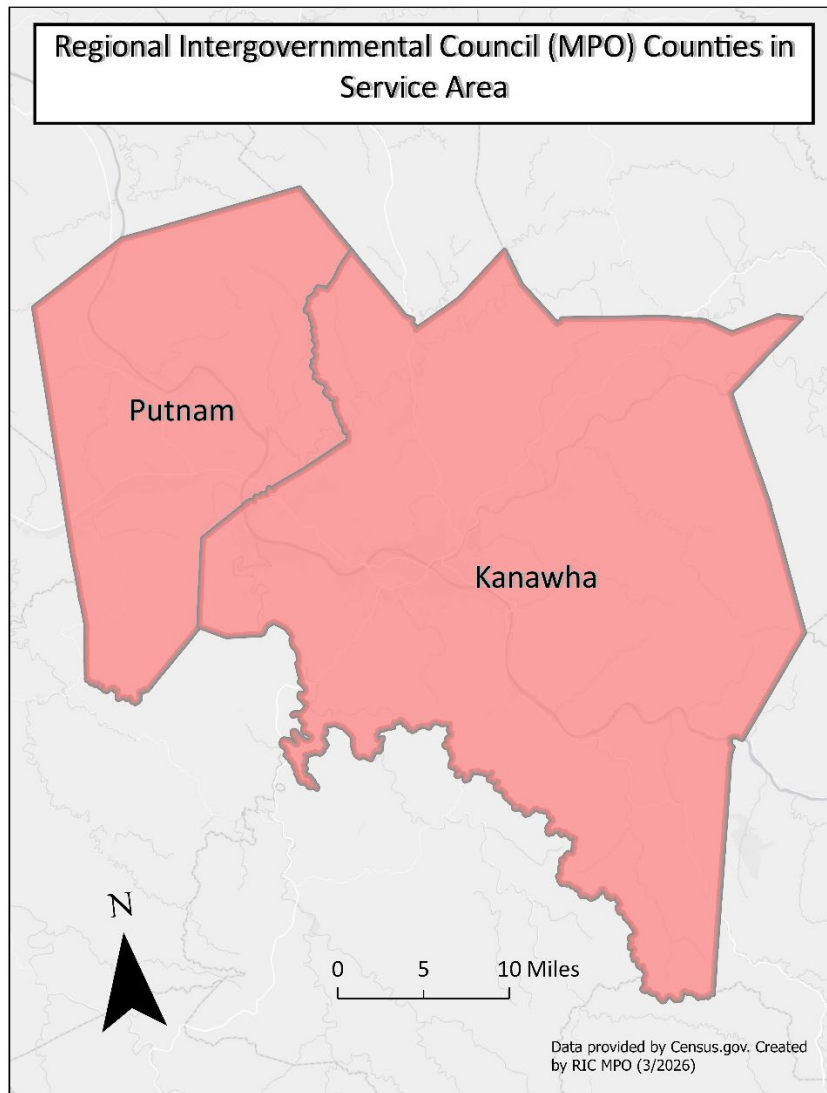
The Region 3 Planning and Development Council, known as the B-C-K-P Regional Intergovernmental Council (RIC), serves Boone, Clay, Kanawha, and Putnam counties and their municipalities and residents. On December 5, 1973, RIC assumed responsibility for coordinating metropolitan transportation planning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

As the designated Metropolitan Planning Organization (MPO) for the Charleston, WV Metropolitan Planning Area, RIC is responsible for carrying out federally required transportation planning activities within Kanawha and Putnam Counties.

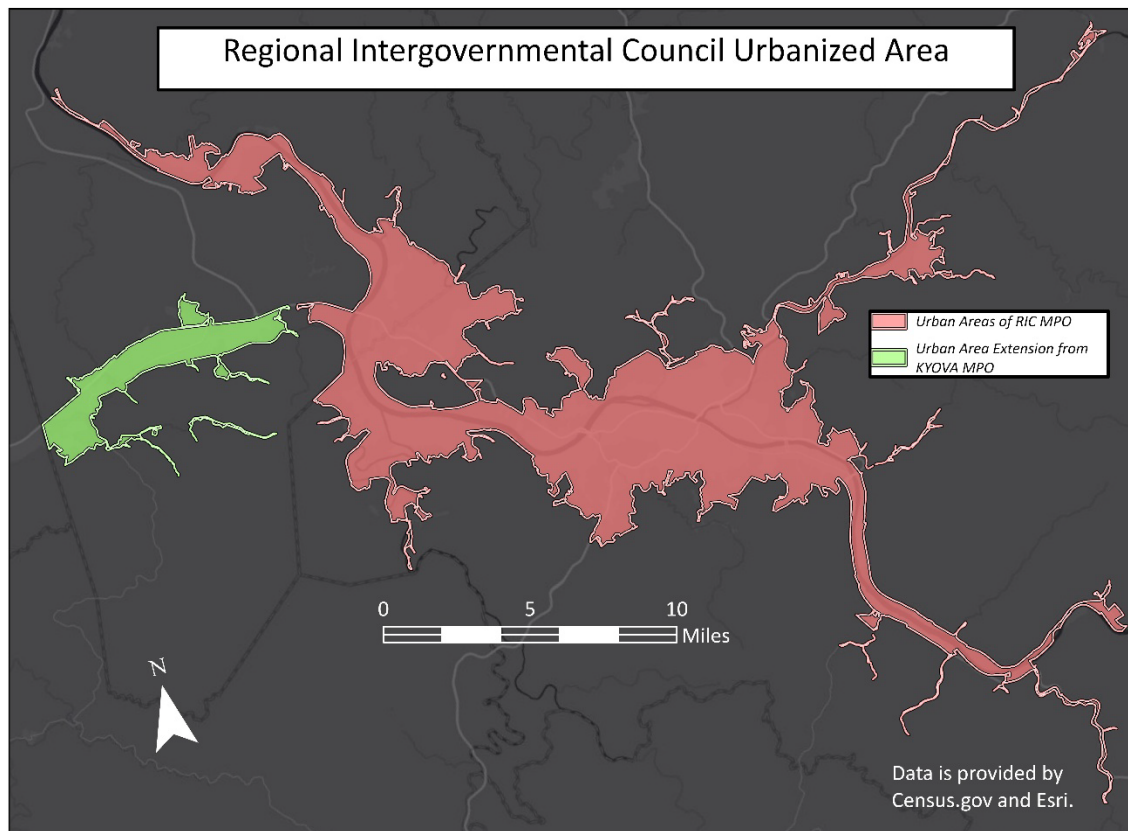
Under 23 U.S.C. § 134 and 49 U.S.C. § 5303, urbanized areas with populations exceeding 200,000 are designated as Transportation Management Areas (TMAs). Following the 2010 U.S. Census, the Huntington, WV-KY-OH urbanized area exceeded this population threshold and was designated as a TMA. This TMA includes portions of Cabell, Putnam, and Wayne counties in West Virginia; Boyd and Greenup counties in Kentucky; and Lawrence County in Ohio.

On July 1, 2013, the KYOVA Interstate Planning Commission assumed responsibility for transportation planning within the Huntington TMA. However, RIC retains responsibility for the Putnam County portion of the Huntington urbanized area located within its planning boundary. As a result, RIC continues to conduct metropolitan transportation planning for all of Kanawha County and Putnam County, including the TMA-designated area within Putnam County.

A map of all Metropolitan Planning Organizations in West Virginia and their respective planning areas is provided below.



Below is a map of the Charleston Urban Area and the Hurricane–Teays Valley portion of the Huntington Transportation Management Area (TMA), showing the current boundaries of the Charleston and Huntington Urbanized Areas within the two county planning region.



According to U.S. Census Bureau Urban Area data, both the Huntington TMA and the Charleston Urban Area experienced population and land area declines between 2010 and 2020.

Urban Area Comparison: 2010 vs. 2020 Census

Urban Area	2010 Population	2020 Population	Change	2010 Land Area (mi ²)	2020 Land Area (mi ²)	Change
Huntington TMA (including Hurricane– Teays Valley portion)	202,637	200,157	-2,480	130.34	128.87	-1.47
Charleston, WV Urban Area	153,199	140,958	-12,241	98.21	92.92	-5.29

Between 2010 and 2020, the Huntington TMA population declined by 2,480 residents, while the Charleston Urban Area declined by 12,241 residents. Both urban areas also experienced reductions in total land area as part of updated Census urban area boundary delineations.

Vision and Goals

The RIC MPO strives to create a regional transportation system that provides safe and efficient access to mobility for all people living, working or travelling in our region. In Fiscal Year 2027, our goals include implementing planning projects identified in the updated 2050 Metropolitan Transportation Plan, supporting our local communities in local initiatives to improve transportation and the integration between transportation and land uses, further regional planning and coordination efforts for road, transit and active transportation, and deepen relationships with our various partners. The MPO seeks to enable coordinated regional planning, project planning, design and implementation efforts to more effectively and efficiently advance transportation projects at all life-cycle stages with our Federal, State and Local partners.

Public Participation

The RIC Public Participation Plan requires review of the Unified Planning Work Program (UPWP) by both the RIC Transportation Technical Advisory Committee (TTAC) and the RIC Policy Board. The proposed UPWP is presented as a draft during regular quarterly meetings in the quarter prior to its anticipated adoption, allowing opportunity for committee and public review before formal approval.

Financial Feasibility and Local Match Source

The amount of federal planning funds allocated to the RIC MPO is based primarily on the U.S. Census–designated urbanized area (UZA) population within its planning boundary. For RIC, this includes the Charleston, WV Urbanized Area and the Hurricane–Teays Valley portion of the Huntington, WV Transportation Management Area (TMA).

In addition to annual formula funds, unexpended PL funds from West Virginia MPOs may be redistributed in the following fiscal year. These rollover funds are placed into a statewide Consolidated Planning Grant (CPG) and redistributed based on population. Each MPO receives a base allocation of \$100,000, and a 10 percent contingency is withheld from the statewide apportionment. Federal planning funds available to RIC consist of Federal Highway Administration (FHWA) PL funds, Federal Transit Administration (FTA) MPP funds, and any redistributed rollover funds. These funding sources are consolidated at the state level into a single Consolidated Planning Grant (CPG).

Local matching funds for the RIC MPO are provided through multiple sources. The primary source is the Regional Intergovernmental Council (RIC) Planning and Development

Council, which is funded through membership dues from Boone, Clay, Kanawha, and Putnam Counties. These counties are represented on the RIC Policy Board, which serves as the final decision-making body for MPO plans, programs, contracts, and agreements.

In addition, local match may be provided through project-specific financial support from local governments or sponsoring partners for particular planning studies or initiatives included in the UPWP.

Table 1: UPWP PL Funding by Source

Funding Source	Amount	Share	Notes
Federal (PL)	\$882,000	80%	Base Allocation + UZA Population Factor
State (WVDOT Match)	\$110,250	10%	Provided by WV DOH
Local Match (RIC & Partners)	\$110,250	10%	RIC Dues, Partner Funds, Region 3 Program Revenues
Total Program Budget	\$1,102,500	100%	Total Available Planning Funds

Table 2: Budgeted Local Funds by Source

Local Match Source	Amount	Program	Project ID
RIC Dues	\$61,000	PL	Core Program
RIC Dues	\$20,000	SS4A	SS4A.2
Charleston Urban Works/CURA	\$10,000	PL	3018.1
Bigley Avenue Economic Development Foundation	\$3,000	PL	Bigley Study
City of Dunbar	\$2,000	PL	Comp Plan
City of Charleston	\$90,000	STBG	STBG.1
City of Saint Albans	\$26,000	SS4A/PL	SS4A.1/Comp Plan
City of Hurricane	\$4,000	STBG	TMA.1
Charleston Area Alliance	\$41,250	CRP	CRP.1&CRP.2
CURA	\$41,250	CRP	CRP.1&CRP.2
Putnam County	\$20,000	STBG	TMA.3
Regional Pavement Management Program Setup Phase*	\$20,000	STBG	TMA.2
Local RIC dues available are \$100,000 *Match from Kanawha, Putnam, Charleston, South Charleston, Dunbar, Nitro, St .Albans & Hurricane jointly			

Indefinite Delivery & indefinite Quantity (IDIQ) On-Call Pool

Between March and May 2026, the MPO released an RFQ to establish an IDIQ consultant pool to ensure efficient delivery of projects over the next several fiscal years. Following the MPO's procurement policy, which follows both the 2 CFR 200 and WV 5G process, the MPO received 14 Statements of Qualifications. Nine interviews followed and five consultants were selected. The terms of the RFQ and Contract allow the MPO to issue additional RFQ's if needed for specific projects, but the majority of the work program will be conducted in-house or with our IDIQ consultants under project management from RIC staff.

Complete Streets Requirements and Local Match Waiver

On January 5, 2023, the Federal Highway Administration (FHWA) Administrator approved a memorandum titled "*Waiver of Non-Federal Match for State Planning and Research (SPR) and Metropolitan Planning (PL) Funds in Support of Complete Streets Planning Activities (BIL § 11206).*" This memorandum provides a waiver of the non-federal match requirement for eligible Complete Streets planning activities.

As a result, the Complete Streets work element included in this UPWP does not require a non-federal local match.

In addition, the Infrastructure Investment and Jobs Act (IIJA) requires MPOs to dedicate at least 2.5 percent of their Metropolitan Planning (PL) funds to Complete Streets planning activities or efforts that increase safe and accessible multimodal travel for people of all ages and abilities. The Complete Streets work element (301427) identified in this UPWP fulfills this federal requirement.

UPWP Amendment Process

This UPWP may be amended as needed throughout the year. Amendments will be submitted to a quarterly TTAC meeting and subject to Board approval and a RIC Quarterly Board Meeting and subject to Federal approval. Amendments may be required due to significant changes in in PL funded work, such as budget changes more than 10% of original allocation or new projects more than \$15,000. New PL funded projects must be approved by amendment prior to issuance of a Notice to Proceed. Amendments may also be used for informational updates if planned projects do not advance or to document additional planning and design projects added via other funding sources, including grants, suballocated funds, and other partnership opportunities.

PL Work Plan Summary

The table below presents the FY 2027 Work Plan's PL funding allocation by program element. The MPO anticipates maintaining the same staffing levels in 2027.

Element budgets reflect all expected expenditures for each program. Direct includes staff salaries and fringe benefits, software, travel, contracts and other direct expenditures. Indirect is based on a 38% rate of Salary and Fringe provided by RIC's Finance Team. Additionally, each program includes a small buffer for contingency funding to accommodate unexpected expenses. 3018 was previously named Applied Research, renamed to better reflect work product.

ID	Element	Budget	Direct	Contracts	Indirect	Federal	DOH	Local
3010	Management and Administration	\$260,000	\$191,600		\$68,400	\$208,000	\$26,000	\$26,000
3011	General Planning	\$245,000	\$158,900	\$50,000	\$36,100	\$196,000	\$24,500	\$24,500
3012	Transportation Improvement Program (TIP)	\$52,000	\$44,400		\$7,600	\$41,600	\$5,200	\$5,200
3016	Database and GIS	\$64,000	\$56,400		\$7,600	\$51,200	\$6,400	\$6,400
3017	Transit	\$32,000	\$30,480	\$25,000	\$1,520	\$25,600	\$3,200	\$3,200
3018	Local and Technical Assistance	\$210,000	\$91,760	\$100,000	\$18,240	\$168,000	\$21,000	\$21,000
3014	Complete Streets	\$190,000	\$12,340	\$175,000	\$2,660	\$190,000	\$0	\$0
	Total	\$1,053,000	\$585,880	\$350,000	\$142,120	\$880,400	\$86,300	\$86,300

Work Elements

Management and Administration

ID	Element	Budget	Direct	Indirect	Federal	DOH	Local
3010	Management and Administration	\$260,000	\$191,500	\$68,500	\$208,000	\$26,000	\$26,000

Description

Management and Administration include staff activities involving managing consultants, coordinating with partner agencies, and providing administrative and financial support to achieve MPO goals, and staff development and education not covered by another Element.

Activities

1. Supervise daily transportation planning activities and manage the work of the RIC Transportation Team.
2. Complete required submissions, including invoices, budgets, audits, contracts, and grant applications.
3. Maintain a continuing, cooperative, and comprehensive (3-C) metropolitan planning process.
4. Review and manage contracts and agreements that impact transportation planning.
5. Convene RIC Policy Board meetings to support decision-making on regional transportation issues.
6. Ensure compliance with applicable state and federal administrative and ethics requirements.

Products

1. Draft FY 2028 Budget and Unified Planning Work Program (UPWP)
2. Final FY 2028 Budget and Unified Planning Work Program (UPWP)
3. FY 2027 UPWP Amendments, as necessary
4. Financial records as required
5. Revenue and expenditure reports
6. Agendas, minutes, and all meeting materials for RIC Policy Board meetings
7. Adequate staffing to maintain a credible and effective 3-C planning process
8. A well-strategized transportation planning process
9. RIC Transportation Team and administrative time records as required

10. An effective, continuing, cooperative, and comprehensive (3-C) planning process

General Planning

ID	Element	Budget	Direct	Indirect	Federal	DOH	Local
3011	General Planning	\$245,000	\$158,900	\$36,100	\$196,000	\$24,500	\$24,500

ID	Contract	Budget	Federal	DOH	Local
3011.1	Congestion Management Process (CMP) Plan	\$50,000	\$40,000	\$5,000	\$5,000

Description

The General Planning Element includes all transportation planning activities not covered by other UPWP elements. In FY 2027, RIC will conduct general transportation planning focused on the movement of freight and personal motor vehicles, as well as system-wide highway planning to support compliance with air quality conformity requirements, the RIC Public Participation Plan, and the RIC Title VI Plan.

RIC will work collaboratively with the KYOVA Interstate Planning Commission MPO on their update to the KYOVA Congestion Management Plan (CMP) for the Putnam County portion of the Huntington, WV TMA and will also participate in the KYOVA Freight Traffic Plan project and other motor vehicle or freight transportation initiatives that may impact the region.

Additionally, RIC plans to issue a Task Order to begin work on a Charleston Metropolitan Congestion Management Process (CMP) plan in the second half of the fiscal year, subject to a Year-to-Date (YTD) budget review.

Activities

1. Review the MTP and other plans to identify projects for prioritization and further development.
2. Assess the financial feasibility of potential projects requiring further study.
3. Perform tasks necessary to comply with federal requirements, including the Infrastructure Investment and Jobs Act (IIJA) and expected Reauthorization Act, Clean Air Act (CAA), Title VI of the Civil Rights Act, and maintain the Title VI Limited English Proficiency policy.
4. Review and update procedures and requirements based on expected Reauthorization legislation if passed during the fiscal year.
5. Continue Transportation Technical Advisory Committee (TTAC) activities and maintain technical committees, including meeting notices, minutes, planning study information, membership, and member orientation.

6. Maintain RIC's public participation and Title VI processes as they relate to highway planning. Update to the 2024 revised plans pending Congressional Reauthorization expected in FY27 to ensure conformity with new requirements.
7. Support performance-based planning and programming, including target setting for highway planning.
8. Coordinate with KYOVA and other partners on planning for the Putnam County portion of the Huntington, WV TMA, administer the Congestion Management Process, and support TMA certification needs.
9. Provide training and professional development to maintain staff expertise through conferences and higher education opportunities. Current Higher Education enrollments under the Element include graduate level courses for the Executive Director that support the MPO's transportation goals and public administration efforts and the Transportation Program Manager's MS in Sustainable Transportation through the University of Washington.

Products:

1. Interagency Consultation (IAC) with federal, state, and local planning entities as necessary.
2. Perform work tasks to maintain compliance with the IIJA/BIL, Clean Air Act (CAA) as amended, State Implementation Plan (SIP), Title VI, and other applicable requirements and updated compliance for Reauthorization if passed.
3. Continued meaningful public outreach and expanded web-based public participation opportunities to solicit feedback on programs, plans, and other planning products.
4. Agendas and minutes for four Transportation Technical Advisory Committee (TTAC) meetings.
5. General Planning work, attendance of committees, meetings and other interagency and partner organizations, including Municipal committees and Councils, Yeager Airport Board Meetings, DOH Highway Safety committees and general meetings and other events as needed.

Transportation Improvement Program (TIP)

ID	Element	Budget	Direct	Indirect	Federal	DOH	Local
3012	Transportation Improvement Program (TIP)	\$52,000	\$44,400	\$7,600	\$41,600	\$5,200	\$5,200

Description

RIC transportation staff will continue to maintain and update the Transportation Improvement Program (TIP) using submissions from the West Virginia Department of Highways (WV DOH), the Kanawha Valley Regional Transportation Authority (KRT), and other eligible local partners. Building on the FY 2026 launch of the eTIP with EcoInteractive, staff will continue working with the platform to implement updates and enhance project tracking.

Staff will advance candidate transportation projects for inclusion in the TIP and amend the program as needed, including adding new projects, revising funding amounts and types, and adjusting schedules. A comprehensive database will be maintained to track the status of all highway and transit improvement projects included in the TIP. Transportation performance measures and targets will be incorporated to ensure that all projects reflect performance-based planning.

RIC will ensure that the TIP and all projects contained within it comply with federal and state requirements, including the Clean Air Act (CAA) and the State Implementation Plan (SIP), as well as Title VI and other civil rights requirements. The TIP will be maintained in compliance with federal, state, and local regulations, and the MPO's public participation and Title VI processes will continue to guide transparency and stakeholder engagement throughout the TIP development and update process.

Activities

1. Coordinate with and receive candidate transportation improvement projects for inclusion in the TIP from the West Virginia Division of Highways (WV DOH), the Kanawha Valley Regional Transportation Authority (KRT), and other local partners.
2. Update the current TIP document, including amendments, adjustments, and revisions to project funding, type, or schedule.
3. Maintain RIC's project database through the eTIP system to track all highway and transit improvement projects.
4. Provide proposed TIP amendments and accompanying project descriptions to RIC's Transportation Technical Advisory Committee (TTAC) and Policy Board for review and approval.

5. Follow all transportation conformity requirements for proposed TIP amendments.
6. Review all proposed TIP amendments to ensure conformity with performance-based planning, the Clean Air Act (CAA), Title VI, and other applicable requirements.
7. Perform additional tasks necessary to meet federal, state, or local requirements.
8. Publish legal notices in the Charleston Gazette-Mail advertising any proposed TIP amendments.
9. Prepare an annual list of obligated projects.

Products

1. TIP amendments, including new projects and administrative modifications that support current performance targets.
2. Update of the eTIP system for public and internal users.
3. Publish legal notices in the Charleston Gazette-Mail and on social media as required.
4. Maintain an up-to-date, compliant TIP.
5. Prepare an annual listing of obligated projects.
6. Publish quarterly TIP amendment lists on the RIC website.

Database and GIS

ID	Element	Budget	Direct	Indirect	Federal	DOH	Local
3016	Database and GIS	\$64,000	\$56,400	\$7,600	\$51,200	\$6,400	\$6,400

Description

RIC staff will continue to provide GIS resources and technical support to member entities and regional partners. GIS services will support internal planning products, transportation planning activities, and data-driven decision-making across the region. Staff will maintain and update the regional transportation database, including crash and traffic count data, and continue development and management of GIS databases, hardware, software, and data acquisition tools necessary to support planning functions.

RIC will respond to requests for census data, mapping, and traffic count analysis from staff, regional agencies, businesses, and the public. GIS-based mapping and analytical support will also be provided to local governments and interagency partners, including assistance related to 2020 Decennial Census data. Staff will continue to strengthen GIS capabilities through ongoing professional development and higher education opportunities to ensure high-quality technical support and data analysis services.

Activities

1. Acquire and integrate transportation data using GIS tools to update and maintain RIC's databases for analysis, interpretation, and presentation.
2. Continue staff training and professional development in GIS, including continuing education and higher education opportunities. GIS lead is enrolled in Marshall University's Master's in Geography program with the GIScience Tract to enhance GIS abilities and knowledge and skills to assist the MPO's GIS efforts.
3. Upgrade and maintain GIS hardware and software as needed.
4. Provide maps, data, and geospatial analysis to support RIC transportation planning activities and assist local governments as requested.
5. Incorporate crash data, traffic volume data, and other transportation datasets into RIC's GIS databases.
6. Review and provide AASHTOWare crash data to support planning projects and partner requests, as needed.
7. Coordinate with WVDOT on regional and statewide GIS initiatives.

8. Update and maintain census databases and produce census maps and reports for RIC staff, regional agencies, local governments, businesses, and the public as requested.
9. Provide GIS services and mapping support to interagency partners.

Products

1. Updated maps produced as new data becomes available.
2. Additional GIS data layers developed or acquired by RIC staff.
3. GIS services and mapping support provided to interagency partners.
4. Travel demand model data visualization products.
5. Review and provide data from the AASHTOWare crash database, as needed.
6. Updated roadway traffic count data and related maps for RIC staff, regional agencies, and the public, upon request.
7. Updated census data reports and maps for RIC staff, regional agencies, businesses, and the public, upon request.

Transit

ID	Element	Budget	Direct	Indirect	Federal	DOH	Local
3017	Transit	\$32,000	\$5,480	\$1,520	\$25,600	\$3,200	\$3,200

ID	Contract	Budget	Federal	DOH	Local
3017.1	Transit Financing Options Study	\$25,000	\$20,000	\$2,500	\$2,500

Description

RIC staff will coordinate with the Kanawha Valley Regional Transportation Authority (KRT) and other interagency partners to support public transit services within the RIC MPO region. Staff will provide general transit planning services, including support for performance-based planning and integration of transit performance measures into regional planning activities.

RIC will assist with coordination efforts, including survey staffing and training, and will provide public participation support to ensure meaningful community engagement in transit planning initiatives. Technical assistance will be provided to transit agencies as needed, including mapping, GIS analysis, and facility location geocoding. RIC will also conduct intergovernmental review of Section 5310 Capital Assistance grant applications within the region.

The MPO will continue to serve as a forum for coordination and communication among regional transit providers and will maintain its public participation and Title VI processes as they relate to transit planning. Planning activities may include evaluation of carpool, vanpool, ferry, or other mobility services, as well as efforts to strengthen connectivity between rural and urban areas to improve access to employment, education, healthcare, and other essential services. All activities will support a continuing, cooperative, and comprehensive (3-C) transit planning process.

Activities

1. Perform transit planning tasks for transit agencies as requested.
2. Provide coordination and support to transit agencies as needed, including surveys, public participation activities, bus shelter and signage coordination, and facilitation of regional transit provider meetings and discussions at the RIC Transportation Technical Advisory Committee (TTAC).

3. Provide mapping and GIS analysis for transit agencies and regional paratransit providers.
4. Coordinate with transit agencies to establish and adopt transit-related performance targets and ensure proposed projects support those targets.
5. Conduct intergovernmental reviews of Section 5310 Capital Assistance grant applications within the RIC region.
6. Ensure compliant inclusion of transit projects and agencies within the RIC Transportation Improvement Program (TIP).
7. Explore operational and feasibility planning for carpool, vanpool, ferry, or other shared mobility services.
8. Seek and support funding opportunities for transit-related planning to improve service, access, and financial sustainability.
9. Participate in Kanawha Valley Regional Transportation Authority (KRT) board meetings to support coordination and regional transit planning efforts.
10. Work with consultants to evaluate funding options to assist KRT with fiscal shortfalls.

Products

1. Technical assistance and support for general transit planning activities.
2. Ridership surveys, public meetings, and regional transit provider meetings, conducted as requested or to support grant applications.
3. Maps and GIS-based analyses for transit and paratransit agencies, provided as needed.
4. Planning documents and projects that support transit performance targets.
5. Completed intergovernmental reviews of Section 5310 grant applications.
6. Maintenance and updates to the 2023 Region III Public-Transit Coordinated Human Service Plan, adopted November 15, 2023.
7. Maintenance of the transit provider listing on the RIC website.
8. An evaluation of various funding options to support transit operations based on North American peer review and WV legislative authorizations.

Local and Technical Assistance

ID	Element	Budget	Federal	DOH	Local
3018	Local and Technical Assistance	\$210,000	\$168,000	\$21,000	\$21,000

ID	Contract	Budget	Federal	DOH	Local
3018.1	Washington St West Corridor Study	\$100,000	\$80,000	\$10,000	\$10,000

Description

This category is renamed from the previous Applied Research to better reflect the work being done and to emphasize projects with direct local support. The MPO provides planning, project support, and technical assistance to local communities throughout the region. Assistance may include corridor studies, comprehensive planning, targeted technical support such as safety analyses and model runs, and other planning-related activities. Staff professional development is supported through technical training, continuing education, and certifications, including engineering certification such as Professional Engineer (PE), the AICP credential from the American Planning Association, the CNU-A credential from the Congress of New Urbanism, and other relevant technical credentials. The credentials provide evidence of staff expertise, and the continuing education requirements ensure that staff stay abreast of best practices in the planning and engineering professions. The MPO may also conduct training for community members, such as classes offered by the West Virginia Local Technical Assistance Program (WV LTAP), as needed and available.

Products

1. Comprehensive planning documents – Reports, plans, and recommendations developed for local governments. Comp plans help define a town or subarea's long-term vision for development. These projects enhance transportation planning by identifying local goals, future investment concepts and land uses, transportation needs, and provide significant community input to planning decisions that future transportation investments can be derived.
2. Corridor and intersection study reports – Detailed analyses and design recommendations for specific corridors, intersections, or streetscape improvements.

3. Engineering analysis reports – Results from modeling and analytical tools such as TransCAD, TransModeler, and the regional TDM model.
4. Travel demand model outputs – Model runs and scenario results provided for transportation planning and project evaluation.
5. Performance-based project evaluations – Assessments of projects against established regional or federal performance measures.
6. Local plan reviews and recommendations – Analysis of CSAP, municipal comprehensive plans, and other local planning documents to inform transportation improvements.
7. Technical training documentation – Records of staff professional development activities and community trainings conducted (e.g., WV LTAP classes).

Complete Streets

ID	Element	Budget	Federal	DOH	Local
3014	Complete Streets	\$190,000	\$190,000	\$0	\$0

ID	Contracts	Budget	Federal	DOH	Local
3014.1	Active Transportation Plan	\$75,000	\$75,000	\$0	\$0
3014.2	Capital Connector Connections	\$100,000	\$100,000	\$0	\$0

Description

RIC will complete the 2026 Active Transportation Plan (ATP) as an update to the Kanawha-Putnam Bicycle and Pedestrian Plan. The ATP will include an assessment of current conditions, prioritized project recommendations, infrastructure design guidance, and a feasibility study for a regional bike share program.

RIC staff will continue implementing the ATP and Complete Streets initiatives through the facilitation of the RIC Bicycle and Pedestrian Advisory Committee (BPAC), which advises the RIC Transportation Technical Advisory Committee (TTAC) on non-motorized transportation issues. During FY 2027, staff will continue to support quarterly BPAC meetings and activities to promote bicycle and pedestrian improvements throughout Kanawha and Putnam counties.

In addition, RIC will conduct the Capital Connector Connections study to support the expansion of the Charleston Bike System, building on the upcoming Charleston Capital Connector project. This study will identify and prioritize key routes for bicycle improvements, provide planning-level design guidance for several critical segments, and ensure connectivity with existing and planned active transportation infrastructure throughout the MPO area.

Technical and planning assistance will be provided to local communities for Complete Streets projects, incorporating insights from the Urban3 Land-Value study completed under the FY25 Complete Streets program. These data will inform project prioritization, cost considerations, and connections between land use, roadway design, and future development, enhancing safe, accessible, and connected bicycle and pedestrian infrastructure across the MPO area.

Activities

1. Provide technical assistance to local municipalities in Kanawha and Putnam counties to improve bicyclist and pedestrian safety, accessibility, and connectivity.
2. Coordinate with KYOVA on transportation projects or plans in the Putnam County portion of the Huntington TMA that may affect transit riders, bicyclists, and pedestrians.
3. Implement and integrate Transportation Performance Management practices into the RIC planning program as they relate to transit riders, bicyclists, and pedestrians.
4. Promote Complete Streets solutions through the Congestion Management Process and in response to identified congestion or crash hot spots.
5. Support Congestion Mitigation and Air Quality Improvement (CMAQ) program objectives while advancing Complete Streets initiatives.
6. Perform any other tasks necessary to comply with the Infrastructure Investment and Jobs Act (IIJA), the Clean Air Act (CAA), Title VI, and other applicable federal requirements as they relate to Complete Streets.
7. Finalize the Active Transportation Plan Update
8. Coordinate with consultant and City of Charleston to develop the Capital Connector Connections Study

Products

1. 2026 Active Transportation Plan (ATP) – Updated Kanawha-Putnam Bicycle and Pedestrian Plan including current conditions, prioritized project recommendations, infrastructure design guidance, and a regional bike share feasibility study.
2. Capital Connector Connections - Prioritized bicycle route recommendations, planning-level design concepts, and supporting maps and technical documentation integrated into the RIC Active Transportation Plan.
3. Technical planning assistance and support for local municipalities in Kanawha and Putnam counties, focused on bicyclist and pedestrian safety, accessibility, and connectivity.
4. Quarterly facilitation of the RIC Bicycle and Pedestrian Advisory Committee (BPAC) meetings and documentation of recommendations provided to the RIC Transportation Technical Advisory Committee (TTAC).

5. Incorporation of Urban3 Land-Value study insights into project prioritization, cost considerations, and planning guidance for Complete Streets improvements.
6. Updates to the congestion and vulnerable road user crash hot spot location list to guide targeted bicycle and pedestrian improvements.
7. Mapping, GIS, and technical analyses supporting ATP recommendations, Complete Streets projects, and local municipal requests.

PL Funded Contractual Project Details

This section provides information on current projects that will utilize consultants under contract. All projects were be delivered by the IDIQ on-call pool, or by individual procurement following RIC's procurement policies that are compliant with 2 CFR 200 and WV 5G requirements.

3011.1 - Congestion Management Process (CMP)

Fiscal Year(s): 2027, 2028

UPWP Task: General Planning

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$150,000 - \$200,000 [FY2027 - \$50,000]
Federal Share (PL)	\$120,000 - \$150,000 [FY2027 - \$40,000]
Local Match Amount	\$30,000 - \$50,000 [FY2027 - \$10,000]
Match Source	DOH, RIC

Project Overview

This project will create a Congestion Management Process (CMP) for the RIC MPO area. A CMP is a living program that seeks to identify and mitigate congestion points in the planning region. This CMP will help guide planning and implementation priorities for congestion relief focusing on lowest capital and multimodal solutions. Final Costs will be subject to scope and consultant negotiations. FY2027 cost will not exceed \$75,000.

Implementation

- **RIC Staff PM:** Jake Smith
- **Consultant Support:** Yes
- **Key Partners:** FHWA, DOH, KYOVA, Counties & Cities
- **Geographic Focus:** Kanawha & Putnam Counties
- **Timeline:** 2/1/2027-6/30/28

Deliverables / Outcomes

- A CMP in compliance with FHWA requirements.

3017.1 Transit Funding Option Study

Fiscal Year(s): 2027

UPWP Task: Transit

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$25,000
Federal Share (PL)	\$20,000
Local Match	\$5000
Match Source	RIC & DOH

Project Overview

This project seeks to review options to address KRT's fiscal situation and/or expand service opportunities. With the successful passing of the Kanawha County safety levy in May 2026, KRT's budget is secured for several years. However, changes in the allocation of the levy funding is reducing the expected local funds KRT relies on for operations. This study will examine success funding measures around North America along with any process methods or legislative changes needed to allow the reviewed options to be implemented.

Implementation

- **RIC Staff PM:** Jeffery Mace
- **Consultant Support:** Yes
- **Key Partners:** KRT
- **Geographic Focus:** Kanawha County
- **Timeline:** 7/1/2026-6/30/2027

Deliverables / Outcomes

- A written report detailing funding options for the future of Transit in Kanawha County

3018.1 Washington Street West Corridor Study

Fiscal Year(s): 2027

UPWP Task: 2027 – Local & Technical Assistance

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$100,000
Federal Share (PL)	\$80,000
Local Match (20%)	\$20,000
Match Source	DOH, CURA, Charleston Urban Works

Project Overview

This project will evaluate the Washington Street West Corridor from Pennsylvania Ave to Patrick Street. The study will examine Land Use improvements, Housing and development opportunities, and current/potential transportation infrastructure needs. This study will build on previous intersection studies by RIC and incorporate area plans into recommendations for improving the corridor.

Implementation

- **RIC Staff PM:** Jeffery Mace
- **Consultant Support:** Yes
- **Key Partners:** CURA, Charleston Urban Works, City of Charleston, DOH
- **Geographic Focus:** Charleston West Side

Deliverables / Outcomes

- A comprehensive study on the Washington St West corridor between Pennsylvania Ave and Patrick Street. Including land-use, housing, and related transportation recommendations.
- An interactive website to summarize recommendations in an accessible format.

3014.1 Active Transportation Plan Update

Fiscal Year(s): 2026, 2027

UPWP Task: Complete Streets

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$150,000 [2027 \$75,000]
Federal Share (PL)	\$150,000 [2027 \$75,000]
Local Match	\$0
Match Source	N/A (Complete Streets match waiver applied)

Project Overview

This project completes the update of the 2020 Kanawha-Putnam Bicycle and Pedestrian Plan into a modern Active Transportation Plan. The project identifies current conditions and gaps in the pedestrian and cycling networks, analyzes safety history, and creates a prioritized list of future projects and infrastructure recommendations based on street type.

Implementation

- **RIC Staff PM:** Jeffery Mace
- **Consultant Support:** Yes (Burgess & Niple)
- **Key Partners:** Bike advocates, City of Charleston, Kanawha County, Putnam County
- **Geographic Focus:** Kanawha & Putnam Counties

Deliverables / Outcomes

- A written report highlighting existing conditions and safety/access improvements.
- An interactive website to summarize recommendations.
- A feasibility report for a regional bike share system.

3014.2 Capital Connector Connections

Fiscal Year(s): 2027

UPWP Task: Complete Streets

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$100,000
Federal Share (PL)	\$100,000
Local Match	\$0
Match Source	N/A (Complete Streets match waiver applied)

Project Overview

This project seeks to develop a plan to expand on the bike and pedestrian improvements from the Capital Connector and West Side Boulevard projects. It will identify corridors and connection opportunities and provide select design recommendations on several key priorities. This study is a partner study to the Patrick Street PEL study.

Implementation

- **RIC Staff PM:** Jeffery Mace
- **Consultant Support:** Yes
- **Key Partners:** City of Charleston
- **Geographic Focus:** City of Charleston

Deliverables / Outcomes

- A written report highlighting existing conditions and recommendations.
- Planning level design recommendations on key priorities.
- An interactive website to summarize recommendations.

Section 2: Grants & Suballocated Funds

The following section outlines planning and design projects funded or administered by RIC through U.S. Department of Transportation (USDOT) grants and RIC's suballocated Surface Transportation Block Grant (STBG) and Carbon Reduction Program (CRP) funds.

BUILD Grant - Cedar Grove VITAL Project

The Town of Cedar Grove was awarded a \$3,000,000 BUILD grant in January 2025 to develop construction-ready plans for its entire street network, including sidewalks. The project also includes development of a roadway maintenance plan and a pavement indexing and prioritization program to guide future roadway investments. RIC will serve as project administrator on behalf of the Town of Cedar Grove.

The grant is structured into two primary components: one contract for engineering and maintenance planning services, and a second contract for development of the pavement indexing and prioritization program. Remaining funds are allocated for grant management and project administration.

As of June 1st, 2026, Grant agreement is underway, no Notice to Proceed shall be issued until final agreement is executed by all parties.

ID	Grant	Budget	Federal
BUILD	VITAL Cedar Grove	\$3,000,000	\$3,000,000

ID	Project	Budget	Federal
BUILD.1	Cedar Grove VITAL - Engineering & Maintenance	\$2,580,000	\$2,580,000
BUILD.2	Cedar Grove VITAL - Pavement Management	\$320,000	\$320,000

BUILD.1: Cedar Grove VITAL – Engineering & Maintenance

Fiscal Year(s): 2027, 2028, 2029 [Subject to final agreement]

UPWP Task: BUILD Grant

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$2,580,000
Federal Share (BUILD)	\$2,580,000
Local Match Amount	\$0
Match Source	N/A (Rural BUILD exemption)

Project Overview

The project will advance 100 percent design for the reconstruction of surface transportation assets within the Town of Cedar Grove. Roadways and sidewalks will be designed to a construction-ready level, including completion of all required NEPA review and environmental documentation to ensure the project is shovel-ready. The effort will also include development of a maintenance plan to support long-term preservation of the town's transportation infrastructure.

Implementation

- **RIC Staff PM:** Jeffery Mace
- **Consultant Support:** Yes
- **Key Partners:** Town of Cedar Grove
- **Geographic Focus:** Town of Cedar Grove
- **Timeline:** 2027-2029

Deliverables / Outcomes

- Completion of 100 percent engineering design for the municipal street and pedestrian network.

- Development of a long-term roadway and sidewalk maintenance plan.

BUILD.2: Cedar Grove VITAL – Pavement Management

Fiscal Year(s): 2027, 2028, 2029

UPWP Task: BUILD Grant

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$320,000
Federal Share (BUILD)	\$320,000
Local Match Amount	\$0
Match Source	N/A (Rural BUILD exemption)

Project Overview

The project will establish a comprehensive pavement management program for the Town of Cedar Grove, including pavement indexing of all municipal roadways and sidewalks. It will also develop a prioritization system and provide initial recommendations to guide targeted funding and future roadway and sidewalk improvements.

Implementation

- **RIC Staff PM:** Jeffery Mace
- **Consultant Support:** Yes
- **Key Partners:** Town of Cedar Grove
- **Geographic Focus:** Town of Cedar Grove
- **Timeline:** 2027-2029

Deliverables / Outcomes

- Development of a Pavement Management System.
- Completion of an initial pavement condition assessment and indexing of all municipal roadways.

- A prioritized list of roadway improvements to guide future investments.

Safe Streets and Road for All (SS4A) Grant

ID	Element	Budget	Federal	DOH	Local
SS4A	Safe Streets and Roads for All	\$620,000	\$496,000	\$0	\$124,000

ID	Contracts	Budget	Federal	DOH	Local
SS4A.1	Saint Albans Demonstration	\$100,000	\$80,000	\$0	\$20,000
SS4A.2	FY2027 Safety Studies	\$100,000	\$80,000	\$0	\$20,000

In December 2025, RIC was awarded \$496,000 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant. The grant provides \$400,000 to cover the costs of the safety studies program for the next several years. Through this program, RIC will conduct data-driven safety studies and develop improvement recommendations for locations identified by RIC, the West Virginia Division of Highways (DOH), and local communities. Burgess & Niple will continue work in FY27 as our current consultant on Safety Studies.

In addition, RIC will partner with the City of Saint Albans to implement a demonstration project evaluating traffic calming and speed management strategies on selected local roadways. Staff from RIC and the City of Saint Albans will collaborate to identify candidate locations, select appropriate treatment methods, and analyze the results to assess effectiveness and inform potential broader applications. RIC will work with FHWA and DOH on NEPA and Federal compliance or waivers as allowed for materials related to the demonstration.

For Fiscal Year 2027 RIC member dues will provide the local match for work performed during the fiscal year on the Safety Studies. The City of Saint Albans will provide a cash match of \$20,000 upon completion of the grant agreement for the match of the Demonstration project.

All projects under this SS4A grant shall only have Notice to Proceed upon final execution of a Grant Agreement.

SS4A.1: Saint Albans Demonstration Project

Fiscal Year(s): 2027+

UPWP Task: Grant Projects

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$100,000
Federal Share (SS4A)	\$80,000
Local Match Amount	\$20,000
Match Source	City of Saint Albans

Project Overview

This project carries out a demonstration project seeking low-cost interventions to speed on local streets. The project will conduct before and after comparisons on local road segments to test the efficacy of speed humps and speed display signs. Implementation sites will be subject to joint review with the City of Saint Albans and the Saint Albans Police Department.

Implementation

- **RIC Staff PM:** Ali Haider
- **Consultant Support:** Yes, NEPA
- **Key Partners:** City of Saint Albans
- **Geographic Focus:** Saint Albans Local Streets

Deliverables / Outcomes

A report on the effectiveness of various low-cost speed reducing options.

SS4A.2: Safety Studies

Fiscal Year(s): 2027

UPWP Task: Grant Projects

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$100,000
Federal Share (SS4A)	\$80,000
Local Match Amount	\$20,000
Match Source	RIC

Project Overview

This project continues RIC's safety studies program. Locations are selected based on data from regional CSAPs, VRU assessments, and crash data, and other data-driven sources. The study conducts existing conditions reviews, crash analysis, and recommendations for short to long-term improvements.

Implementation

- **RIC Staff PM:** Ali Haider
- **Consultant Support:** Yes (Burgess & Niple)
- **Key Partners:** DOH, Municipalities, Counties
- **Geographic Focus:** Kanawha & Putnam Counties
- **Timeline:** 7/1/2026 – 6/30/2027 (subject to grant execution and NTP)

Deliverables / Outcomes

- Multiple location safety analysis and recommendations provided in written and web-based reports.

Rural and Tribal Assistance Pilot Program Grant

ID	Element	Budget	Federal	DOH	Local
RTA	Rural and Tribal Assistance Grant	\$900,000	\$900,000	\$0	\$0

ID	Contracts	Budget	Federal	DOH	Local
RTA.1	Bus Rapid Transit Development and Design	\$600,000	\$600,000	\$0	\$0
RTA.2	Transit Oriented Development Feasibility and Implementation Study	\$200,000	\$200,000	\$0	\$0

On April of 2026, RIC was notified of a success award under the Build America Bureau's Rural and Tribal Assistance Pilot Program grant. This grant will enable RIC to develop a local preferred alternative for a Bus Rapid Transit (BRT) line from Saint Albans to Kanawha City via MacCorkle, and the West Side of Charleston. Alignment, ridership projects, road and ITS improvements, and station locations will be incorporated in the study. In addition, as a capacity development grant, RIC staff will have a higher level of involvement with our consultants to development new skills related to transit development, analysis and BRT systems. In addition, RIC will select several station sites to develop Transit Oriented Development plans and recommendations. This study will include site and parcel review, zoning and building code improvements to enable a success TOD district at the chosen location.

RTA.1: Bus Rapid Transit Local Preferred Alternatives

Fiscal Year(s): 2027-2029

UPWP Task: Grant Projects

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$600,000
Federal Share (SS4A)	\$600,000
Local Match Amount	\$0
Match Source	N/A

Project Overview

This will develop alternatives for a St. Albans to Kanawha City BRT line that would facilitate further development by the Federal Transit Administration's Small Start or successor programs. The study will include examining route alternatives, ridership potential, network adjustments to facility transfers into a high capacity BRT line, road and ITS improvements, and other factors needed for a successful BRT implementation. In addition, as part of the program's capacity development RIC's staff will work with our consultant team to enhance local skills and knowledge related to transit and BRT systems.

Implementation

- **RIC Staff PM:** Jeffery Mace
- **Consultant Support:** No
- **Key Partners:** DOH, KRT, St. Albans, South Charleston, Charleston, Kanawha County
- **Geographic Focus:** Kanawha County
- **Timeline:** 8/1/2026 – 6/30/2029 (subject to grant execution and NTP)

Deliverables / Outcomes

- A BRT project developed for inclusion in the next available MTP and eligible for further funding under the FTA Small Starts or similar program

RTA.2: Transit Oriented Development Feasibility Study

Fiscal Year(s): 2027-2029

UPWP Task: Grant Projects

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$200,000
Federal Share (SS4A)	\$200,000
Local Match Amount	\$0
Match Source	N/A

Project Overview

This will develop a feasibility study focused on multiple station locations identified in RTA.1. This feasibility study will focus on the elements needed to create a successful car-lite TOD area around enhanced transit. The study will examine site features, parcel ownership, financial opportunities, zoning and building code changes, parking needs and other factors to create a pathway to a successful development district under TOD principals. RIC's staff will work closely with our consultant team to better understand the processes and needs for TOD developments.

Implementation

- **RIC Staff PM:** Jeffery Mace
- **Consultant Support:** No
- **Key Partners:** DOH, KRT, St. Albans, South Charleston, Charleston, Kanawha County
- **Geographic Focus:** Kanawha County
- **Timeline:** 8/1/2026 – 6/30/2029 (subject to grant execution and NTP)

Deliverables / Outcomes

- A TOD feasibility study that provides recommendations for physical, economic, regulatory and legal adjustments for the successful implementation of a TOD district.

TMA.1: Hurricane Main Street Alternatives Analysis

Fiscal Year(s): 2027

UPWP Task: Suballocated STBG-TMA

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$20,000
Federal Share (STBG-TMA)	\$16,000
Local Match (20%)	\$4,000
Match Source	City of Hurricane

Project Overview

Develops design alternatives for Main Street improvements to support downtown development and the redevelopment of the former fire station site. Ensuring the infrastructure supports the city's economic and community goals.

Implementation

- **RIC Staff PM:** Ali Haider
- **Consultant Support:** Yes (Burgess & Niple)
- **Key Partners:** City of Hurricane
- **Geographic Focus:** Downtown Hurricane
- **Timeline:** 7/1/2026-6/30/2027

Deliverables / Outcomes

- Conceptual design alternatives.
- Written summary of recommendations.

TMA.2: Regional Pavement Management Program (Phase I)

Fiscal Year(s): 2027

UPWP Task: Suballocated STBG-TMA

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$100,0000
Federal Share (STBG-TMA)	\$80,000
Local Match (20%)	\$20,000
Match Source	Partner Municipalities

Project Overview

This project establishes a standardized, regional approach to pavement management for RIC member jurisdictions. Phase I focuses on procuring a unified asset management software platform and conducting high-level pavement condition indexing (PCI) for regional arterials and collectors. The program will allow for data-driven prioritization of preservation and rehabilitation projects across municipal boundaries.

Implementation

- **RIC Staff PM:** Jeffery Mace
- **Consultant Support:** Yes
- **Key Partners:** All RIC Member Municipalities
- **Geographic Focus:** Kanawha & Putnam Counties (MPO-wide)
- **Timeline:** 7/1/2026 – 6/30/2027

Deliverables / Outcomes

- A regional pavement condition database and GIS map layer.
- Standardized PCI ratings for all regionally significant non-state-maintained roads.

- A multi-year regional pavement preservation strategy.

TMA.3: I-64/Rt 34 Great Teays and Teays Valley Road Safety Study

Fiscal Year(s): 2027

UPWP Task: Suballocated STBG-TMA

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$110,000
Federal Share (STBG-TMA)	\$88,000
Local Match (20%)	\$22,000
Match Source	Putnam County & RIC

Project Overview

The project will update and expand RIC's 2020 WV34 – Teays Valley Rd Study. That Study's key recommendations for the interchange treatment were not approved by the community. Recent and upcoming developments in Putnam County create a need to ensure this interchange and Route 34 can safely accommodate future needs. The study will examine the interchange for capacity and safety improvements, excluding the previously proposed double-lane roundabout, but including options such as a Diverging Diamond Interchange and other FHWA proven intersection treatments. In addition, the study area includes the intersection on Teays Valley Road to look at local intersection alternatives after the cancellation of the full corridor project.

Implementation

- **RIC Staff PM:** Ali Haider
- **Consultant Support:** Yes (Mead & Hunt)
- **Key Partners:** Putnam County, DOH, FHWA
- **Geographic Focus:** Teays Valley
- **Timeline:** 7/1/2026-6/30/2028

Deliverables / Outcomes

- Conceptual design alternatives.
- Written summary of recommendations.

STBG.1: Patrick Street PEL Study

Fiscal Year(s): 2027, 2028

UPWP Task: Suballocated Projects

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$450,000
Federal Share (STBG)	\$360,000
Local Match Amount	\$90,000
Match Source	City of Charleston

Project Overview

This project creates a Planning and Environmental Linkages (PEL) study to address issues along the Patrick Street corridor. Primary considerations include road reconfiguration to two-way segments, improving intersection and business access, and extending bike/pedestrian improvements for better connectivity to North Charleston. The study will follow 23 USC 168 and FHWA checklists.

Implementation

- **RIC Staff PM:** Jeffery Mace
- **Consultant Support:** Yes
- **Key Partners:** City of Charleston, DOH
- **Geographic Focus:** Patrick Street Corridor
- **Timeline:** 7/1/2026 – 6/30/2028

Deliverables / Outcomes

- A PEL study to provide recommendations for road improvements.
- An interactive website to summarize recommendations.

CRP.1: LIFT Center Complete Streets and Pedestrian Enhancements

Fiscal Year(s): 2027, 2028

UPWP Task: Suballocated - CRP

Funding Snapshot

Funding Category	Amount
Total Project Budget	\$247,500
Federal Share	198,000
Local Match	\$49,500
Match Source	Charleston Area Alliance

Project Overview

This project provides full planning, design, and engineering services to implement Complete Streets and pedestrian infrastructure surrounding the LIFT Center redevelopment. The LIFT Center is a 55,000-square-foot advanced manufacturing and energy facility located on a remediated 9-acre brownfield site in Charleston’s East End. The proposed improvements span three blocks, specifically Ruffner Avenue from Smith Street to Dixie Street, and Dixie Street from Ruffner Avenue to Nancy Street.

Implementation

- **Project Lead:** Jeffery Mace
- **Consultant Support:** Yes
- **Key Partners:** City of Charleston, Charleston Area Alliance
- **Geographic Focus:** Charleston East End (HUB Zone)
- **Timeline:** 7/1/2026-6/30/2028

Deliverables / Outcomes

- **Engineering Design:** Full design for ADA-compliant sidewalks, concrete curbs, and ramps.
- **Safety Infrastructure:** Planning for pedestrian-scale lighting and wayfinding elements.
- **Environmental/Aesthetic Plans:** Landscaping, street trees, and drainage coordination plans.

CRP.2 Smith Street Pedestrian Corridor Enhancements - Phase 2

- **Fiscal Year(s):** 2027,2028
- **UPWP Task:** Suballocated - CRP
- **Funding Snapshot**

Funding Category	Amount
Total Project Budget	\$165,000
Federal Share (Requested)	\$132,000
Local Match	\$33,000
Match Source	Charleston Area Alliance

Project Overview

This project advances planning and design for a safe, accessible pedestrian environment along the Smith Street corridor. Smith Street serves as a primary urban connector between downtown Charleston, the historic warehouse district, and major employment and healthcare destinations. Phase 2 extends pedestrian planning west from Leon Sullivan Way to Capitol Street. It builds upon Phase 1 planning (Morris Street to Leon Sullivan Way) and seeks to resolve inconsistent or missing infrastructure that creates safety challenges for vulnerable populations.

- **Implementation**
- **Project Lead:** Jeffery Mace
- **Consultant Support:** Yes
- **Key Partners:** City of Charleston, Charleston Area Alliance
- **Geographic Focus:** Smith Street
- **Timeline:** 7/1/2026 – 6/30/2028

Deliverables / Outcomes

- **Design Engineering:** Full planning and design for ADA-compliant sidewalks featuring paver accents.

- **Safety Plans:** Engineering for pedestrian-scale lighting to enhance visibility.
- **Corridor Aesthetics:** Design for street trees, landscaping, and site furnishings (benches, receptacles).
- **Utility Coordination:** Detailed drainage and utility coordination plans to prepare the project for future implementation funding.

Suballocated Construction Projects

The MPO approved the following projects in 2024 & 2025. Implementation is expected to begin in FY2027. The MPO is involved in coordination meetings only. The WV DOH is overseeing implementation by the District or City of Charleston.

Fund Source	Contracts	Budget	Federal	Local
CRP	Charleston Sidewalks	\$2,500,000	\$2,000,000	\$500,000
CRP	Charleston BID Lighting Project	\$315,000	\$252,000	\$63,000
STBG	Charleston FANS Paving Package	\$1,500,000	\$1,200,000	\$300,000
STBG	Saint Albans FANS Paving Package	\$750,000	\$600,000	\$500,000